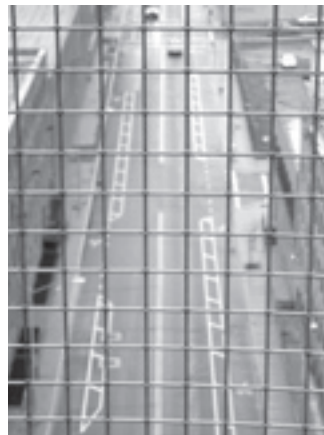


Kent Avenue Cage Match

AFTER MONTHS OF feuding over parking removed to accommodate the Kent Avenue bike lane, there's a new détente in North Brooklyn. In February, the Transportation Committee chair of Community Board 1, Teresa Toro, was reinstated after being removed from her post because of blowback from the bike lane. The residential parking issues that prompted the fiercest opposition have since subsided, and the only remaining sticking point are loading issues from manufacturers on the east side of Kent.

In early February, a dozen T.A. volunteers took part in a "day of action," riding to the



GRAHAM T. BECK

offices of Council Members David Yassky and Diana Reyna, as well as Congresswoman Nydia Velasquez. All three officials represent communities served

by the lane, but had voiced some concerns in the face of mounting opposition. The group of riders

The initial tempest over Kent Ave. is starting to subside.

met with staff (and with Council Member Reyna personally) to express appreciation for their support not only of bicycle lanes but the overarching vision of the future Brooklyn Waterfront Greenway. During these meetings, it became clear the lane enjoyed substantial support but that there was room for improvement when it came to the current street configuration.

In April, the DOT came to

the CB1 Transportation and Waterfront Committees during a joint meeting to discuss further updates regarding Kent Avenue. While the cycling community has remained dedicated to advocating for the health and safety benefits of the lanes in their current configuration, there has been growing interest among all parties for converting Kent Avenue to a one-way route for motor vehicles, with loading for businesses on the east side and a bidirectional bike lane along the west side. This would be an unprecedented design undertaking for the DOT, and one that T.A. is open to exploring. □

Pulaski Bridge Feels the Crunch

AS BIKE COMMUTING HAS grown in North Brooklyn and Long Island City, the Pulaski Bridge has become an unexpectedly critical link in the city's bike network. Unfortunately, like all the aging bridges along Newtown Creek, the Pulaski affords little room for bicyclists and pedestrians, while rolling out the asphalt carpet for cars and trucks to speed alongside.

Years ago, only a handful of Greenpoint residents used the bridge to walk to the 7 train at nearby Hunters Point. Today, hundreds of subway commuters and a growing number of bicyclists are vying for the slim shared path, causing congestion and frequent close-calls.

T.A.'s Brooklyn and Queens Committees have rallied to the cause of a more sustainable configuration, with room for the thousands more commuters who will use the bridge as development in Greenpoint and LIC



MARIN TOCKMAN

TakeAction!

Ride/walk and rally across the Pulaski Bridge on Friday, May 15th at 6:00 PM, and make sure to sign our petition to DOT Commissioner Janette Sadik-Khan. Reception to follow.

With growing bike and foot traffic, the Pulaski's narrow shared path is due for an upgrade.

accelerates. The committees are working through

their respective community boards on a joint letter to the DOT, calling for a fully separated bike path along the bridge's entire length that will ease congestion on the shared path. Given the excessive road space provided for the motor vehicle lanes, there should be ample space for this configuration.

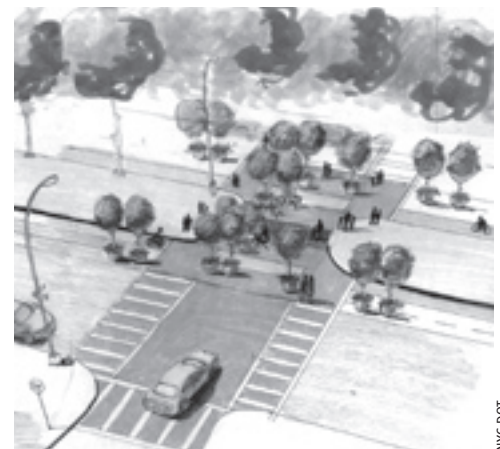
The DOT is currently implementing safety improvements at the Queens entrance to the bridge, creating a window of opportunity for further bridge enhancements. □

Protected Lanes Coming to LES

THE MEDIAN malls along Pike and Allen Streets are some of the worst eyesores on the LES. In a neighborhood deprived of open space, these strips are primed to become active parks and greenways that knit the neighborhood together instead of cutting it in two.

