

New York City Council Oversight Hearing on Bicycling
Kevin Chatham-Stephens, MD
12/09/10

My name is Kevin Chatham-Stephens and I'm a pediatrician at the Mount Sinai Hospital. The greatest issue that pediatricians face today is childhood obesity, the rates of which are truly staggering. Approximately 40% of schoolchildren in New York City are overweight or obese¹. Striking health disparities often exist between multi-ethnic, low-income communities, such as East Harlem, and higher-income neighborhoods. East Harlem, where many of my patients live, has some of the highest rates of childhood obesity and asthma in the city². So as a pediatrician, I view the safe streets movement, which includes pedestrian and bicycle safety improvements, as a public health issue. Many other healthcare professionals, including the Health Commissioner Dr. Farley, have expressed support for utilizing these changes to improve our community's health³. We should encourage New Yorkers to be active through walking and biking by providing safe streets. These streets should welcome individuals of all ages, especially vulnerable populations such as children, the elderly, and those with disabilities.

Too often improvements in street design are narrowly characterized as just bicycle lanes, when in fact the results extend to reductions in pedestrian injuries and motor vehicle speed and crashes in addition to providing a safer cycling environment^{4,5}. When I discuss healthy, active lifestyles with my patients and their families, many often express concern about walking and cycling in their neighborhood due to the speed of vehicles and lack of protected riding space. We must ensure that these safety treatments are distributed throughout the city in an equitable manner. We should stop viewing the bicycle as solely a recreational toy and consider it a tool by which we can improve individual and community-level health and begin to address some of these health disparities. This is a public health issue and should be dealt with accordingly. To conclude:

- We are experiencing an epidemic of obesity
- Safety improvements that result in balanced streets reduce injuries for all users
- The city should use these improvements as a tool in the fight against obesity

Citations:

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Statement to the New York City Council

December 9, 2010

She drove up behind me as I was cycling, and with no other vehicle beside or behind her, she sent both bike and rider to the asphalt. As I lay on the street with the bike on top of me, I could see for plus or minus an eight of a mile to the east that the roadway was clear of vehicles; free even of double parked cars.

On Tremont Avenue bordering the Parkchester apartment complex in Bronx County, two lanes of easterly vehicular traffic are separated by a wide sidewalk median from two lanes of westerly bound traffic, and in each direction a single lane of parked cars are adjacent to the traffic lanes, and are in turn flanked by wide pedestrian sidewalks. Few streets or avenues in New York City offer as wide a field of vision as is present at this location.

Yet she hit me.

It was either Richard Aborne or Cyrus Vance as candidates at a political forum co-sponsored by The Benjamin Cardoso School of Law at Yeshiva University and the non-profit advocacy organization Transportation Alternative, prior to the election for Manhattan District attorney, who stated that district attorney offices, the communications industry and police departments treat vehicular homicide and attempted vehicular homicide as accidents.

Sure enough: although I rejected firefighter, ems and police personnel advice to be taken to the hospital in the St. Barnabas ambulance, I did agree it was prudent to be examined there in the ambulance at the scene.

Big mistake; the door opened and the police reported that since the driver had a license and hadn't left the scene, they let her go; no name, no license number, and no report.

Nothing: it never happened. How convenient. See it's like this. We don't need bike paths or even bike lanes because there are no homicides, attempted homicides, nor even accidents. They never happen.

Until there's a body to be disposed of.

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**Testimony of Tila Duhaime before City Council Transportation Committee, 9 Dec 2010
Bicycling in NYC-- Opportunities and Challenges**

My name is Tila Duhaime, and I am a co-chair of the Upper West Side Streets Renaissance Campaign. We work to improve the safety, accessibility, comfort, and quality of life for this community, focusing on public spaces, especially the streetscape. We were strong proponents and helped organize hundreds of supporters for the newly reconfigured section of Columbus Avenue, which features a protected bike lane.

Part of the reason we were able to garner such support for the redesign was the growing body of data, based on the efforts of New York and other cities, that better bike infrastructure makes streets safer and healthier for everyone on them. That is to say, although things like bike lanes and greenways were traditionally thought to serve strictly bicyclists, we are learning that in fact they are a public benefit to a far greater variety of people, including pedestrians, drivers and passengers. The Streets Renaissance Campaign pursued protected bike lanes on the Upper West Side after hearing from our members, who are by and large NOT avid cyclists, that safe bike lanes and bike parking should be a top priority for our campaign. Indeed, some of our most vocal proponents were senior citizens with mobility issues, not the spandex cyclists. We believe the city can and should do more to put bike infrastructure in its proper light: it is long overdue, promotes healthier lifestyles, and when designed properly can help prevent hundreds of needless crashes and casualties occurring on our streets every year.

This is the first main challenge for New York City with respect to fostering better bike culture: correcting the misperception that bike infrastructure is an annoying accommodation to a small number of bikers, rather than an essential public health and safety strategy benefiting the public at large. Bike lanes should be no more controversial than sidewalks, and in many ways serve the same function, but because we have done without them for so long we are combatting the unfortunate view that they are unnecessary. Yet there is a sea of data supporting the view that biking infrastructure encourages healthier living, that it does not snarl auto traffic but instead can relieve auto congestion, that it makes streets more pleasant to live on and visit, that it confers enormous safety benefits to cyclists and walkers and drivers, that cycling is a reasonable alternative to motorized transit in a dense urban area like New York City, that bike lanes are good for local businesses, and that many people want to bike here and would do so if only our streets were safer for bikes. For every improved street like Columbus Avenue, we gain more proof that this is so, and we encourage New York City to continue to lead by example.

One way to meet that challenge would simultaneously tackle the second greatest obstacle to success for bike infrastructure in New York City: the lack of a unified, positive response on the part of all city agencies, most notably the NYPD. While the Department of Transportation has ably shouldered the burden for the design and implementation of bike lanes and livable streets improvements, there is simply no reason that it should bear sole responsibility for public outreach, education, and quality of life analysis essential to make these project successful. The Manhattan Borough President's recent report on bike lanes highlighted the dire need for better bike lane enforcement against abusers of all kinds, including entitled public servants who regularly block or park in bike lanes. Disdain by public officials

for bike facilities, together with silence on the part of city agencies who benefit from them (such as the Departments of Health or Parks and Recreation), undermine civic commitment to what should be a point of pride for this city. Streets that have been designed to accommodate a representative mix of walkers, bikers, public transit users, and private and commercial vehicles are signs of a healthy, sustainable and well-run city. While there is plenty of room for debate on the particulars for such street designs on this or that block, or what the most effective forms of enforcement might be, every city agency should be publicly and enthusiastically supportive of apportioning our valuable street space to accommodate the greatest mix of users possible, including cyclists.

