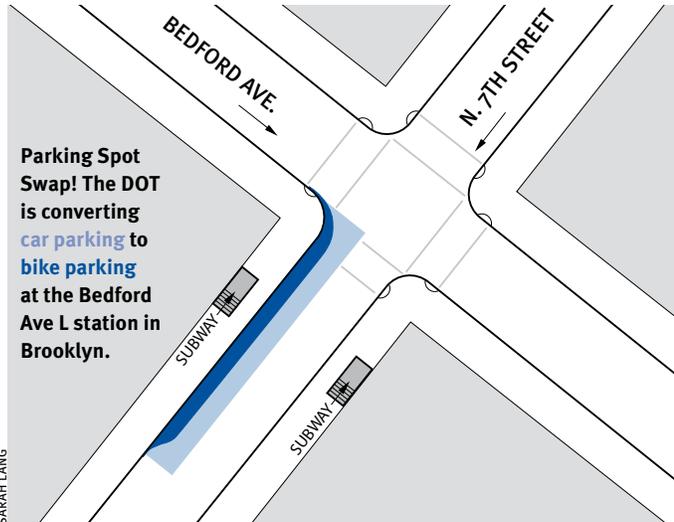


## Cycling News

# DOT Swaps Car Parking for Bike Racks and Sidewalk



**Parking Spot Swap! The DOT is converting car parking to bike parking at the Bedford Ave L station in Brooklyn.**

SARAH LANG

**I**N DECEMBER THE DOT announced its plan to convert five car parking spaces into much needed bike parking and wider sidewalks around the Bedford Avenue L subway station in Williamsburg, Brooklyn. The planned improvements grew

out of the Department of City Planning's Subway-Sidewalk Interface project, years of advocacy by T.A., Brooklyn Community Board 1, local elected officials and neighborhood cyclists and support from local businesses. This landmark project to make

cycling more convenient is a sign of the City's renewed efforts to promote cycling and should serve as a template for more car parking to bike parking conversions.

This spring, the DOT will expand the sidewalk along North 7th Street at Bedford Avenue by extending the curb five feet into the street for 112 feet along the southeast curb and install bike racks which will provide parking for at least 25 cyclists. This is a welcome improvement at this corner, where the NYPD has been known to saw off bike locks and seize bicycles parked to sign- and lampposts and the subway station entrance.

The DOT's plan for Bedford Avenue is a smart example of how street space can be reprogrammed for the super majority

of car-free New Yorkers. In Williamsburg and Greenpoint, 70% of households do not own cars. Additional bike parking at the Bedford Avenue L stop will increase the bicycle park-and-ride capacity there, making it easier to bike to transit, which is essential to encouraging more New Yorkers to bike.

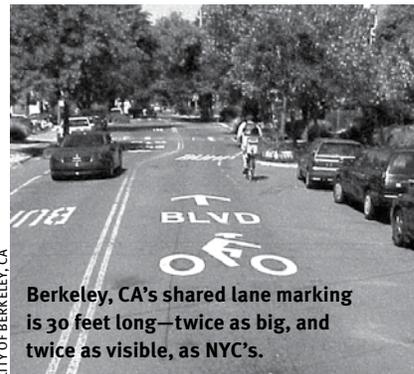
And, because they recognize that in addition to promoting cycling, widened sidewalks and increased bicycle parking makes pedestrian space less cluttered, safer and more pleasant, East Village businesses are already asking the city to reprogram their car parking as well. □

### TakeAction.

Thank the DOT for recognizing the need for more bike parking and wider sidewalks in Williamsburg and for making more efficient use of public space to make it happen. Tell them other locations citywide that are ripe for similar transformations.

**Write to Commissioner Iris Weinsahl** Department of Transportation  
40 Worth Street  
New York, NY 10013.  
E-mail: <http://www.nyc.gov/html/mail/html/maildot.html>

# Shared Lane Signs & Markings Hit the Street



CITY OF BERKELEY, CA

**Berkeley, CA's shared lane marking is 30 feet long—twice as big, and twice as visible, as NYC's.**

streets where the City does not stripe a formal bike lane. To further enhance street safety, the DOT should increase the size of the on-street markings so that they are more visible to both cyclists and drivers.