Building on months of community-driven planning, the DOT has proposed major changes to the Allen and Pike Street malls for the summer of 2009. In addition to new plantings and better pedestrian connections between the median strips, the project will feature protected bike lanes along the entire length of the mall.

The lanes will run along either side the median, replacing the current ones that run alongside parked cars and must contend with buses and delivery vehicles accessing the curbside. They will be physically separated from traffic by bollards,



NYC DOT

New intersection treatments and protected bike lanes will make Allen and Pike some of the safest streets in NYC.

providing a high-quality link for Williamsburg Bridge, Manhattan Bridge and East River Greenway commuters. T.A. members and staff helped earn the project community board approval by speaking in its favor, but a later vote called on the DOT to come before the board later in the spring to explain its impact on area traffic. T.A.'s new East Side Committee will be taking up the campaign to ensure the project is installed as scheduled. □

TakeAction!

Join the East Side Committee to help expand the LES bike network.

Email eastside@transalt.org

Cycling News

CityRacks Now Come in Bulk



WILEY NORVELL

Bike rack requests will now be handled in bulk by community boards.

cy has increased annual installations to 1400, in response to the ever-growing demand of NYC cyclists for better on-street bike parking. T.A. has long advocated for an increase in the capacity and funding of the CityRacks program, especially in light

THE DOT'S CITYRACKS program installed more than 550 bike racks in January and February. The agen-

of the 35% increase in commuter cyclists just last year.

With cycling becoming more popular and more New York-

A Bike-Friendly Building Code



WILEY NORVELL

Bike parking and access will soon be a mandated part of new commercial and residential buildings.

THE FRAMEWORK FOR A future New York City with adequate indoor bicycle parking continues to become clearer in 2009. First, the Zoning Bicycle Text Amendment being pursued by the Department of City Planning will create requirements for all future buildings (residential, commercial and retail) to provide varying amounts of bicycle storage depending on factors like building size. This development is very significant, creating a future

stock of buildings that will be able to support New York's ever increasing cycling population. The zoning amendment has cleared the city's community boards, had its final hearing and is expected to pass a full City Council vote later this spring.

Progress has been slow and steady on reforming existing buildings. While the zoning text amendment covers future construction, Intro. 871—The Bicycle Access Bill—has a very simple and direct objective: winning the right to bring your bike into the building in which you work. It will apply only to existing, commercial buildings and will not require that specific storage space be built. Rather, it simply will allow employees who already have permission from their bosses to keep their bike in their office to actually do so. In the period since the first City Council hearing on the legislation, T.A. has continued to work with the real estate community, the Department of Transportation and City Council staff to finally win passage of this landmark legislation. □

ers requesting free bike racks at their favorite destinations then ever before, CityRacks recently modified their bike rack request protocol. NYC cyclists can still go online and fill out a request form for a rack, but CityRacks now considers this form a location "suggestion," and are claiming to streamline the bike rack installation process by prioritizing bulk rack installation requests via community boards so that they can blanket a neighborhood rather than install racks one by one without any geo-

TakeAction!

Contact your community board's transportation committee and request that a neighborhood-wide bike parking plan.

Email bike@transalt.org for help.

graphical considerations. This means that now is as good a time as ever to contact your local community board and ask to initiate this

process where you live or work, while also filling out the online form so that the suggestion is on record. This new process will require community boards to take a more active interest in bike parking solutions, or risk stymieing the installation of new racks in entire neighborhoods. □

Re-Cycling Parking Meters

NYC CYCLISTS MAY HAVE noticed in recent months that trusty (bike) parking meters are going away and being replaced by MuniMeters. MuniMeters have a higher rate of compliance (fewer people allowed to park for free) than coin meters and they allow greater flexibility in how the DOT prices curbside parking spots. But the removal of thousands of old-fashioned parking meters will seriously reduce NYC's most abundant bike parking option. Despite adding 1400 CityRacks over the past year alone, the City has been unable to keep up with requests that NYC cyclists have for racks around the five boroughs.

