

## An Advocate's Timeline

**December 19, 1903** Williamsburg Bridge opens. At the time it is the world's longest bridge.

**April 1988** DOT closes the entire bridge due to corrosion. A month later the DOT reopens the bridge to drivers. DOT reopens the bridge to bikers and walkers three months later.

**June 1991** DOT begins the ongoing rehabilitation of the Williamsburg Bridge and closes its biking and walking path

**March 1992** T.A. and Williamsburg community groups pressure the DOT to reopen the path

**Winter 1992-1993** Over a dozen bikers and walkers are mugged on the bridge path. T.A. pushes for more police patrols

**1996** After a four-year T.A. campaign featuring regular evening bridge rallies, the DOT installs lights on the Williamsburg Bridge biking and walking path

**Spring 1999** T.A. convinces the DOT to open the bridge's new south path

**Fall 1999** With an increase in muggings on the bridge path, the NYPD's 7th Precinct increases patrols, again at T.A.'s behest

**June 2001** DOT installs emergency call boxes after three years of T.A. advocacy

**March 2002** At T.A.'s request, the DOT installs wheel ramps that allow cyclists to roll their bikes up and down the 83 stairs to the bridge's old bike path

**December 12, 2002** After ten years of rehab, the new ramped biking and walking path opens

**December 2002 – February 2005** T.A. wages campaign to get the DOT to remove the 26 dangerous two-inch high metal expansion joint covers aka "bumps" (see right for details)

**February 2005** Manhattan Community Board 3 meets about the dangerous bumps. Over 50 bikers, walkers and disabled bridge users urge the DOT representatives to remove the bumps

**September 2005** DOT begins removing the bumps

## Bye Bye Williamsburg Bridge Bumps

**A**FTER NEARLY THREE years of dogged T.A. advocacy, the DOT announced in September that by November it will finally remove the dangerous two-inch high expansion joint covers on the Williamsburg Bridge biking and walking path. At press time, the DOT had already begun to replace the notorious bumps with safer covers that are flush with the surface of the bridge path. This change will greatly improve safety for the 3,000 people who bike and walk across the bridge each day and encourage even more people to bike and walk between the boroughs.

When the DOT opened the Williamsburg Bridge's new path on December 12, 2002, bikers and walkers took pleasure in its width and majestic views. But soon bridge users were cursing the bumpy, dangerous ride across the path. T.A. immediately received concerned complaints from bicyclists about the 26 bumps on the path and asked the DOT to remove them. In May 2003 the DOT responded by painting the bumps yellow and erecting caution signs.

From December 2002 to September 2005 scores of bridge users crashed their bicycles and tripped and fell on the bumps. The two-inch high hazards sent bridge users to the hospital with broken, fractured and dislocated bones, hematomas, cuts, abrasions and bruises, requiring surgery, stitches and bed rest. Many crash victims took legal action against the City.

By reaching out to disability rights advocates, T.A. learned that the bridge path's expansion joint covers violated the Americans with Disabilities Act's guidelines for accessible design. According to the groups Disabled in Action and United Spinal Association, the slope of the two-inch high bumps was too severe for safe access and could cause disabled bridge users to fall or prevent them from crossing the bridge path altogether.

In the summer and fall

of 2004 T.A. surveyed 254 bikers and walkers on the Williamsburg Bridge and found that the bumpy expansion joint covers caused one in four to crash. The bumps caused two out of three people to lose control of their bicycles or trip and damaged three out of four respondents' property. T.A.'s survey found that 90% of bridge users felt that the two-inch high expansion joint covers made the bridge path more dangerous. In January 2005, T.A.

safe. In March, the DOT hired a private engineering consultant, Weidlinger Associates, to study the bumps and recommend safer alternatives. In the spring the DOT erected more safety signs on the bridge path, and in September the DOT announced its plans to remove the bumps.