This new design in the DOT's toolbox is a step in the right direction for New York City cycling. The DOT

should deploy shared lane markings in combination with traffic calming measures like curb extensions that make any cyclist feel comfortable on the street. In

# Neighborhood Network Begins With Grand, Madison Bike Lanes

**L**AST FALL, THE DOT striped new bike lanes on Grand Street between West Broadway and the FDR Drive and on Madison Street between the Bowery and Grand Street. The smart addition of these lanes creates the backbone of a Lower East Side-Chinatown-SoHo neighborhood bike network. The new lanes will calm traffic, reduce crashes and encourage cycling. The Grand and Madison Street bike lanes also make connections to the Williamsburg Bridge and the East River Greenway, two key car-free

routes in the citywide bicycle network. The DOT should closely monitor cycling on these streets versus nearby Delancey Street (currently, the most heavily-cycled route to and from the Williamsburg Bridge) to see if cyclists switch to Grand and Madison or if they continue to ride on Delancey, which is more direct but also more dangerous. If cyclists continue to prefer Delancey, the City should take steps to make it safe for cycling.

Between Essex Street and the FDR, the DOT put Grand Street on a "road diet," removing a lane of traffic in each direction and adding bike lanes and a robust median. This new configuration will reduce and slow traffic and make this wide stretch of Grand safer for pedestrians. The median gives walkers a refuge as they cross and will especially benefit older people, who walk at a slower speed. Cyclists should share the benefits of these redesigned streets by always yielding to pedestrians. □

**I**N DECEMBER, DOT COMMISSIONER Weinsahl unveiled the agency's newly designed Class III shared lane signs and bicycle pavement markings. The new signs and markings, now in place on Delancey Street in Manhattan, Brooklyn's 5th Avenue and other locations, reinforce to drivers cyclists' right to ride in the middle of the lane, they encourage cyclists to ride outside of the "door zone," and they can make connections in the bike network on low traffic

### TakeAction.

Write to the DOT and ask them to increase the size of the Class III shared lane signs & bicycle pavement markings.

**Commissioner Iris Weinsahl** Department of Transportation  
40 Worth Street  
New York, NY 10013.  
E-mail: <http://www.nyc.gov/html/mail/html/maildot.html>

Berkeley, CA, this combination of treatments is used on popular "Bicycle Boulevards"—streets designed to prioritize cyclists and their safety. □

## Re-Making the Hudson River Greenway an Oasis of Safety

ONE EVENING IN EARLY December, a driver leaving a party at Chelsea Piers sped down the Hudson River Greenway and struck and killed 22 year old bicyclist Eric Ng. In June, Dr. Carl Henry Nacht was cycling home from dinner on the same path with his wife, Mary Beth Kelly, when an NYPD tow truck driver turned across the greenway to enter the Pier 76 Tow Pound and failed to yield to Dr. Nacht, striking him. He died a few days later. While these two crashes are not necessarily indicative of a trend, one thing is certain. The ongoing development of the greenway and adjacent riverside property must prevent greenway user-motorist collisions and prioritize the safety of the thousands of adults and kids who bike, walk, jog and skate there each day.

Over the summer, T.A. and the Hudson River Park Trust had renewed efforts to review intersection safety and make recommendations to the City and

State agencies involved with the greenway. Within days of Eric Ng's death, T.A., Connie Fishman, President of the Hudson River Park Trust, and Doug Currey, Director of the State DOT's New York City office, came to the same conclusion: this initiative to improve safety on this, the busiest bike path in the U.S., must be accelerated.

The Hudson River Park Trust convened the multiple government agencies that have jurisdiction over greenway design, including the State and City DOTs and the City Parks Department. These groups, along with T.A., met for the first time in December to form a taskforce to conduct a comprehensive safety review of the biking and walking path and outline an action plan to make improvements that will prevent future crashes between motor vehicle drivers and

greenway users.

By the time you read this, the Taskforce will have reviewed every intersection, driveway, ramp and crosswalk that crosses the greenway path between Battery Park and 59th Street and begun exploring short, medium and long-term improvements to reduce traffic and prevent collisions. Options being discussed include, but are not limited to: closing driveways and limiting new ones, rebuilding intersections to slow turning drivers, installing bollards to prevent motorists from driving on the greenway, improving signs, markings and traffic signals, displaying "Yield to Cyclists and Pedestrians" messages on the West Side Highway's overhead

### TakeAction!

Volunteer for T.A.'s greenway safety study. We need surveyors and photographers to help interview bikers, walkers, skaters and drivers on the greenway and document the intersections and driveways that cross the path.