For an easy and economical solution, NYC should look upstate to Buffalo where local advocates have partnered with the city to reduce the bike parking shortage while working with infrastructure that is already in place. Like NYC, Buffalo is also in the process of removing parking meters. However, local advocates have succeeded in winning a moratorium on cutting out any of the meter posts. Instead, the heads are being removed, the locations of the posts are being linked into the city's bike



GREEN OPTIONS BUFFALO

NYC needs to start "re-cycling" its outdated parking meters.

TakeAction!

Is this something you'd like to see on NYC streets?

Email bike@transalt.org.

request program, and steel bike parking loops are being added to the meter posts to create secure bike parking.

Buffalo's bike rack request form even allows Buffalo cyclists to identify whether or not there is a meter post where they want bike parking.

The Buffalo parking meter bike parking initiative works in tandem with the regular bike rack program that is funded through federal dollars, and is a way to accelerate bike rack installation at lower costs to the city. To help save dollars, local advocates have partnered with their local brewer to develop Rusty Chain beer, proceeds of which go toward funding this new bike parking option. A local company, Atlas Steel, provides all of the meter post parking hardware to the city for \$100 per rack. Advocates help with the installation. □

Mile Marks



NYC DEPARTMENT OF CITY PLANNING

200 Miles in Less Than 1,000 Days!

The DOT's spring 2009 bike lane installation schedule of 32 miles will mark the completion of the PlaNYC commitment to add 200 miles of bike lanes by 2010. Beginning in the summer, NYC cyclists can expect to see 50 new miles of bike lanes a year until the 1997 Bike Master Plan is completed.



EMMANUEL FUENTEBELLA

Great Biking Meets Great Art: Bike Month NYC 2009

On April 26th the Queens Museum hosted an enormous celebration of all things bicycle to kick-off Bike Month NYC. Led by T.A., bicycle enthusiasts from across the five boroughs were on hand to share ideas, look at beautiful bikes and usher in what is destined to be the biggest Bike Month ever, with over 250 scheduled events during the month of May.



IHEARTPANDAS - FLICKR

Capitol Gains

On March 10th, bike advocates from around the country descended on Washington D.C. for the League of American Bicyclists' National Bike Summit, including an opening plenary by Transportation Secretary Ray LaHood. T.A. met with members of the House and Senate representing NYC's five boroughs and pressed for Complete Streets legislation and to make direct funding to cities for expanded bicycle and pedestrian infrastructure a priority in the next Federal Transportation Bill.

Museum Miles

On April 14th, T.A. led a group of 50 cyclists from across the five boroughs to the Museum of the City of New York to celebrate the new exhibit, Growing and Greening New York: PlaNYC and the Future of the City.

MUSEUM
OF THE
CITY
OF NEW YORK



SUSTAINABLE SOUTH BRONX

Consider Us Stimulated

The federal stimulus projects announced on April 2nd for Hunts Point and Port Morris in the Bronx will fund the first three sections of the South Bronx Greenway. This funding award is a testament to the years of amazing advocacy by Sustainable South Bronx. When complete, the greenway will bring 11 miles of pedestrian and bicycle paths to neighborhoods where places to play and bike are scarce, and where childhood asthma and obesity rates run high.



WILEY NORVELL

9th Avenue Cycle Track Gets its Mate

In March, the DOT made good on its commitment to extend the 8th Avenue cycle track that was partially built last fall between Bank and 14th all the way to 23rd. If 9th Avenue is any indication of the overall traffic calming and bike encouragement that this kind of bike lane will have, 8th Avenue should expect a 56% decrease in all traffic-related injuries, an increase in bike ridership and a noticeable decrease in sidewalk bike riding.

April

March