

NEW YORK

Port Authority Plan for the Region

The Port Authority (PANYNJ) intends to invest \$4 billion in new mass transit capacity in New York and New Jersey, according to its recently approved 2007-2016 capital plan. \$2 billion will go towards a new NJTransit commuter rail tunnel under the Hudson River. Another \$2 billion could go towards transit priorities identified by Governor Spitzer, which include implementation of the 2nd Avenue subway and/or Long Island Railroad East Side Access.

To pay for the plan, Port Authority Chairman Anthony Coscia told reporters that toll and fare increases will be necessary, though the PANYNJ has pledged to hold rates stable in 2007. The PA's 2007 and 10 year capital programs are online for the first time at panynj.gov.

Other significant investments in the plan include: \$8 billion for World Trade Center projects, including the PATH transit hub and Freedom Tower, \$639 million for new PATH train cars, \$985 for a new Goethals Bridge, numerous airport projects, \$175 million for port terminal rail improvements and \$100 million to expand bus-priority capacity at the Lincoln Tunnel—good news for the 62,000 people who ride buses through the tunnel every morning.

tstc.org

NYC Traffic: the Times & Beyond

A recent *NY Times* piece reiterated the enemy-is-us findings of a number of advocacy-related reports that have pointed out that the majority of Manhattan car commuters begin their trips in New York City rather than the suburbs.

The article reported that: 53% of car commuters to Manhattan are from New York City. 35% of government workers in Manhattan commute by car. And Long Island, not New Jersey, is the biggest source of suburban drivers in Manhattan.



RODNEY THERRING

A more complete picture of traffic trends in New York City

would also include the following points.

Traffic is increasing in the outer boroughs even faster than it is in Manhattan. Measured traffic in the outer boroughs, on bridges either within the four boroughs other than Manhattan or connecting those boroughs to

one another (and Staten Island to New Jersey) grew by 13.8% from 1995-2005, versus an increase of only 6.9% of traffic on Manhattan crossings over the same years. ("NYC Bridge Traffic Volumes 2005"—NYC DOT).

Truck volumes are increasing at a much faster rate than for other types of traffic. Trucks increased 28.9% on NYC toll bridges and tunnels from 1995 to 2005, vs. an 8.2% rise for all vehicles crossing NYC toll bridges over the same period. Truck traffic is expected to continue rapid growth and make up an ever-larger share of the city's total traffic mix. The Federal Highway Administration projects growth of truck volumes in New York City at 83 % over 1998 levels by 2020. Data on trucks crossing NYC bridges confirms this seemingly extreme forecast within just a few percentage points as of 2005 ("Truck Toll Volumes" NYMTC 2005).

tstc.org

WASHINGTON DC

DC Launches Pedestrian Master Plan



In December 2006, Michelle L. Pourciau, Director of the District Department of Transportation (DDOT) together with federal and local launched the first District of Columbia Pedestrian Master Plan.

The plan is part of a process that will examine all aspects of the District's pedestrian environment—from policies to design guidelines to specific safety improvements in some of the city's highest pedestrian crash corridors. The Pedestrian Master Plan is slated to be completed in October 2007 and currently DDOT and its partners are seeking public input through an online survey and upcoming citizen engagement meetings (tooledesign.com/projects/dc/).

So far this year, 17 pedestrians have been struck and killed in DC. In 2005, 16 pedestrians were struck and killed.

dc.gov

CONNECTICUT

Lawmaker Proposes Free Rides For Seniors

The leader of the Connecticut State Senate, Senator Donald E. Williams Jr., announced in January 2007 that he was putting together the bill to give senior citizens 65 and over a free ride on Connecticut's rail and bus lines.

"Everyone agrees, the more folks who are taking public transportation, the more we



alleviate gridlock on our roads," he said.

According to Williams, the proposal would also build ridership and new advocates for Connecticut's public transportation system.

"We'll be well on our way to building that constituency of folks who will be saying, 'We want more options for public transportation, we want modern equipment, not old dilapidated equipment,'" Williams said. "It will be a powerful constituency that will help in our efforts to tackle gridlock and ramp up public transportation."

Associated Press

NEW JERSEY

NJ Transit to Study Bus Routes



A new three-year NJ Transit study will update the New Jersey bus routes for the first time in 24 years. The board

voted unanimously to pay a Philadelphia-based consultant \$1.28 million to begin work on a Greater Newark Bus System Study. The study will begin this month and cover an area including parts of five counties—Essex, Union, Passaic, Bergen and Hudson.