I'd like to close by telling you that last week I sold my car, and we are now a car free household, like the vast majority of our neighbors. We rely on the city to preserve and continue its commitment to make walking, cycling and public transit safe, reasonable options for regular joes to get around. And I'd like to observe that simply because I sold the car, I did not relinquish my right to safely use the streets around my house. I simply believe that there are better uses for them than shuffling and storing private vehicles. I hope you and future council members agree.

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COMMUNITY BOARD 2 MANHATTAN TESTIMONY

City Council Transportation Committee Hearing

Oversight: NYC Bicycling – Opportunities and Challenges

December 9, 2010

Community Board 2 Manhattan (CB2) has been supporting a fairer balance between transportation modes and their accommodation for many years. In New York City, the lion's share of street space is given over to motor vehicles, which has led not only to inequities in use of this space, but also to hazardous conditions that threaten the safe passage and well-being of our citizens, to pollution of our air, and to obstruction and curtailment of our businesses.

With traffic congestion overwhelming our streets and continuing to increase, we realize that expanding the use of alternative transportation modes – walking, bicycling and public transit – while encouraging less motor vehicle usage is the best way to reduce these negative impacts and ensure a better quality of life for our communities. Therefore, we have welcomed the New York City Department of Transportation's (DOT) new initiatives introducing more bike lanes, claiming vehicular space for pedestrian plazas, instituting flexible pricing for parking, and creating changes in street geometry that more equitably apportion space and increase safety for pedestrians, bicyclists and drivers.

At this time, DOT has created several new bike lanes in the CB2 area, including on Greenwich Street, Washington Street, Grand Street, 8th Avenue, MacDougal Street, Thompson Street, Washington Square North, West 10th Street and Christopher Street. In every case, DOT has always notified us in advance about their plans, so that we could set up a public hearing in a timely manner and get adequate community input. In addition to CB2's own announcements of these DOT proposals and our hearings, in each instance, DOT has produced its own 4-color flyers that are posted throughout the affected neighborhoods in our District.

In response to comments at these CB2 hearings, DOT has made adjustments to their plans, and has continued to be responsive to our calls for other changes and to our resolutions once the bike lanes have been installed. They've also been responsive to related requests, for example, when CB2 asked for a pilot program of reduced, more aesthetic and less cluttered signage, to clarify and simplify understanding of new configurations particularly on streets with bicycle lanes, DOT created such a program on Grand Street.

DOT has created one pedestrian plaza in the CB2 area at Gansevoort Street and 9th Avenue, which actually was in response to a CB2 resolution and request. The plan evolved from a series of workshops and public hearings, and was implemented as a pilot project, with CB2's resolution of approval. When community response indicated that there were kinks that needed to be worked out, a public forum was held, allowing DOT to have a dialogue with the community and to get input for revisions. Since then, DOT has returned to the community with a new geometric scheme that recently was presented at a CB2 public hearing, and, based on input, the Board approved. This will still be a temporary pilot project, so that DOT can evaluate it and get further input should other modifications be needed before final construction in a few years (an approach that DOT is using very frequently and which CB2 supports).

~~It is CB2's experience that when new innovations are introduced, there is always a period of adjustment, adjustment on the part of the community to the change and adjustment of the innovations by the initiating agency when it is shown that tweaking is needed. These adjustments appear to take time, but need to be given a chance to be worked out when there's a high potential for positive results, as there is in the case of DOT's new improvements.~~

CB2 believes that increased education can help to raise awareness and improve communication regarding these DOT initiatives, and has conveyed this position in our resolutions. We also have encouraged appropriate enforcement by the New York City Police Department (NYPD).

We are pleased to note that DOT has begun a campaign to educate the public, first with its *Bike Smart* handbook in six languages of bicycle rules and guidance that also addresses mutual responsibilities of bicyclists, pedestrians and drivers and now with the "Don't Be a Jerk" campaign, an outreach effort that includes a series of radio, television and billboard ads on bicycle etiquette. We also are encouraged to see stepped up NYPD enforcement efforts regarding bicycling related infractions.

Most encouraging is that DOT's latest figures indicate pedestrian and bicycling safety has increased, an endorsement of DOT's efforts to improve the transportation mode balance. CB2 recognizes the importance of these improvements and will continue to support them.

Let's increase the health and decrease the traffic deaths of New Yorkers! By Detta Ahl

It's recognized in New York City that pedestrians and motorists need separate street space, therefore each street has a sidewalk on both sides for pedestrians. It's also recognized that bicyclists are different enough from pedestrians in terms of weight and velocity that pedestrians and bicyclists should not be sharing the same street space – namely the sidewalks. However, the difference between bicyclists and motorists is significantly larger than the difference between pedestrian and bicyclist. Motorists travel about 3 times faster and weigh about 4,000 pounds more than a bicycle. The same rationale that dictates a separation between bicyclist and pedestrian, should dictate a safe separation between people driving four ton motor vehicles and people pedaling 25 pound bikes.

I, as someone who has been riding a bike for 2.5 years, need a safe place to ride. I frequent the protected bike lanes on 1st and 2nd Avenues, on 8th and 9th Avenues, on Columbus Avenue and on Broadway. However these are not enough because they are not continuous. I need to travel often to Flushing, to Brooklyn, to the East Village, to midtown and back up to Harlem, where I live. The bike lanes only get me north to 34th Street and then spit me out onto a street with speeding, aggressive, non-yielding motorists, with no safe place for me to ride.

I used to bike over to the Hudson River bike path for all my trips even if that added two miles. A motorist needing to go south on 2nd Avenue from upper Manhattan does not have to drive west out of his way to 12th Avenue in order to find a safe place to drive, only to have to drive back east across town further south. Bicyclists should not be expected to do this.

Bike lanes make me more predictable to pedestrians. Pedestrians currently do not look before crossing a bike lane, but they will learn to do so. A bike lane puts me and other bicyclists all in the same place, which is much easier than when each bicyclist is determining for himself the place on the street where he feels safest and thinks he will be least endangered and obstructed by drivers. The only way to avoid bicyclists spreading out dangerously across the street is bike lanes.

Some cities have quantified the benefits to their cities from bike commuters. They find that the city saves money on each mile biked, and loses money for each mile driven. This is because bike commuters on average have higher productivity, fewer missed days of work and lower medical costs. Whereas miles driven cause wear and tear on the roads and police hours spent for accidents.

Some community boards represent their communities. Others community boards clearly are not truly representative of their communities. However, the DOT goes through the process of getting approval even though this is not even required.