Contact T.A.  
volunteer@transalt.org  
212 629 8080

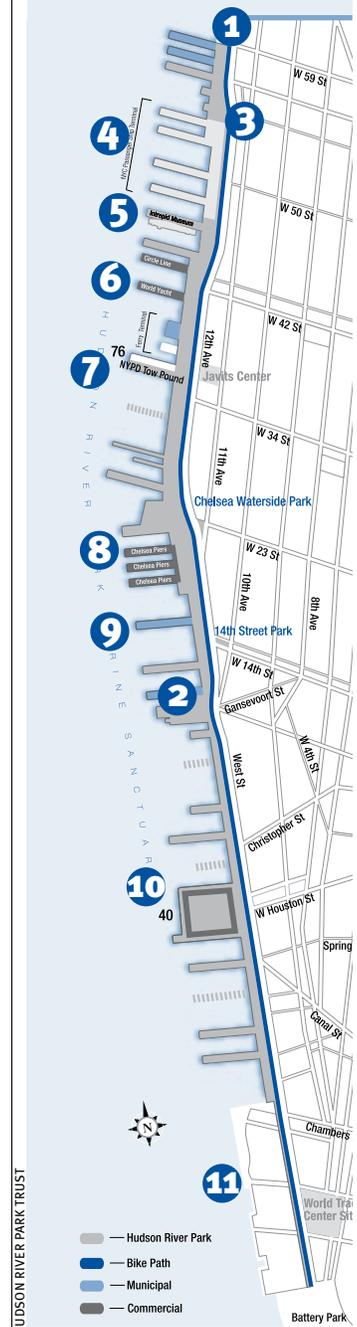
electronic signs, conducting more public outreach to path users, drivers and businesses and convening an advisory committee. T.A. concurrently launched a study of greenway user-driver conflicts that will help understand their behavior, raise aware-

ness about greenway crashes and help inform proposed improvements. T.A. will push to ensure that improvements reduce the number of motorists who drive across the greenway and compel motorists who must drive across the path to slow down and yield to bicyclists, pedestrians and skaters.

The Hudson River Greenway is a refuge for bikers, walkers, joggers and skaters of all ages and abilities. The many agencies that have say along the greenway—Hudson River Park Trust, State and City DOTs, NYC Parks, NYPD, NYC Economic Development Corp—as well as advocates, community groups, Community Boards and elected officials, will have to work together to maintain momentum in order to secure funding and the cooperation of the private businesses along the water that will be necessary to make improvements a reality. □

The industrial and commercial land use on the river side of the Hudson River greenway generates a lot of traffic driving across the path. While some of these uses will phase out, others are here to stay.

- 1 Department of Sanitation marine waste transfer station and garage,
- 2 Unconvention Center,
- 3 Passenger Ship Terminal,
- 4 Intrepid Museum,
- 5 ferry terminals,
- 6 NYPD Tow Pound, heliport,
- 7 Chelsea Piers,
- 8 Pier 57,
- 9 Pier 40,
- 10 Battery Park City



## Memorial Ride Sounds Call for Safe Streets



New Yorkers raise their bikes to honor fallen cyclists and call on City Hall to make streets safe.

ON JANUARY 7, 2007 hundreds of NYC cyclists rode through the city to honor the 13 cyclists and 166 pedestrian who were known to have been killed on NYC

streets in 2006. Organized by Time's Up!, Visual Resistance and T.A. and supported by Bikes Now, the Five Borough Bike Club, the New York Bike Messenger Association, Recycle-a-Bicycle, Right of Way, the Weekday Cyclists and other members of the NYC Bike Coalition, the 2nd annual Memorial Ride was a solemn and

### TakeAction!

Write to Mayor Bloomberg and ask for safer streets for walking and cycling.

Mayor Michael R. Bloomberg  
City Hall  
New York, NY 10007  
<http://www.nyc.gov/html/mail/html/mayor.html>

powerfully united call to Mayor Bloomberg to make city streets safe for bikers and walkers. □

# Cycling News

## City Promotes Commercial Cyclist Safety

**O**NE OF THE ACTION steps in September's multi-agency bike crash study is to "Work with associations of bicycle riders, including delivery and messenger services, to improve bicycle safety among workers." This winter T.A. partnered with the Health and Transportation Departments to improve commercial cyclist safety education and increase outreach to working cyclists and their employers. Bicycle safety should be a routine part of occupational and customer safety priorities for restaurants, messenger companies and others businesses.

Many commercial cyclists simply cannot afford bike safety equipment like helmets, lights and bells, usually their employers provide neither bike safety training nor equipment. To fill these gaps the Health Department is incorporating bicycle safety into its Health Academy courses for restaurant employees and developing new multi-lin-

equal bike safety cards to distribute during staff visits to dining establishments. The DOT is expanding its bike helmet distribution, working with both messenger companies and community-based organizations in neighborhoods with large popu-



NOAH BUDNICK

lations of working cyclists.

