



Sands Street in Brooklyn will be home to NYC's first median on-street bikeway

DEPARTMENT OF TRANSPORTATION

DOT to Build Separated, On-Street Bike Path to Manhattan Bridge

IN JUNE, THE DOT announced that it will build a physically separated on-street bike path to and from the Brooklyn side of the Manhattan Bridge. The path will run on the median of Sands Street between Navy Street and the Manhattan Bridge bike path and will make bridge access safer. This is good news for the thousand cyclists who take Sands Street each day to access jobs, go to school, visit friends, go shopping and take in culture.

While T.A. has long requested that the DOT make the Jay Street approach to the Manhattan Bridge safer, the DOT has decided to improve Sands Street first. Currently the agency is rebuilding nearby Flushing Avenue and it resourcefully expanded the project to include the Sands Street bike path. Path construction should start in 2006. The City should regularly use existing projects as opportunities to improve bicyclist and pedestrian safety.

The DOT's innovative design will be NYC's first median, on-street bike path. The path will create safe street space for cyclists and control motorists driving to and from the Manhattan Bridge, Brooklyn-Queens Expressway and surrounding neighborhoods. The DOT plans

to build the bike path on a raised median with fencing and bollards to completely separate and protect cyclists from motor vehicle traffic. The physically separated path will stop drivers from making dangerous and illegal left turns from westbound Sands Street to the Brooklyn-Queens Expressway. The Sands Street path will also serve as a safe and convenient connection between the Manhattan Bridge and the future Brooklyn Waterfront Greenway.

The DOT now needs to turn its attention to northbound Jay Street. Northbound Jay Street, the most direct and popular cycling route to the Manhattan Bridge, sorely needs safety improvements. The DOT should install a colored bike lane there (to compliment Jay Street's southbound colored bike lane), as well as shared lane pavement markings and large, yellow, diamond-shaped warning signs to alert drivers on Jay Street and exiting the bridge to the presence of cyclists. Over the winter, the DOT installed more cyclist and pedestrian fencing at the foot of the bridge's Jay Street off-ramp. These fences make bridge access indirect and discourage biking and walking. □

TakeAction!

Thank the DOT for the Sands Street median bike path and ask it to improve Jay Street.

Commissioner Iris Weinshall
NYC Department of Transportation
40 Worth Street
New York, NY 10013
nyc.gov/html/mail/html/maildot.html

Developers Support Bicycle Access to Buildings Bill

THIS SUMMER T.A. IS building support within the real estate community and getting feedback on City Council bill Intro 155, which would require commercial building owners and managers to let their tenants bring their bicycles inside with them. Feedback from the real estate community now informs the bill's language and should persuade Councilmember Madeline Provenzano (Bronx), Chair of the Housing and Buildings Committee, to schedule a September hearing, the next step in turning the bill into law.

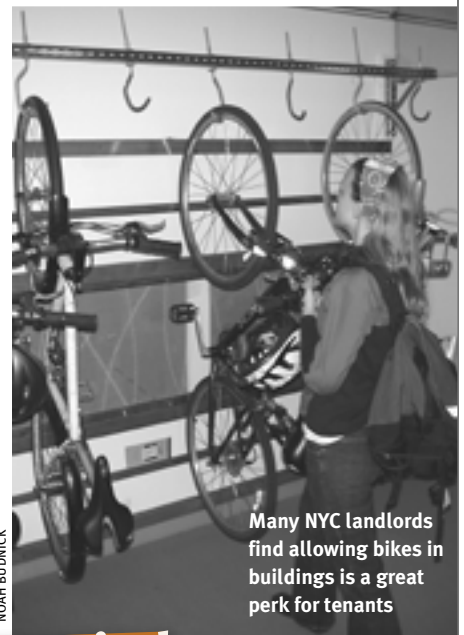
The bill is supported by 25 councilmembers and the Public Advocate, Betsy Gotbaum.