I would like New York City to find the courage to put in a continuous network of safe bike lanes. If done, biking rates would multiply ten times over and New York City would reap the financial rewards that active commuting brings to a locale. New York City is flat and condensed and ideal for biking. But a piecemeal approach with a ½ mile of a protected lane on one avenue and a 1 mile of a lane on another, will get a fraction of the usage that those lanes would get if continuous. Once the lanes are in, usage will skyrocket, and the benefits will be obvious: the city will be safer, healthier and more prosperous.

READ INTO
RECORD

Thank you for this opportunity to testify.

I am Charles McCorkell, the owner of Bicycle Habitat.

Slightly over 35 years ago, I was the newly appointed Executive Director of Transportation Alternatives and I testified in this very room on behalf of Henry Stern's bill directing the DOT to develop a network of bicycle lanes in NYC. – it died in committee. In 1975 the DOT counted 250 cyclists crossing into the Central Business District, bike lanes, no but a few street signs existed on Park and 5th Avenues suggesting these would be a good place to ride – the signs dated to the Lindsay administration, there were no bicycle, food delivery people and no bike messengers.

In 1975 the only bike businesses in New York were neighborhood bicycle stores and Workman Cycles in Queens.

I opened a bicycle store in 1978. For 27 years we had the ups and downs of many small businesses. Overall, we saw years of modest growth. All of a sudden we started to see a meaningful jump in users and customers. We doubled our space in Soho, and we saw our business take off paralleling the ever increasing support for bicycling from the City and the increase in cycling. Earlier this year we doubled our space again on Lafayette Street. Today our business is up over 40% in the last 3 years. Much of this success I attribute to New York becoming a friendlier place to bicycle. Today, we are looking for an additional location with the intention of opening in the spring of 2011.

In contrast to 1975, today we have an ever growing bicycle industry

The number of bike stores – are up 15% in 2 years,

Hundreds of pedicabs are operating in midtown,

over 5000 people are delivering food on bicycles,

1000 bike messengers rush important deliveries around the City,

at least 6 start up small manufacturers have joined Workman cycles in actually making bike products here,

several successful bicycle rentals companies are now operating in the city,

We have Recycle a Bicycle and Cycle Kids organizing bicycle programs for our inner city schools. Bike New York organizes one of the largest bike rides in the country with over 35,000 participants.

There is hardly a weekend some major cause is not running a charity ride on our streets. BMXers are attracted in droves to our BMX Park on the Upper West Side,

the Kissena Velodrome has become a revitalized Mecca for track riders.

In 2008 we started co-sponsoring the insanely popular Summer streets bringing over 100,000 riders to our streets. In 2010 a major motion picture featuring bike messengers and the City was filmed here. In 2011 we will see a consumer bicycle show return to Chelsea and hopefully the start of a bike share program.

Not only is usage up but business is booming.

No longer is bicycling just a great way to get to work or just a fun way to exercise it is now a vital part of what makes New York great.

In 1975, it would have been an empty gesture to estimate the impact of cycling on the NYC economy. Today it would yield a very impressive number. More impressively it is a segment of our economy that is actually growing and, I believe, will continue to grow - rapidly. Most impressively it is accomplishing this by bringing significant health benefits to our citizens, reducing our health costs, and increasing worker productivity. All this while being extremely green, saving our ozone layer and preserving our natural resources.

I believe we have only begun to see the opportunities. I believe our riders will continue to incubate new bicycle related business ideas – who knew what 2 bicycle mechanics would accomplish at Kitty Hawk. Bicycle stores will continue to proliferate. In New York like most of America there is one bike store for every 80,000 people in bike centric communities like Portland it is one for every 35,000. There will be a lot more bike stores. We are becoming bike centric.

The short term challenge is to continue the momentum till a cycling future becomes inevitable; the challenge is not to let those who are afraid of using a bike lane to the future stop this. We all need to learn how to be citizens in a world where bicyclists are not marginalized, but are an important part of the transportation landscape. This is change and change can be frightening, but in this case, change is necessary. This will happen we only need to give cycling a chance.

TESTIMONY
Before the New York City Council, Transportation Committee
On Bicycling in NYC – Opportunities and Challenges
December 9, 2010

Eugene Aronowitz
460 45th Street
Brooklyn, NY 11220

My name is Gene Aronowitz. I'm 73 years old, with severe arthritis in both knees, one of many older people with this condition. Running is out of the question. Even walking can be painful, difficult and distressing but biking is not. It's a great exercise, keeps my weight down - crucial because of my knee problems - produces an acceptable aerobic effect and, except for the very beginning, is pain free.

Unlike being on a stationary bike to get these benefits, I can be outside and can ride with family and friends. I love to ride through Central Park and Prospect Park and to ride the spectacular Greenways along the waterfronts. Of course, I must ride through city streets to get to these glorious locations and, by the way, to do my shopping, banking and visiting. Am I entitled to ride on the streets? Yes, of course I am. Should I be able to do this safely? I think that's a reasonable expectation. Can I expect the New York City government to make biking safe? Yes, I expect the City to do that.

The City must continue to create bike lanes and bike paths. Bike lanes facilitate safety because they provide a predictable and noticeable place for cyclists to ride. Their existence says to drivers and pedestrians that bikers belong on those streets just as they do.

I'm not only a biker. I have a car so I'm also a driver. I understand how drivers feel when parking spots and driving lanes give way to bike lanes and pedestrian malls. But I think that adding a little time to get somewhere or to find a place to park is a very small price to pay to create equitably usable safe streets for all of us.

**Written Testimony Submitted to the New York City Council on Behalf of
Brooklyn Greenway Initiative
Oversight Hearing on Bicycling in NYC, Dec. 9, 2010**

My name is Alex Rothberg and I am here this morning representing the Brooklyn Greenway Initiative. I would like to briefly just outline some of the benefits of implementing continuous and safely designed bike paths. On a city-wide level, the expanding system of bike paths promotes a more efficient economy simply by the fact that it provides a quicker, and cheaper, alternative for moving inhabitants throughout the city. With ever increasing real estate prices in areas located near subway stops, bike paths provide those seeking more affordable living options with an alternative for arriving to jobs and leisure activities.

At Brooklyn Greenway Initiative, we also see the expanding system of bike paths as a crucial element in promoting the physical health of New Yorkers. Continuous, off-street, bike paths allow individuals a convenient way to heighten their heart rate for the recommended 30 minutes per day especially when part of an interconnected system of paths and open space destinations. They allow people to do this in an aesthetically pleasing setting that not only adds to their personal experience, but also provides a positive contribution to the physical streetscape of the neighborhood they are located in, therefore benefitting local residents as well. Many design features that accompany even the simplest paths are in fact intended to protect pedestrians also, such as better crosswalks and other traffic calming techniques, which in turn result in a safer road for drivers.