In addition to hundreds of bridge users, disabled rights advocates and T.A. asking the DOT to remove the bumps, the call for improved safety was made by the United Jewish



GRAHAM BECK



LISA WHITEMAN

**Thanks to everyone who campaigned to get the DOT to improve bridge safety and replace the bumpy expansion joint covers (left) with smooth ones (above).**

Organizations of Williamsburg, Manhattan Community Board 3, Brooklyn Community Board 1 and City Councilmembers Margarita Lopez and David Yassky.

It is costing the City only \$2 million to replace the bumps with safer expansion joint covers, compared with the \$12 million in lawsuits it faces from bridge users who crashed.

Since the new Williamsburg Bridge path opened in December 2002, biking and walking across the bridge has increased 45%. With the bumps gone, bridge use will continue to increase, so please bike and walk with caution and respect. Bikers should descend slowly and always respect pedestrians. □

released "A Bridge to Scar," a report based on the survey. The report garnered wide media coverage and added to the growing pressure on the DOT to find a safe alternative to the hazardous bumps.

In February 2005, Manhattan Community Board 3's Transportation Committee held a meeting about the bumps. T.A. rallied bridge users, advocates for the disabled and T.A. members to pack the house. Together with the Community Board, attendees urged the DOT to remove the bumps and make the bridge path

GRAHAM BECK



## City Planning Designs Safer QBB Access in Queens Plaza

**I**N 2001, THE DEPARTMENT of City Planning started work on the Queens Plaza Bike and Pedestrian Improvement Project. The project features new car-free biking and walking connections to the Queens side of the Queensboro Bridge. City Planning is working with the DOT to finalize the design and should release the plans this fall. In 2007 the NYC Economic Development Corporation will build the improvements. This project will improve safety for the 2,500 bikers and walkers who brave the plaza's traffic each day to cross the Queensboro Bridge. City Planning should build on its success and work to improve safety on the bridge's Manhattan side.

City Planning's design calls for an east-west biking and walking path to be built on the median between the Queens Plaza North service road and the plaza's main road. This path will connect the bridge path and the biking and walking paths on the Queens Boulevard Viaduct. City Planning also designed a car-free path and on-street bike lanes that will

extend west to the waterfront Queensbridge Park, and the future Queens East River-North Shore Greenway.

The biking and walking improvements and safer

bridge access will compliment the City's 2001 rezoning of Queens Plaza and Long Island City. These neighborhoods were rezoned to allow new residential and commercial development, which the zoning requires to have indoor bike parking. □

## Take Action For the NYC Bike Safety Action Plan

**B**Y JULY NEARLY TWICE as many New Yorkers had died in bike crashes as compared to the same period last year. In reaction, the City did nothing nor planned any new initiatives to improve cyclists' safety. The death toll continued to rise through the fall. Twenty-one New Yorkers have died in bike crashes to date in 2005. This is a 50% increase in cyclist deaths compared to January to October 2004 and a 62% increase over the same period in 2003.

Family and friends, advocates, cycling clubs and New York City cyclists are alarmed. Is the City?

In July, T.A. and a coalition of city bicycling organizations took action and developed the New York City Bike Safety Action Plan. On behalf of the coalition, T.A. presented the Action Plan to the DOT and NYPD in July and urged them to implement it and make city streets safe for biking. T.A. also urged Mayor Bloomberg to adopt and implement the Action Plan.

### TakeAction!

Call or e-mail your Councilmember and urge them to support the Action Plan.

Find your Councilmember's contact info at [nycouncil.info/constituent](http://nycouncil.info/constituent).



PAUL S. WHITE

On 5th Avenue in Brooklyn, a cyclist is forced into traffic by a careless motorist. The City must take action to protect cyclists.

### BREAKING NEWS

As we went to press T.A. received a letter from the DOT outlining the agency's new bike safety initiatives, including: conducting a study of bicyclist fatalities with the Department of Health and NYPD; developing bike safety outreach with advocates; pursuing truck safety legislation in Albany and encouraging helmet use. This said, we felt it important to run this piece to highlight the great need to improve cyclist safety and ensure the Bike Safety Action Plan is implemented.