Twenty-five leading real estate developers and building managers have commented on and helped shape the bill, including: the Durst Organization, Hines, Tishman Speyer, Forest City Ratner, Dunn Development, Two Trees Management, Full Spectrum, Justin Management and the building managers at the offices of Merrill Lynch, Conde Nast, John Jay College and Saatchi and Saatchi.

In June, Jonathan Rose, President of the Jonathan Rose Companies and a leading green developer, wrote to Councilmember Provenzano, "My firm has encouraged bicycle commuters by allowing them to store their bikes in an out of the way location within our offices. I'm excited about the opportu-

nity to encourage bicycle commuters on a city-wide scale."

A September hearing on Intro 155 would elicit even more valuable feedback. Two key organizations have yet to weigh in: the Real Estate Board of New York (REBNY) and the Building Owners and Managers Association (BOMA). Since Councilmember David Yas-sky (Brooklyn) introduced the bicycle building access bill in 2004, REBNY and BOMA have withheld their support. Discussions with these organizations



NOAH BUDNICK

Many NYC landlords find allowing bikes in buildings is a great perk for tenants

TakeAction!

Ask Councilmember Provenzano to schedule a hearing on Intro 155.

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Bronx, NY 10461
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Take the **Building Access Survey** for Bicyclists at transalt.org/buildingsurvey or call 212-629-8080 to have a survey mailed to you.

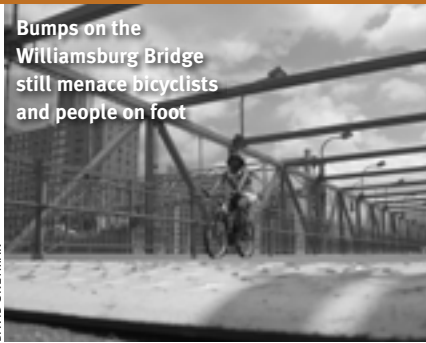
are necessary to pass a building access law that serves cyclists and the real estate community.

Bicycle access to buildings is essential for encouraging more New Yorkers to ride. According to the Department of City Planning, the lack of secure, indoor bike parking is the number one

obstacle preventing people from commuting by bike. Building access for bikes not only attracts quality tenants, but it is becoming an expected necessity, like access to freight elevator service. □

Bumps on the Williamsburg Bridge still menace bicyclists and people on foot

DAVID SNETMAN



DOT Hires Consultant to Study Bridge Bumps

This spring, the City Department of Transportation hired an engineering company to study the 26 dangerous, two-inch high expansion joint covers on the Williamsburg Bridge biking and walking path and come up with a safer, bump-free design for the path. The DOT should report the results of its consultant's study to the public as soon as it is available and progress with making the bridge path safer.

The DOT's study was precipitated by a March Manhattan Community Board Three meeting where fifty bridge users, advocates for the disabled, T.A. and the Community Board asked the DOT representatives to make the bridge path safe for the 3,000 people who walk and bike across it each day. The bridge's bumps cause one in four walkers and bikers to trip or crash, so be careful!

TakeAction!

E-mail the DOT to thank them for undertaking the bump study and urging the agency to remove the bumps! E-mail: nyc.gov/html/mail/html/mailedot.html

NYC Needs Outdoor Bike Parking Rules!

Though NYC has just one bike rack for every 35 cyclists, and, on average, there is only one rack every two miles on the streets, the DOT now is in favor of enforcing City Administrative Code Section 16-122(b), a law that prohibits "movable property" from being left in public places, such as bicycles locked to street fixture, such as a sign or lamppost or parking meter. The City has used this law to justify seizing bikes at Critical

Mass rides. Given the scarcity of bike racks in NYC, tens of thousands of New Yorkers are forced to park their bikes at street fixtures every day. The DOT, which oversees sidewalk regulations, needs to develop rational

outdoor bike parking rules that affirm cyclists' rights to park at street fixtures (so long as bikes don't block sidewalks). Prohibiting people to park at fixtures will stop people from cycling.



NOAH BUDNICK

TakeAction!