If these benefits relating to efficiency, safety, health, and urban design are goals that the city values, then it is imperative that we continue to support the implementation of separated bike lanes in a way that accommodates all user groups.

Historically speaking, urban bike lanes (at this scale) are a relatively new phenomenon not only in New York City, but also in the cities across the country. As a result, bikers, pedestrians and drivers alike are somewhat rookies in the art of sharing the road in such a structured way. In most cases, it is merely a matter of becoming accustomed to the signs and indicators that have been implemented on the street as part of this new initiative. This is not to say there is no room for improvement on this level. But if anywhere it can be done successfully; it is in New York City.

Having recently completed Round 2 of the NYC DOT Brooklyn Waterfront Greenway public planning workshops, we look forward to the next round of public input on the placement and features of new bike paths in Brooklyn. So far we have received much positive support. Many local residents express excitement with the prospect of the new amenities that accompany the structures, especially when they promise to transform currently fearsome spaces for pedestrians and bikers into an enjoyable form of open space that contributes to a more livable and healthy urban environment.

Thank you very much.

**City Council Bike Lane Hearing
December 9, 2010**

**By
Bob Cassara
973 Bay Ridge Parkway
Brooklyn, NY 11228**

Good morning/afternoon ladies and gentlemen,

My name is Bob Cassara and I am a life long resident of Bay Ridge Brooklyn. One of the more vexing problems that I have seen over the years is the increased traffic including trucks and speeding vehicles on my block Bay Ridge Parkway as well as other major arteries. Typically in the morning hours between 8 and 9 there will be around 1600 vehicles per hour of which 7 to 11% are commercial vehicles. These are numbers that I accumulated back in 1997 and I have been advocating for years to remove the through commercial truck traffic and to abate the speeding vehicles but to no avail. The traffic continues unabated and rising with no real help from the City's DOT or Police Department. Yes the police come out once in a while and stop large trucks but this is spotty and does not have any real impact on the traffic.

Recently, our community was informed that Bay Ridge Parkway would be getting dedicate bike lanes, extending from Shore Road to Bay Parkway thus facilitating a necessary addition to the bike network in Southwest Brooklyn. I was elated to hear that the DOT was finally going to do something that would actually calm the traffic. However my hopes were short lived because a few ill informed people in our community made a stink about the proposed installation of bike lanes. They make claims that these bike lanes would be dangerous for bikers and pedestrians. What they really want is to be able to double park and be able to move along on Bay Ridge Parkway at a good clip. The installation of the bike lanes has been delayed because Community Board 10 sent a letter to the DOT requesting a delay so that the board can study the installation further.

The problem as I see it is that the DOT has not done a good job in selling the idea of bike lanes to the public. From what I have been told, the DOT supposedly works out the details of a proposed bike lane installation in conjunction with the community in which it wants to place the lanes. As a Community Board member, I can say that I do not recall anytime that the DOT had come out before the Traffic and Transportation committee to discuss this matter and get our input and buy-in. One cannot just come into a community and say we are going to put a bike lane on XYZ street and expect that it will automatically be accepted. But this is what in fact they have done in Bay Ridge.

That being said I am in favor of the city's efforts to install bike lanes throughout all five boroughs. These bike lanes need to be an extensive, fully integrated bike way network to fully realize the benefits of biking to the community at large.

As much as I agree with the idea of traffic calming and decreasing auto emissions, biking has a much greater benefit. It has the potential of positively impacting the health of everyone and consequently reducing our overall health care expenses, which we all know is on the rise and growing. We are told that it is crucially important for all of us to have regular exercise. The daily physical exercise of walking and cycling for practical travel, burns up calories and helps avoid the problems of overweight and obesity. According to the American Medical Association (JAMA 1999), *“Whether normal-weight, overweight, or obese, physically inactive persons are 2 to 3 times more likely to die prematurely.”*

Obesity Trends among NY adults is 20 to 24% for the population with a corresponding BMI (Body Mass Index) greater than 30. Obesity and physical inactivity rank near the top in the percent of total burden of disease attributed to selected risk factors such as unsafe sex, illicit drugs, and cholesterol, etc.,. Obesity among American children and adolescents with a BMI in excess of 30% is skyrocketing.

In order to help reduce the obesity rate in NYC, we need to make lifestyle changes. Simply walking and biking will go a long way. But to make this happen Cycling needs to be safe for everyone. As Dr, Pucher of Rutgers University explains:

- Cycling and walking safety is important for everyone, but especially for the young, the old, for anyone with disabilities for the timid or the risk averse.
- Women generally are more sensitive to safety than men.
- Improving safety would greatly enhance the attractiveness of cycling and walking to a broad spectrum of society.
- The much greater safety of cycling and walking in Northern Europe might explain why so many children, elderly and women cycle.

In closing, properly designed installed bike lanes and biking networks will have a positive health effect for New Yorkers. But for this to happen this city needs to have policies that make cycling and walking more convenient, faster, more pleasant and more attractive and also make cycling and walking safer for everyone. The city needs to do a better job of communicating the benefits to all.

Thank you.

READ INTO RECORD

**STATEMENT OF AAA NEW YORK, INC.,
BEFORE THE NEW YORK CITY COUNCIL COMMITTEE ON
TRANSPORTATION
NEW YORK, NY
DECEMBER 9, 2010**

Good morning Mr. Chairman and Council Members. My name is John Corlett. I am Director of Government Affairs for AAA New York, the local Triple A affiliate with nearly 1.6 million members.

New York City's Department of Transportation (DOT) has made an unprecedented effort to rapidly construct hundreds of miles of bike lanes as part of the goals spelled out in PLANYC. Cycling is a good thing and it may be a good thing for New York to have a bike lane network, but the DOT's goals, may go from good to bad unless the city DOT addresses questions about the cost, safety and traffic impacts of their plan. Indeed, it seems evident that the DOT's review process with respect to the benefits of this rapid expansion is remarkably abstract to many New Yorkers whom have real and valid concerns about the impacts bike lane construction is having in their communities.

Our organization believes that a vibrant city like New York needs a viable multi-modal transportation system, and acknowledges that finding the appropriate mix is difficult. Nevertheless, many bike lane segments appear underutilized, and their construction does not seem to justify the expense. While we appreciate that there are cycling advocates in the Administration

pursuing this expansion, in our opinion, as Administrators they must be mindful of the rights of all those impacted by their actions.

In short, the DOT appears to have adopted a "take first, ask questions later" policy with respect to this rapid expansion without explaining some of the fundamental impacts of their actions are having or even acknowledging that there are potential impacts on traffic patterns, etc.