The study is expected to take about three years to complete, though if vital improvements are identified sooner they could be implemented before the study is done, officials said.

An early focus of the study will be to improve bus connections with rail and light rail service, and increase access to Newark's downtown and other core areas such as Penn Station, Market Street and Broad Street. The City of Newark has eight of the nine most used routes statewide.

"We need to make sure the buses go where people need them," NJ Transit Executive Director George Warrington said.

The study will consider whether routes need to be added or adjusted, and whether innovations such as "bus only" lanes might help shorten travel times for the 250,000 riders who travel over 51 different bus routes on a typical weekday in the study area.

The Jersey Journal, tstc.org



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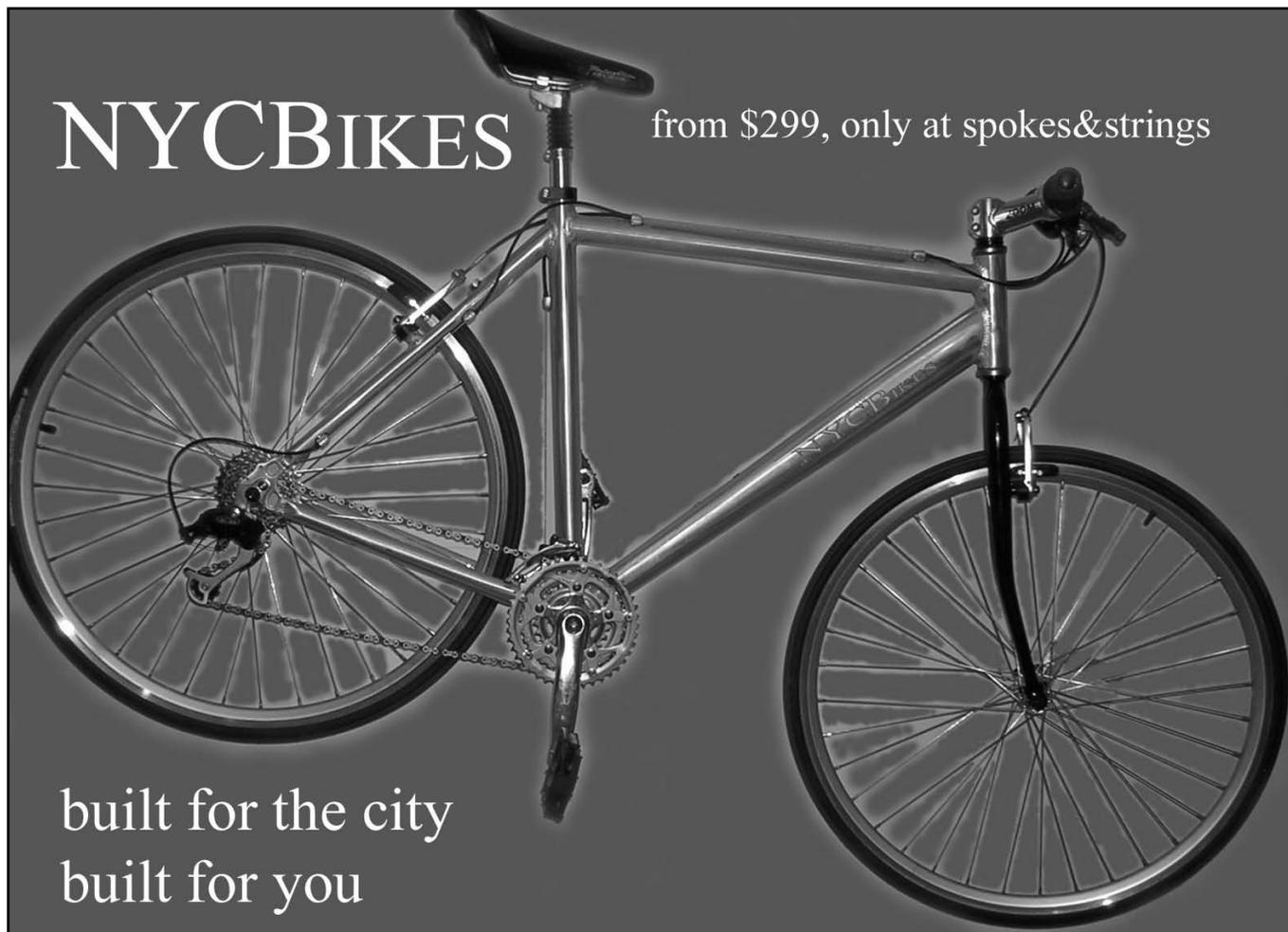
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