In September, 500 New Yorkers sent postcards to Mayor Bloomberg urging him to adopt and implement the Action Plan.

Neither the DOT, the NYPD nor City Hall has announced plans to combat the increase in cyclist deaths.

City Council support will pressure City Hall and City agencies to adopt the Bike Safety Action Plan. This fall Councilmembers James, Lopez, McMahon, Moskowitz, Perkins and Yassky signed on their support to the Action Plan, and T.A. is urging the rest of the City Council to support it too. □

### We support the New York City Bike Safety Action Plan

- Brooklyn Civic Riders Bicycle Club
- Century Road Club Association
- Fast and Fabulous Cycling
- Five Borough Bicycle Club
- FreeWheels
- Injury Free Coalition for Kids at Harlem Hospital
- Kissena Velodrome Committee
- New York Bicycle Messenger Foundation
- New York Bicycling Coalition
- New York Cycle Club
- North Brooklyn Health Network
- Recycle-A-Bicycle
- Right Of Way
- Staten Island Bicycle Association
- Times Up!
- Transportation Alternatives
- The Weekday Cyclists
- Veloprop

### The City must adopt the New York City Bike Action Plan and convene a multi-agency taskforce of the Health Department, Police, Transportation and City Planning to:

1. Study of all NYC bicycle fatalities from 1995 to the present and identify the gravest dangers to cyclists and assign relative responsibility to key parties (drivers, cyclists, street design, etc.).
2. Develop and implement an aggressive, ongoing enforcement campaign to deter drivers from illegal behaviors that put cyclists in peril.
3. Commit to implementing the City's official "Bicycle Master Plan" by 2010 with the goal of putting every New Yorker within a half-mile of the bike network.
4. Develop and implement a Public Awareness Campaign with guidance from street safety advocates to curb dangerous driving and educate drivers about cyclists' rights to the streets.
5. Increase the City's personnel capacity to plan and fund bicycle facilities, and reinstate the NYC Bicycle and Pedestrian Advisory Council and hold public meetings to solicit input from New Yorkers who bike.
6. Work for legislation to require safety-enhancing retrofits to trucks, such as sideguards that deflect cyclists and pedestrians and reduce fatal impacts.

### TakeAction!

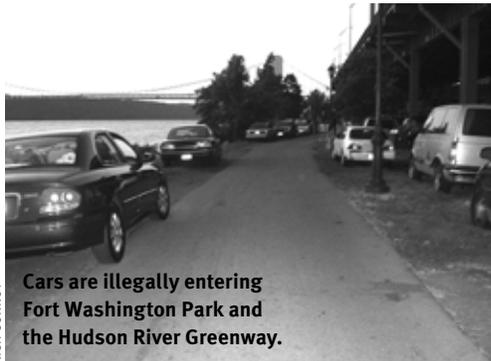
Thank City Planning Director Amanda Burden for planning safer Queens access, and urge the agency to improve safety on the Manhattan side of the Queensboro Bridge.

**Amanda Burden**  
Director, NYC Department of City Planning  
22 Reade Street  
New York, NY 10007-1216  
[nyc.gov/html/mail/html/maildcp.html](http://nyc.gov/html/mail/html/maildcp.html)

# Cycling News

## Cars Out of Fort Washington Park!

**F**ort Washington Park and the northern portion of the Hudson River Greenway on Manhattan's west side are under siege from illegal motor vehicle traffic. The metal gate that leads to the biking and walking path at 158th Street, beneath Henry Hudson Parkway, was badly damaged this summer



RICH CONROY

**Cars are illegally entering Fort Washington Park and the Hudson River Greenway.**

and has been open 24-hours a day ever since, allowing people to drive and park private vehicles in the park. As a result, the safety of walkers, bikers, roller bladers and young and old park users is threatened by drivers treating the greenway as a high-way and parkland as a parking lot. To ensure the safety of park and greenway users, the Parks Department must install a locked gate and signs to keep cars out of Fort Wash-

ington Park, and Parks and the NYPD must ticket drivers who illegally drive and park there.