Tell the DOT to affirm New Yorkers' rights to park their bikes at bike racks, sign- and lampposts and parking meters! E-mail: nyc.gov/html/mail/html/mailedot.html

Parks Dept. Clips Bikes Locked to DOT Bike Racks

The Parks Department's Parks Enforcement Patrol is seizing bikes locked to DOT-installed bike racks in Battery Park City. The Battery Park City Parks Conservancy's website stated "...long-term storage of bikes is not permissible. PEP will begin cutting locks and removing bikes that are left long-term at bike racks." Based on June's seizures, leaving a bicycle locked to a bike rack after dark is the Battery Park City Parks Conservancy's sole criterion for determining if a bicycle is in "long-term storage." T.A. alerted the Parks' Department's legal department about the irrational bike seizures in Battery Park

City, and the Parks Department is investigating the situation.

The Parks Department does have bike parking regulations (reported in the *T.A. Magazine*, Winter 2005), forbidding locking bikes to trees and other Parks' property and abandoning bicycles, but the regulations do not place any restrictions on locking bicycles to bike racks.

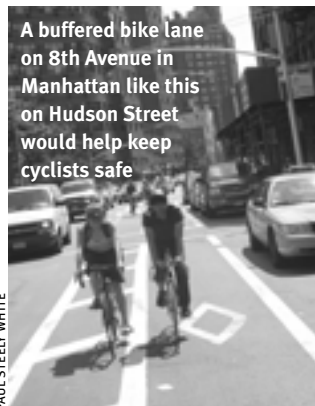
TakeAction!

If you discover your bike missing from a Battery Park City park or other park bike rack, contact the Parks Enforcement Patrol at 212-417-3100.

DOT: 8th Avenue Bike Lane In The Works

According to DOT Commissioner Iris Weinshall, the agency is preparing to stripe a new bike lane on Manhattan's 8th Avenue from 14th Street to Columbus Circle. Still to be determined is if the agency will stripe a standard five-foot wide bike lane (similar to Broadway and 1st Avenue) or a buffered bike lane (similar to 2nd Avenue and Hudson and Lafayette Streets). The DOT should stripe a buffered bike lane to provide safe street space for cyclists.

Buffered bike lanes feature a three-to-five-foot striped space between the bike lane and moving auto traffic. They allow cyclists to safely maneuver around hazards like open car doors, potholes and debris. A standard five-foot bike lane on 8th Avenue is too narrow to provide sufficient safe cycling space on the hectic street. Parked and



PAUL STEELY WHITE

moving cars and trucks would regularly encroach into a five-foot bike lane, forcing cyclists into hazards and the avenue's busy traffic.

Councilmembers Christine Quinn and Gale Brewer, Community Boards 4 and 5, the Hell's Kitchen Neighborhood Association and over 550 cyclists who wrote to the DOT all support an 8th Avenue bike lane.

TakeAction!

Support a buffered bike lane on 8th Avenue! E-mail: nyc.gov/html/mail/html/mailedot.html

NYPD Precinct Holds Public Bike Safety Meeting

In July the NYPD's 9th Precinct (Manhattan's East Village) convened a public meeting on bicyclist safety. The meeting was prompted by the deaths of cyclists Brandie Bailey on May 10 and Andrew Morgan on June 22, which occurred within the precinct's boundaries. The precinct's traffic safety and community affairs officers urged cyclists to watch out for dangerous traffic conditions like double-parked cars and trucks and blocked bike lanes and distributed safety pamphlets and reflective lights.

At future bike safety meetings the NYPD should present information on how to report crashes, bike thefts, dangerous drivers and unsafe traffic and public safety conditions and solicit locations at which to conduct dangerous driver enforcement. The police should then go to the locations and issue summonses for illegal and dangerous driver behavior, such as speeding, reckless driving, "dooring," driving and parking in bike lanes and failure to exercise due care.

TakeAction!

Contact the 9th Precinct's traffic safety officer for details on the next bicycling safety meetings: 212-477-7800. Ask the NYPD to hold bike safety meetings in precincts citywide! E-mail: nyc.gov/html/mail/html/mailnypd.html □