In our opinion, DOT needs to answer simple questions such as: Are construction of these lanes shifting traffic congestion and parking problems elsewhere? And if so, what DOT officials are doing to mitigate those impacts? There are also common sense questions to answer such as whether or not segments of the lane network will be utilized during the winter months and if the use of the bike lanes justifies the loss in street capacity during those months.

In our opinion, cycling advocates, including those both within DOT and on the outside, need to take a step back and examine the effects this expansion is having on all of the city's residents to ensure the department is serving the interests of all citizens - including the interests of pedestrians and drivers. Thank you for the opportunity to testify.

Testimony from John Krauss
City Council Oversight Hearing on Bicycling

12/9/10

I have been biking in New York City for almost four years now. I started about a year and a half after I moved to the city, to go to school at Columbia. I only started to bike regularly after I moved to Bedford Stuyvesant for a summer, and was brought very close to a set of bike lanes that gave me easy access to Downtown Brooklyn, Park Slope, Williamsburg, and the East River bridges. I couldn't imagine getting into biking if it hadn't been for the prevalence of bike lanes in the neighborhood.

The expansion of the bike lane system accompanied and encouraged my growth as a bicyclist.

After I moved back to Morningside Heights for the semester, I kept in the habit of biking by going through Central Park and along the West Side path. In the intervening years, biking through the same neighborhoods, I am amazed by the immediately noticeable positive changes following the installation of bike lanes. Streets and avenues that were once raceways -- Flushing Avenue, Prospect Park West, and many others -- are now safe to cross or stroll besides. This is not merely subjective observation: the DOT has measured reduced rates of speeding on roads with bike lanes.

The damage wrought by the destruction of bike lanes is just as noticeable as the improvements caused by their creation. I hope that the removal of the Bedford Avenue lane, a vital route to Manhattan for many in Williamsburg, Bedford Stuyvesant, Bushwick, Crown Heights, and further south, is a mistake not repeated. That avenue is now more dangerous for cars, bicycles, and pedestrians than it was two years ago.

Change can be upsetting and confusing, even when it results in a demonstrable improvement to the quality of life for the majority of the population. Despite the participation of community boards, the accessibility of long-term public plans for future bike paths, and the statistical weight of studies demonstrating the safety and health benefits of bicycling, there has recently arisen a vocal minority opposing the creation of essential new lanes and encouraging the destruction of existing paths. Taking the issue to heart, the same few faces pack small protests, hearings, and inflammatory television specials.

It is difficult for me to come to a forum such as this and voice my opinion; I have to take time off from work. I will be biking there, at Washington Square Park, after this. I can only hope that the City Council realizes that many bike lane supporters are working New Yorkers who were not able to take time off to be heard today.

Thank you.



Scott Cavanaugh
Bike and Roll NYC
557 12th Avenue
Pier 84
New York, NY 10036
212-260-0400

Bike and Roll is a bicycle rental and tour company operating in major cities across the country. Bike and Roll first opened in New York City in June of 2007. We started with one location in Hudson River Park with a fleet of just over 100 bicycles.

This past year in just our fourth season we operated at eight locations in the City with a fleet of over 1,200 bicycles. We employed over 100 people hailing from all five boroughs. Many of them were young people for whom working with Bike and Roll was their first job. The growth of our business has been robust, and it is no coincidence that this growth has paralleled the growth of bicycling infrastructure in New York.

We are not alone. Every year we have operated we have seen more competitors join the landscape. In a time when the economy is struggling, the past few years have seen the emergence New York's bicycle tourism industry. Let there be no doubt that the building of bike lanes and paths have made building these businesses possible.

Our typical customers are not thrill-seekers. A mom visiting the City is not going to take her two kids on a bike tour if she thinks she is putting them in danger. All of our customers listen to a safety briefing and are offered a helmet free of charge, but this alone does not make for a safe experience. There must be safe places to ride. The expansion of bicycle lanes and paths of the last few years has given tourists and residents alike a fun, green, and active alternative to exploring New York by tour buses and automobiles.

As you will surely hear today, there a lot of reasons why improving bicycle infrastructure has been good for New York City. Our message is that among these many reasons is the significant and tangible economic benefit.

Good morning Council Members.

My name is Henry Rinehart, owner of the restaurant HENRY's on Broadway and 105th. Thank you for affording me time to speak before you and for your continuing efforts to improve the quality of life on in New York City.

I am here this evening to voice my support of the tremendous improvements made in our city with the shared use of our roadways. I appear before you as a member of the community since 1979, as the owner of a popular local business serving the Upper West Side since 1999, as a father with a child attending Hunter College Elementary School, as the son of parents in their golden years living on Central Park West, as a local car owner and as a lifelong avid cyclist. Additionally I am a retired bicycle messenger. I speak on behalf of many of your constituencies.

Protected bike lanes are necessary for safe, shared streets.. The protected lanes allow parents like me to safely bring our children to school by bike. The concrete pedestrian islands allow children and older New Yorkers like my parents to cross wide avenues safely by calming traffic and shortening crossing distances. These features also give pedestrians a safe place to wait that is clear of bicycle and motor vehicle traffic, and keep cyclists—including my restaurant's employees who deliver meals throughout the Upper West side—off the sidewalk. Once we all get used to the proposed changes, we will notice that our streets will be more than just a thoroughfare; they will be a viable part of our neighborhood.

As a business owner, I can also say that bike lanes do not interfere with the smooth operation of business. I have observed that DoT has in many cases actually improved curbside deliveries with dedicated loading areas. And without question, protected bike lanes make my sidewalk café even more pleasant, pedestrian friendly, and successful. While I regret any loss of on-street parking for myself and my customers, no one can deny that we as a City have given free or low-cost curbside parking an unfair priority over other uses for far too long.

For all these reasons, as a parent, son, and business owner, I strongly encourage you to defer to the Department of Transportation's long-overdue redesign of our streets to allow safe, shared use by everyone. It may not seem like much but encouraging active transportation over car use will do a great deal to improve the health and quality of life of all New Yorkers.

When I first moved here in 1979 New York City stole my heart largely because of the energy of the streets. Protected bike lanes are a great step towards safe, pedestrian- and bike-friendly streets that will recapture the vibrant street life of our beloved city.

READ INTO
Record

December 9th, 2010

Dear Mayor Bloomberg,

We, the undersigned medical professionals, write to acknowledge and encourage your efforts to calm traffic and make New York City streets safer for bicyclists and pedestrians. As a result of your efforts, from re-envisioning Times Square to building the first protected bicycle lanes in the U.S., more New Yorkers are biking and walking than ever before. Mayor Bloomberg, we urge you to continue to set ambitious goals for how our streets and public spaces can help make all of New York City more healthy and safe.