Leaving the gate open encourages motorists to drive into the park and on the greenway. Parks' Regulation §1-05 (n) prohibits unauthorized vehicles from driving or parking in parks.

**TakeAction.**  
**Tell Commissioner Benepe to keep cars out of Fort Washington Park!**  
**Commissioner Adrian Benepe**  
 The Arsenal  
 Central Park  
 830 Fifth Avenue  
 New York, NY 10021  
<http://nyc.gov/html/mail/html/maillpr.html>

This summer, T.A. and park users made repeated requests to the Parks Department to replace the broken gate, install signs and

increase enforcement.

Until Parks installs the new locking gate, the Parks Enforcement Patrol and the NYPD should conduct daily inspections in the park and issue summonses to motorists who illegally park their cars or drive in the park and on the greenway. After the new gate is installed, Parks Enforcement Patrol

should continue to issue tickets when necessary.

Cars pose a major threat to park users. Crashes and serious injuries are likely because walkers, joggers, and bikers are not expecting cars to be in the park or on the greenway path.

Authorized service and emergency vehicles do need access to the park and the east tower of the George Washington Bridge. The Port Authority, NYPD, ambulances and the Parks Department should have keys to access the park and the bridge, but no private cars should be allowed in the park. □

## Greening the Way Along the Bronx River

**T**HE BRONX RIVER GREENWAY is a planned biking and walking path that will connect Bronx neighborhoods to jobs, schools, parks, shopping and friends along the Bronx River. For 20 years, Bronx residents have been working to convert the aging industrial riverfront to a greenway path. Since 2001 the Bronx River Alliance has built support among elected officials, government agencies, businesses and 80-plus community groups and environmental organizations to complete the greenway's eight Bronx-miles, which will connect to fifteen more miles of path in Westchester County. The greenway is scheduled for completion in

2009. The Alliance works to ensure a continuous greenway path and create new parks where property was once industrial. The Alliance is working with the State DOT to incorporate greenway planning into the Bronx River Parkway reconstruction, and the State DOT is building a one-mile section of the greenway that it will turn over to the NYC Parks Department. In fall 2004, the NYC Parks Department started construction on Hunts Point Riverside Park in Hunts Point, at the



BRONX RIVER ALLIANCE

**Concrete Plant Park, in the industrial South Bronx, will open in 2007.**

greenway's southern terminus. This will be the first new waterfront park in the South Bronx in 60 years.

The Bronx River Greenway will connect to the Mosholu-Pelham Greenway, the Bronx River Arts Center, the Bronx Zoo and the New York Botanical Garden and to Manhattan via Randall's Island.

To ride the interim route, download the map at [bronxriver.org/GreenWayMap.pdf](http://bronxriver.org/GreenWayMap.pdf). □

## East River Greenway Gets Closer to UN

**T**HE UNITED NATIONS HAS agreed to build a bike path and river-front esplanade on a cantilevered platform along FDR Drive between East 41st and East 51st Streets.

Unfortunately, the project is on hold because the State legislature has not passed legislation



NYC DCP

authorizing the UN's larger expansion plan that includes the greenway. The UN agreed to build the path to mitigate its construction of new office space in Robert Moses Park. Once the State legislation passes, construction of the bike path and esplanade will take three to four years.

The proposed ten block long path will fill a critical gap in the Manhattan Waterfront Greenway, long thought to be unbuildable due to UN security concerns. Currently, greenway users must navigate daunting traffic on First and Second Avenues to pass through this portion of the route.

