

CYCLING

NYC Hosts 13th Annual Cycling Messenger World Championships

On June 30, hundreds of messenger cyclists from around the world joined in Jersey City to participate in the 13th annual Cycling Messenger World Championships (CMWC)—three days of sprints, skids, bunny-hops, curb jumping and other courier-inspired displays of athleticism. More than 700 riders from 30 countries competed in this year's main race—a simulated messenger working day of picking up and dropping off packages at checkpoints.

For thirteen years, this event has showcased the talents of bicycle couriers around the world. The main event, which established the fastest male and female racers, was won by Karl Strandsky of Basel, Switzerland, and Johanna Reeder, of Stockholm. Though he works full time as a messenger, Strandsky is also finishing his doctorate in geology. Reeder, a two-time defending CMWC champion and full-time messenger, took home the women's title.

Weebawken Reporter, Christian Science Monitor



Bike messengers from around the globe competed for prizes and fun in Jersey City at the Cycling Messenger World Championships

AMY BOLGER

Majora Carter, the executive director of the community development group Sustainable South Bronx is very troubled by the allocation of public money for the stadium project. She asks, "Why wasn't more attention paid to improving public transit and rail access to the site?" Car ownership in the communities surrounding the stadium is low and locals will benefit more from increased transit options, says Ms. Carter.

The only transit plan relating to the stadium project in the works is the new Yankee Stadium Metro-North station. However, no new funding in the stadium deal appears to be attached to the project, nor is it mentioned in the proposed 2005-2009 MTA capital program.

tstc.org, Sustainable South Bronx

LAND USE



Real Winners and Losers at the New Yankee Stadium

New York State will contribute \$70 million to build three additional parking garages at the new Yankee stadium—to be built just north of the existing facility in Macombs Dam and Mullaly Parks. The new Yankee Stadium will provide between 3,000 and 5,200 fewer seats, but nearly twice as much parking as the current set up—11,000 spaces in total. The seats-to-parking space ratio will change significantly from one parking space for every 9.5 visitors, to one parking space for every five visitors. As a result, South Bronx highways and streets will have to accommodate 5,000 more car trips during game times.

LAND USE

Smart Growth in Nassau County

Nassau County Executive Tom Suozzi unveiled the outcome of the most recent public meeting about redevelopment of the Nassau County Hub which he believes can become a "new suburbia." The three-square mile area referred to as the "Hub" is the heart of the county's economy, but increasing traffic congestion threatens to bring this economic engine to a halt. Until the middle of the 20th century, airfields and military bases predominated. In the mid-1950s when the area became available for redevelopment, the Meadowbrook Parkway was extended to serve the area, but no rail connections were made. Projections estimate that if nothing is done, traffic will increase 36% from 480,000 "person trips" in and out of the Hub, to 650,000 trips a day over the next 10 years. Today, this area is often used as an illustration to define the term sprawl.

The latest component of the Major Investment Study for the hub plan presents concepts for a new transportation system that would link key hub destinations to the major transit corridors that serve Long Island by way of Bus Rapid Transit, Light Rail or Automated Guideway Transit. Additionally, the proposal includes a greenway to connect cultural, educational and recreational nodes within the hub.

Nassau County Office of Economic Development, Buildings.com

LAW

Newsday Wins Crash Data

The Associated Press reported this summer that the NY State Court of Appeals has ruled that Newsday's 3-year old freedom-of-information request to the State DOT for New York City and Long Island's most dangerous intersections must be granted. State DOT officials argued that making such information available could lead to litigation against the state—an argument Judge Robert Smith disagreed with. In his written decision, Judge Smith noted: "No one disputes that Newsday's purpose in making its FOIL request was simply to gather news."

The State DOT has yet to announce whether it will appeal the decision to the U.S. Supreme Court.

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