Considering that streets and sidewalks make up 80% of New York City's public space, the pedestrian plazas, car-free spaces, neighborhood bike networks and world-class bicycle lanes you have created are vital to the public health of our city. In piloting Safe Routes to School and Safe Streets for Seniors programs, reducing car hours in our largest parks and producing events like neighborhood play streets and Summer Streets, you are pioneering the redistribution of our public space for health's sake.

These changes help pave the way for a city that breathes cleaner air and is in better physical condition. Commuting to work by bicycle or increasing the distance of daily walks has been shown to promote weight loss better than any exercise program or medication we could prescribe. Vital to fighting the epidemics of asthma and obesity is the opportunity for children to have safe places to play and clean air to breathe. The traffic calming infrastructure you have built is as valuable as a playground toward encouraging active youth and instilling healthy habits that will last a lifetime.

Thanks to your leadership, bicycling is the fastest growing mode of transportation in New York City and pedestrian safety is at an all-time high. Mayor Bloomberg, we enthusiastically support your efforts to improve bicycling and walking in New York City. As you shape your legacy, please continue to make safe, complete streets part of the prescription for a healthy New York City.

We, the Undersigned,

Linda Prine, Family Physician, Institute for Family Health
Kevin Chatham-Stephens, Pediatrician/Pediatric Environmental Health Fellow, Mt Sinai
Dianne Pulte, Medical Oncologist, UMDNJ
Joseph Asbury, Internist, Mobile Doctors
Andreas Cohrssen, Family Physician, Beth Israel Medical Center
Mark McDowell, Family Doctor, Beth Israel
Susan Rubin, Family Physician, Albert Einstein College of Medicine
Marc Levin, Family Physician, Institute for Family Health
Nina Sabghir, Midwife, Brookdale Hospital
Brigitte Hazelhoff, Registered Nurse, Trinity Medical Center
Laura Boylan, Neurologist, Department of Veterans Affairs
Peter Santogade, Gastroenterologist, NY Presbyterian Hospital/Allen Hospital

Peter Green, Gastroenterologist, Columbia Presbyterian
Miranda Balkin, Family Doctor
Elizabeth Wolff, Family Physician, NYU Student Health Center
Laura Schiller, OB/GYN, Private Practice
Laurie Kirstein, Breast Cancer Surgeon, Beth Israel Medical Center
Ellen Tattelman, MD , Montefiore Medical Center
Robert Goodman, General Internist, Montefiore Medical Center
Robert Roose, MD, Albert Einstein College of Medicine
Leslie Hsiung, Family Medicine, Beth Israel
Mara Tittler, Nurse Practitioner, The Institute for Family Health
Joseph Tenenbaum, Cardiologist, New York Presbyterian Hospital
Alisa Baer, Pediatrician, Children's Hospital of New York at Columbia University
Leah Rothman, Family Practice, Beth Israel
Anne Davis, OB/GYN, Columbia University
Christi Ray, Family Medicine, Gouverneur HHC
Kohar Der Simonian, Family Medicine , Institute for Family Health
Jessica Grieves, Veterinarian, NYU School of Medicine
Samantha Mekrut, Family Physician, Institute for Family Health
Bryant Williams, Psychologist, Institute for Family Health
Heather Paladine, Physician, Columbia University Medical Center
James Zisfein, Physician/Neurologist, Lincoln Hospital
Edward Fishkin, Physician, Woodhull Hospital
Goldie Alfasi-Siffert, Psychologist, Institute for Family Health
Maurice Preter, Neurologist and Psychiatrist
Mary Obrien, Primary Care Internal Medicine, Columbia University Health Services
Mahon Stewart, PT, DPT, Physical Therapist, Kessler Institute for Rehabilitation
Delphine Taylor, Internal Medicine, CUMC
Steven Levine, Internist, Institute For Family Health
Deborah Jones, Internist, Columbia University
Nicholas Yagoda, Medical Student, Columbia University
Danny Neghassi, Family Medicine, Columbia University College of Physicians & Surgeons
Jun Mitsumoto, Medical Student, Columbia University Medical Center
Charles Dorato, Dentist, Private Practice
Heather Walters, Pediatrician, NY Presbyterian Hospital Weill Cornell
Maricela Sanchez, Resident Physician of Anesthesiology, Columbia Presbyterian Hospital
Joel Ernst, MD, Infectious Diseases, NYU School of Medicine
Scott Bolster, Pharmacist, EmblemHealth
Eliza Miller, Medical Student, Columbia University College of Physicians and Surgeons
Jillian Garai, Registered Nurse
Sarah Miller, Family Physician, Montefiore Medical Center
Melissa Borrero, Home Visiting Family Doctor, NYC
Alice Teich, Family Medicine, Montefiore
Justin Sanders, family physician, Montefiore Medical Center

Leila Hagshenas, Family Physician
Adriel Gerard, Psychiatrist
Lorne Watson, Psychologist, Private Practice
Joyce Akinyooye, MD
Luis Manriquez, MD, University of Washington School of Medicine
Elaine Kang, Family Practice, Institute for Urban Family Health
Kate Harding, MD, Montefiore Medical Center
Yael Swica, Family Physician
David T Schwartz, Emergency Medicine, NYU and Bellevue Hospital
Priscilla Scherer, Registered Nurse
Destry Sulkes, Former Ophthalmologist
Samara Soghoian, Emergency Medicine, NYU
Elisabeth Frischauf, MD
Karmen Louie, Public Health Practitioner, Columbia University Medical Center
Lydia Pecker, Pediatrician, Montefiore Medical Center
Mark Pecker, Internal Medicine, Weill Cornell Medical College
James Grigg, Physician
Philip Imus, Professor of Clinical Medicine
Anna Sterne, Registered Nurse
Saul Melman, Emergency Medicine, Long Island College Hospital
Leslie Brooks, Physician Assistant, NYP-Weill Cornell Emergency Department
Amy Leuthauser, MD
David Rose, MS IV grad 2011, NYC Paramedic, Long Island College Hospital
Katherine Vlasica, Emergency Medicine
Jessica Freedman, Emergency Physician
Aaron Scharf, Paramedic
Zipporah Dvash, MD, Long Island College Hospital
Russell Pearl, Emergency Medicine, Long Island College Hospital
David Melman, Psychiatrist
Irene Grysman, Adult Nurse Practitioner
Amy Lazarides, Emergency Medicine Physician, Long Island College Hospital
James Cavin, Physical Therapist, Yorkville Physical therapy
David Goldfarb, Nephrologist, NYU/New York Harbor VAMC
Laurie Mahoney, Emergency Physician, Long Island College Hospital
Christopher Doty, Emergency Medicine, Kings County
Teresa Bowen, Emergency Medicine, Kings County Hospital
Antonia Quinn, Emergency Medicine, Kings County/SUNY Downstate
Linda Fan, Emergency Medicine, Kings County Hospital
Michael Falk, Emergency Medicine, King's County Hospital Center
Peter R Peacock Jr, Emergency Medicine, Kings County Hospital Center
Chaiya Laoteppitaks, Emergency Medicine
D. Ross, Emergency Medicine
Mert Eroglu, Emergency Medicine, Kings County Hospital