**Contact your State representatives and tell them you support the UN- built bike path!** Look up your State Senator and Assembly representatives at: [nonprofitmaps.org/netmaps/MyGovernment/NYC/MyGovernmentNYC.asp](http://nonprofitmaps.org/netmaps/MyGovernment/NYC/MyGovernmentNYC.asp) □

# Defend Your Right to Park Your Bike!

**A**MPLE ON-STREET BIKE parking is necessary to make bicycling convenient and to encourage more New Yorkers to ride on a regular basis. On-street bike parking is also a requirement for doing business by bike—NYC’s 5,000-plus restaurant and deli delivery cyclists and couriers have to park their bikes before they deliver the goods. With one bike rack for every 35 cyclists and, on average, one rack every two miles, New Yorkers regularly park their bikes at parking meters, sign-and lampposts and other out-of-the-way sidewalk fixtures.

Over the last year the City of New York has quietly decided that people cannot lock bikes to street fixtures, despite its legality. Now, the Police Department seizes bikes not parked at bike racks, and the Department of Sanitation tickets bike owners for parking at meters and sign- and lampposts. These seizures literally stop people from biking, and tickets are a major deterrent to riding.

The City must immediately stop taking and ticketing lawfully parked bikes. For years, T.A. has asked the DOT to develop outdoor bike parking rules because it is the agency that installs bike racks

and oversees sidewalk regulations. It has not. T.A. is now pursuing legislative and legal action to get City Hall or the City Council to enact commonsense rules that affirm New Yorkers’ rights to park their bikes at street fixtures and bike racks. Immediately, the DOT must redouble its efforts to install bike racks citywide.

The City Law Department first justified the NYPD’s seizure of lawfully parked bikes at Critical Mass bike rides in fall 2004. The City claimed authority under NYC Administrative Code 16-122, which prohibits abandoning “movable property.” However, the code’s stated intent is to “punish those persons who abandon . . . motor vehicles in public streets” and to prohibit people from obstructing sidewalks and streets with commercial property. Bicycles are not addressed in any part of it. And, no other City or State law specifically states that it is legal or illegal for people to park their bikes at parking meters, sign and lampposts and other street fixtures. It



TYLER DROBDECK



SAL TRACHINA

**Above: NYPD clips lawfully parked bikes at the Bedford Avenue L stop in Williamsburg, Brooklyn this October. Left: Renderings for proposed bike parking facilities for the Bedford Avenue L stop.**

is illegal to lock to a tree.

In December, T.A. filed an amicus curiae (“friend of the court”) brief in support of plaintiffs whose bikes were seized by the NYPD during Critical Mass. T.A.’s brief stated that the NYPD had no right to take the bicycles because it is legal for New Yorkers to park their bikes at street fixtures, so long as the bike does not interfere with the fixture’s operation or block the sidewalk.

This summer Councilwoman Margarita Lopez (Manhattan’s

East Village and Lower East Side) introduced City Council bill 685, which, if passed, would amend Administrative Code 16-122 and help affirm New Yorkers’ rights to park their bikes at street fixtures. The bill defines abandoned bicycles and requires the police and other City agencies to notify owners before seizing suspected abandoned bikes.

In October 2005, the Department of Sanitation ticketed restaurant owners because bikes were parked at meters and signposts in front of their restaurants. Sanitation cited the restaurateurs for littering and obstructing the sidewalk. T.A. is working with them to appeal the summonses.

Also in October, the NYPD’s 94th Precinct seized over a dozen bicycles lawfully parked at street signposts, lampposts and parking meters near the Bedford Avenue L subway station in Williamsburg, Brooklyn. As they have done there for the past three years, the police took bicycles without warning and did not attempt to inform owners after taking their bikes. Since 1999, T.A. and Brooklyn bikers have asked the DOT to widen the sidewalk and install more bike racks here. City Planning’s 1999 Bicycle Parking Needs Study and its March 2005 Subway Sidewalk Interface report both recommend this, and last winter, Brooklyn Community Board 1 also asked the DOT to make the sidewalks wider and install more bike racks.