In January, the United Puerto Rican Organization of Sunset Park (UPROSE) hosted a DOT bike helmet distribution event for working cyclists in Sunset Park, Brooklyn. Two dozen Chinese- and Spanish-speaking cyclists received free bike

helmets from the DOT and bike safety materials from the DOT and T.A. This collaboration between the City, community-based organizations and advocates should be a model to improve safety.

T.A. is working with DOT and DOH to share experience from and expand our Working Cyclist Safety campaign. Over the past four years T.A. has worked with NYPD precincts, City Councilmembers, Community Boards and neighbor-

hood associations to distribute over 2,000 Spanish, Chinese and English posters and educate business owners and their

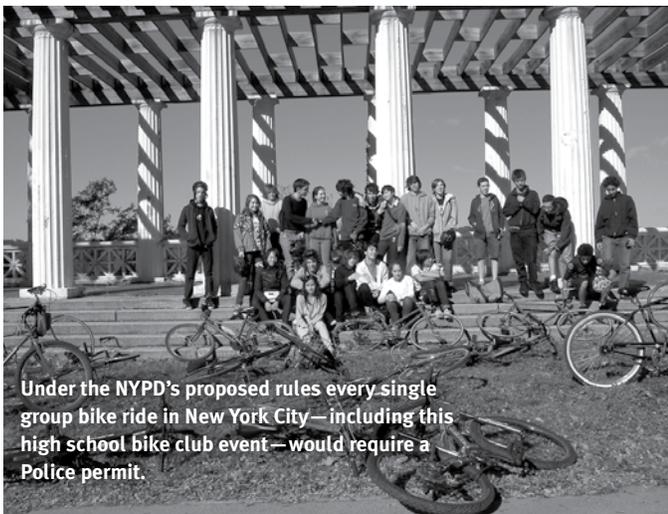
delivery people about bicycle and pedestrian safety. The City Council is considering legislation that would require businesses to provide their working cyclists with bike helmets, lights and bells and to hang posters with the rules of the road and safety tips for cyclists and the laws regarding commercial cyclists that businesses must follow.

The Health and Transportation Departments' outreach and education efforts must be complemented by police enforcement of sidewalk cyclists and cyclists who endanger pedestrians or other cyclists. The NYPD must also crack down on dangerous drivers and businesses that disregard laws requiring them to post their name and phone number on delivery bikes and give their delivery people identifying apparel with the business' name and number on it. □



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).

## NYPD Sets Restrictive Parade Permit Rules



LIAM QUIGLEY

Under the NYPD's proposed rules every single group bike ride in New York City—including this high school bike club event—would require a Police permit.

**O**N JANUARY 26TH, THE NYPD published revised parade permit rules, effective starting February 25th, 2007. They require "recognizable groups" of fifty or more bikers and walkers traveling on any

public street to obtain a parade permit and approved route from the NYPD. The rules create a barrier to biking and will reduce the number of New Yorkers who ride. This is bad for New Yorkers and the City. If the NYPD

does not withdraw these rules, the City Council should overrule them.

Law abiding groups of cyclists should not need special police permits to ride in New York City. On the contrary, safety experts regard group bicycling as safer than biking alone. Furthermore, recent rulings in Federal and State Supreme Court have established that group cycling is protected as expressive association under the First Amendment of the U.S. Constitution.

After withdrawing its first parade permit proposal at the end of the summer, the NYPD proposed new rules in October and held a legally-required public hearing in November. At the hearing, T.A., City Councilmember, the New York Civil Liberties Union, the New York Bar Association and members of the NYC Bike Coalition spoke out against the Police Department's proposal.

Under the new rules, every formal and informal group bike ride with fifty or more people,

whether organized by a club, school, tour group or even by friends, will need an NYPD permit and have its route approved by the police. Groups riding without permits or leaving their permitted routes would be subject to arrest. The NYPD did remove its "guilt by association" clause, which would have given officers the right to arrest any ten or more cyclists or pedestrians if someone near them violates any traffic law, rule or regulation.

The publicly elected City Council, not the privately appointed Police Department, should draft the City's parade permit rules. The Assembly for Rights NYC Coalition (of which T.A. is a member) has drafted model permit regulations and submitted them for City Council action. □

### TakeAction!

Tell City Council Speaker Quinn that you oppose parade permits for any bike ride or walk.  
**Speaker Christine Quinn**  
 New York City Council  
 City Hall  
 New York, NY 10007  
 E-mail: <http://www.nycouncil.info/rightnow/contactspkr.cfm>