Jennifer Chao, Pediatric Emergency Medicine, Kings County Hospital
Cynthia Benson, Emergency Medicine, Kings County Hospital
Jessica Stetz, Emergency Medicine Physician, Kings County Hospital and SUNY Downstate
Kathryn VanDamme, Physical Therapist, Hospital for Joint Diseases
Seth Perelman, Anesthesiologist
Amir Soumekh, Internal Medicine
Reinaldo Austin, Emergency Medicine, Kings County Hospital Center
Mojabeng Phoofolo, Internal Medicine, Montefiore Medical Center
Jennifer Martin, Emergency, Kings County
Robert Levin, Nephrology, Renal Research Institute
Reba Miller, MD, Long Island Jewish Hospital
MeeO Ward, Registered Nurse
Abigail Isolda, Ambulatory Interventional Radiology, Memorial Sloan-Kettering
Maggie Bradley, Orthopedic Clinical Specialist, Bradley and Monson Physical Therapy
Jack David Marcus, Physical Therapist
Susan Walsh, Nurse Anesthetist, UMDNJ
Laura Selikson, Vascular Surgery, Jamaica Medical Center
John Hollwitz, Industrial Psychology
Angel RomanoGlass, Registered Nurse, Kings County Hospital Center
Margaux Lazarin, Physician
Stacy De-Lin, Family Medicine, Beth Israel Medical Center
Marika Alois, MD, Beth Israel Medical Center
Donald Kollisch, Family Physician, Sophie Davis School of Biomedical Education at The City College of New York
Amy Chuang, Emergency Medicine
Dana Schonberg, Family Medicine, Montefiore Medical Center
Ginger Gillespie, Family Medicine, IUFH
Elizabeth Enschede, Family Practice, Beth Israel
Richard Goldstein, Dentist
Paul Gusmorino, MD, Pain Management, NYU-HJD
Theresa Hawkins, Emergency Medicine Physician
David Keegan, MD
Serena Mulhern, Physician
Adam Binder, Internal Medicine, Beth Israel Deaconess Medical Center
Colin Shepard, Internist
Melanie Canon, Family Practice, Jacobi Medical Center
Laura Belland, Medical Student, Mount Sinai School of Medicine
Jean Burg, physician, North Bronx Healthcare Network
Flora Goldston, Medical Student, Jacobi Hospital
Henry Lodge, General Internist, Columbia University
Rosa Fruko, Family Medicine, Jacobi Hospital
Valentina Necaj, Family Medicine, Jacobi Hospital

I support the development by the New York Transportation Department of conditions for the encouragement of safe bicycling in New York City. I have been bicycling in New York City, mostly for recreation, for ten years.

- Bicycling is an environmentally efficient means of transportation in urban areas.
- Bicycling is a healthy activity for people which combines the utility of transportation with healthy exercise which is almost universally recommended as having a therapeutic effect.
- Bikes are a valid form of transportation and have as much right as cars to be on the roads. Bike riders have the same obligations as any other road user to obey traffic laws and expanding bicycling facilities in the city does nothing to lift that obligation from a cyclist as a road user.
- Providing a special area for bikes to be ridden makes bicycling safer for all users of the sidewalks and streets. If pedestrians, motorists and other street users are aware of where bicycles operate, then all should be able to share the streets safer.
- I have lived for a period of more than one year in Rotterdam in the Netherlands where bicycling is a way of life and where through careful street management, bicycles, cars, buses, trams and pedestrians are all able to share the streets without friction. There is no reason at all why New York cannot do the same.
- Following the regrettable failure of congestion pricing to pass the City Council, an expansion of alternative forms of transportation by providing safe, appropriate and adequate facilities will encourage a proportion of car users to use the alternative means and thus reduce, congestion, pollution and accidents as well as improving the quality of life in the city.
- In other cities and also in areas of New York, local traders, restaurateurs and other business people have found that a reduction in motor traffic has improved business.
- Any expansion of bicycling facilities should be:
 - Discussed with local community boards and groups.
 - Accompanied by enforcement of traffic rules for cyclists.
 - Placed in relevant positions which assist bicyclists getting from and to centers of activity and linking up to provide a sensible route structure.
- Claiming that bike lanes are not used or are lightly used immediately after they are installed ignores the fact that the provision of the lane is part of a program to encourage the activity. Bicyclists will be more likely to take up the activity if they see that there are proper and adequate facilities to support it.

Robert Moore, 99 Reade Street #6W, New York, NY 10013

More Bikes, Less Cars.
Testimony in Favor of Bike Lanes
by Benjamin Shepard, PhD

Benjamin Shepard here. By day, I am a college professor at New York College of Technology/CUNY. Every day, I ride my bike from Smith Street across Jay Street to Tillary, where I traverse into traffic to avoid crashing into cars double parked outside of the Court, swerving in and out of the designated bike lanes on my way to work. I am certainly not alone in having this experience. According to a Hunter College study, there is a 60 percent chance of a cyclist being obstructed by a car in a bike lane (Nelson, 2009).

For the last five years, I have participated in bike lane liberation rides as a member of Times UP! We have witnessed cars double parked in lanes, police cars in bike lanes, loading trucks in bike lanes, delivery vans in bike lanes. Yet, never have I seen a policeman arresting a car in one of these lanes. "Is this a parking lot or a bike lane? we frequently ask those parked in the lanes. "Is this thing a bike?"

My days begin dropping my two daughters off on Prospect Park where countless kids now ride to and from school. We lost a bus line (the #71) so more and more people ride. I hope the ride will become safer as time passes and these new riders grow. I applaud the city for its commitment to cycling. But the experience must become safer so more of the new bikers can ride with confidence.

Today, riding in New York City is not a safe experience. Over the last year, I have been doored by two cars - this year alone and that was on a bike lane. On one of the drivers even suggested it was an optional bike lane. No one should take their life in their hands when they ride to school or work.