## TakeAction!

**Tell the Mayor to stop his agencies from seizing and summoning lawfully parked bikes.** [nyc.gov/html/mail/html/mayor.html](http://nyc.gov/html/mail/html/mayor.html)

**Contact your City Council member** and ask them to support Intro 685, which would protect cyclists’ right to lock their bikes to street fixtures. E-mail your Councilmember at [nycouncil.info/constituent/contact\\_member.cfm](mailto:nycouncil.info/constituent/contact_member.cfm).

# New Moynihan Station: Perfect for Bike Parking

**T**HIS SUMMER, THE EMPIRE State Development Corporation selected the Related Companies and Vornado Realty Trust to turn the Farley Post Office on Eighth Avenue in Manhattan into Moynihan Station, named after the late Senator Daniel Patrick Moynihan, a champion of increased federal funding for transit, biking and walking. Moynihan Station will augment Penn Station, the country’s busiest passenger rail

hub, which serves 600,000 people each day. Since 2001 T.A., the 34th Street Partnership Business Improvement District and elected officials have asked the DOT to build fenced-in, swipe card accessible, secure bike parking at Penn Station. This fall, T.A. asked the Moynihan Station Development Corporation to include secure bicycle parking in the plans for Moynihan Station.



EMPIRE STATE DEV CORP.

## TakeAction!

**Voice your support for secure bike parking at the new train station.**

Write to: **Michael Royce**, President, Moynihan Station Development Corporation, 633 Third Avenue, 36th Floor, New York, NY 10017

Secure bike parking at the transit hub would provide a crucial link between the country’s most heavily traveled rail lines and bike lanes and paths in the country’s largest business district, Midtown Manhattan. According to the NYC Department of City Planning, after parks, transit stations are the most requested locations for secure bike parking.

# Cycling News

## Do you bring your bike into the building where you work?

Contact T.A. and help build support for City Council intro 155, which would require all commercial buildings to let their tenants bring their bikes inside with them. According to the NYC Department of City Planning, lack of secure bike parking and the fear of theft is the number one reason why New Yorkers do not bike to work. Building access for bicycles would help thousands more New Yorkers bike to work everyday.



CRAIG BARNES

**Help us make bike access to buildings easier!**

## TakeAction!

E-mail [bike@transalt.org](mailto:bike@transalt.org) or call 212-629-8080.

## George Washington Bridge Access Goes From Bad to Worse

At the end of August the Port Authority announced that it will further restrict bicyclists and pedestrians from using the George Washington Bridge. Formerly the bridge was open to cyclists and pedestrians 24/7, but since August 2004, the Port Authority has limited overnight access, citing security concerns and lack of resources.

Now, from mid-September to summer 2006, while the Authority makes security improvements to the bridge, bikers and walkers will only be allowed to access to the bridge: Monday to Thursday, 6 a.m. until 9 p.m.; Friday, 6 a.m. until midnight; Saturday and Sunday, 8 a.m. until midnight. (See [panynj.com](http://panynj.com) for full details.)

These additional restrictions cause undue hardship for hundreds of bicyclists and walkers who use the bridge in the early morning and nighttime hours.

T.A., the Bike Touring Club of North Jersey, Century Road Club

Association, Five Borough Bike Club, New York City Cycle Club and New Jersey Randonneurs have asked the Port Authority to extend bridge access to midnight during weeknights and to open at 6 a.m. on weekend mornings during construction. Furthermore, the Authority should ensure whatever security measures they implement will once again make the George Washington Bridge accessible to bikers and walkers twenty-four hours a day when the construction is finished.

The Port Authority's current George Washington Bridge path schedule discriminates against people who cross the bridge on bike and foot. On weeknights, bikers and walkers who work late or want to socialize, shop or get exercise after work cannot cross the bridge. The late morning openings on weekends prevent people from biking or walking to work and from getting exercise at early morning hours, when traffic is typically lighter and safer.

## TakeAction!

Write to New York State Assemblymember Richard Brodsky, who chairs the Assembly's Committee on Authorities, and ask him to pressure the Port Authority to open the George Washington Bridge 24-hours a day:

Assemblymember Richard L. Brodsky, Chair, Committee on Corporations, Authorities and Commissions, Legislative Office Building 422, Albany, NY 12248 [brodskr@assembly.state.ny.us](mailto:brodskr@assembly.state.ny.us)

## Greenway Signs Point the Way

Do you ever get lost on NYC greenway paths? Thanks to T.A., the Parks Department will soon install destination signs to help you find your way. This summer, T.A. recommended that Parks install signs at ten locations where greenways intersect in Manhattan, Brooklyn and the Bronx. Destination signs direct path users along the greenway network; inform them of intersecting routes and direct them



T.A.'s Street Activist Network puts public pressure on key officials to improve walking and bicycling. Take five minutes of action to help win safer, saner streets and parks. Join the Network at [transalt.org/takeaction/streetactivistnetwork](http://transalt.org/takeaction/streetactivistnetwork)

to popular destinations. Thanks to Parks Commissioner Adrian Benepe's swift attention, T.A. met on-site with a Parks Department Manager for the Shore Parkway Greenway and cited locations to install the signs. Parks will install the first signs on the greenway at Flatbush Avenue this fall.



**Follow these signs to stay on the greenways.**

## TakeAction!

**Be A Greenway Steward.**

Send an e-mail to Parks Commissioner Benepe with greenway locations that could benefit from destination signage: [nyc.gov/html/mail/html/maildpr.html](http://nyc.gov/html/mail/html/maildpr.html).

Or e-mail locations to T.A. and we will recommend them to Parks: [bike@transalt.org](mailto:bike@transalt.org).

## City Planning Wants to Make Queens More Bike-Friendly

The Department of City Planning recently launched the Queens Bicycle Grid Streets Project. The three-year program aims to improve biking in Queens by planning an expanded bike network throughout the borough. The network will be implemented by the Department of Transportation.

The city planners of the Queens Bicycle Grid Streets Project should plan connections to the Queensboro Bridge and pay special attention to Queens' Community Boards 3 and 4 (Woodside, Jackson Heights, Corona and Elmhurst). These neighborhoods contain Roosevelt Avenue, Queens Boulevard and the Long Island Expressway service road—eight of the ten most dangerous locations for cyclists in Queens as shown by Transportation Alternatives' CrashStat.org. These

big streets and others in the borough are popular cycling routes because they make direct connections between residential neighborhoods, work, school, shopping and recreational destinations.

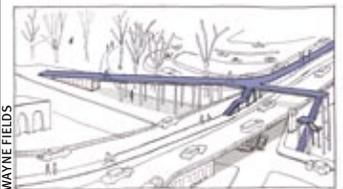
## TakeAction!

**The Department of City Planning wants to hear from cyclists!**

For more information or to provide comments on biking in Queens, e-mail Stephen Johnson at the Department of City Planning, [s\\_johnso@planning.nyc.gov](mailto:s_johnso@planning.nyc.gov).

## DOT to Make Brooklyn Bridge Access Safer?

The intersection of Adams and Tillary Streets, located at the entrance to the Brooklyn Bridge bike path, is the most dangerous Brooklyn intersection for cyclists. Between 1995 and 2004 motorists struck twenty-three cyclists there.



WAYNE FIELDS

**Rendering of proposed fly-over of Brooklyn Bridge entrance in Brooklyn.**

In the fall of 2004, the DOT announced that it would study a proposed bicycling and walking ramp from the bridge path to Cadman Plaza Park, which, if built would improve safety by allowing the bridge's 5,000 daily users to bypass the Adams and Tillary danger zone.

## TakeAction!

**Write to DOT Commissioner Weinsall and support the Brooklyn Bridge—Cadman Plaza connector ramp and request a progress report on it:** [nyc.gov/html/mail/html/maildot.html](http://nyc.gov/html/mail/html/maildot.html). □