The New York Department of Health report "Bicyclist Fatalities and Serious Injuries in New York City 1996-2005" confirms this finding. Key findings from the report note that:

1. While bicyclist injuries declined between 1996 and 2003, fatalities remained steady.
 - Between 1996 and 2003, a total of 3,462 NYC bicyclists were seriously injured in crashes with motor vehicles.The annual number of serious bicyclist injuries decreased by 46% during the 8-year period.
 - Between 1996 and 2005, 225 bicyclists died in crashes. Bicyclist deaths remained steady during the 10-year period.
2. Bicyclist fatality rates in New York City are similar to national rates, though NYC has higher rates of cycling for transportation.
 - The bicyclist fatality rate for NYC is similar to the national rate – 2.8 compared to 2.7 per one million residents.
 - Census data show that many more NYC adults (11% vs. 3%) walk or bicycle to work compared to the national average.
3. Nearly all bicyclist fatalities (92%) occurred as a result of crashes with motor vehicles.

- Most crashes (89%) occurred at or near intersections.
 - Although they make up only 5–17% of vehicles on NYC roadways, large vehicles (trucks, buses) accounted for almost one third (32%) of fatalities.
 - Nearly all (94%) fatalities involved poor driving or bicycle riding practices, particularly driver inattention and disregarding traffic signals and signs.
 - Although there are many more miles of local roads, more than half of fatal crashes occurred on arterial (large, four lane) roads (53%).
 - 7% of fatal crashes occurred on limited access highways, where bicycling is prohibited.
4. Bicycle lanes and properly used bicycle equipment may reduce the risk of fatalities.

Biking is a solution for a global city. It reduces traffic and opens up the city to new perspectives, connecting the boroughs, bridging streets and people, communities and individual riders. Yet, the program will never reach its full potential as long as there is no enforcement of traffic laws prohibiting cars from parking in the bike lanes.

I applaud the city for the increase in bike lanes. I now ask for assistance from you in supporting safe, non-polluting transportation.

NYDOH. Bicyclist Fatalities and Serious Injuries in New York City 1996-2005. <http://www.nyc.gov/html/doh/downloads/pdf/episrv/episrv-bike-report.pdf>

Nelson, Katie. 2009. Hunter College Survey Finds Car Drivers Block Bicycle Lanes in Manhattan. *New York Daily News*, 3 December 3. , Accessed 29 December 2009
http://www.nydailynews.com/ny_local/2009/12/03/2009-03_survey_finds_drivers_block_bicycle_lanes.html.

Testimony for City Council Oversight Hearing on Bicycling

From: Karl Roesler

Date: December 9th, 20010

Good Morning and thank for this opportunity to speak with you today.

My name is Karl Roesler and I'm an Athletic Director at I Challenge Myself, a non-profit youth development program in the City. Like many of those here before you today, I can talk about my daily commute, or about the changes I've seen in bicycle path use over the years. And while I would like to share how intricate cycling has become to my experience of New York, I won't. I feel it's important to speak on behalf of I Challenge Myself its student's experience.

Over five years ago I Challenge Myself (ICM) set out to address a health epidemic in our communities by getting high school student active. This fall ICM students from 4 schools cycled 539 miles on NYC bike lanes and paths.

Over the year, 180 students will improve their cardiovascular fitness, learn about nutrition and build healthy habits.

They will develop trust and collaboration, and find pride in their ability to cycle through this City.

They will develop socially and personally, improving relationships with peers and teachers while increasing attendance and improving grades at school.

They'll cycle over 1500 miles of this city; writing essays on the historic places and sites they see.

They'll cross gaps broader than our bridges, and learn about the many neighborhoods and cultures that make up this city.

They'll do this on newly established bicycle lanes. On properly maintained bicycle lanes. And with increased lanes and safer options for cycling, students will only explore further.

Thank you for your time.

Regards,

Karl Roesler

New York City Bikeways

Public Hearing held by City Council Transportation Committee

9 December 2010

Testimony by Barry Benepe

Good Morning. My name is Barry Benepe and I live at 49 Jane Street in Manhattan. I am here to support the sensible reallocation of street space to safeguard both pedestrians and bicyclists while making the city a more delightful, human and safe place in which to live.

I once cycled in Manhattan, having a severe collision with a truck passing through a red light at 10th Street and Greenwich Avenue in 1987. I have walked the streets all my adult life with an eye toward their improvement as public spaces and have devoted most of my professional career as a planner writing about and planning for a safer, more attractive, legible and convenient street system.

Streets including their sidewalks form the only public space which all of us use on a daily basis. They shape the city by providing views of our built environment. They define our movement and connect us with our rail and bus transit. The current Department of Transportation has followed the precedents established by both the late Mayor John Lindsay who initiated the

temporary closings of Madison and Sixth Avenues and the automobile park drives in Central and Prospect Parks and former Mayor Edward I. Koch who permanently reclaimed pedestrian space along Sixth Avenue in Soho. The street and park drive closures utilized traffic management techniques which were laudable but only temporary, while the reclaimed pedestrian space utilized capital improvements, which are slow and expensive. The current approach initiated by Mayor Bloomberg sets new precedents by reallocating the current space through simple relatively inexpensive techniques involving chiefly street furniture, attractively colored pavement materials, landscaping and some raised islands.

The results are truly extraordinary. On a recent walk above Times Square on Tuesday evening I saw hundreds of people casually and enjoyably walking on celebratory painted spaces once teeming with hundreds of taxis careening in all directions right and left veering for lanes to Seventh Avenue or Broadway.

Not only can people now more safely experience the vitality of this entertainment nerve center, but motor vehicles are channeled into efficiently moving traffic patterns. The city is becoming more of a place to be enjoyed, not simply tolerated.

Similarly, the addition of the bike lanes on Eighth and Ninth Avenues in my neighborhood have not only provided safer, protected curbside lanes for bicyclists, who no longer face the deadly danger of being doored by those

exiting from parked vehicles, but also have shortened the distance crossed by pedestrians from three to two vehicular lanes, thus increasing safety and convenience. The auto congestion predicted by some naysayers simply never happened. At each signal change the entire platoon of vehicles pass through without having to wait for a subsequent signal. The only quarrel I have with the results is that DOT has been too generous with unnecessary left turn lanes and too parsimonious with their limited landscaping.

A sensitive issue which no administration has dealt with is the free storage being provided to over two million privately owned automobiles in this city, This space could create a potential fund of over a billion dollars in revenue if the city charged a fair market value for its use. This funding source could provide a significant boost to public transit improvements.

The DOT has started a process of taming our streets to make life better for those who live and visit here. I hope it continues with even bolder initiatives with ever more dramatic results.

Thank you.

Barry Benepe

49 Jane Street, New York, NY 10014

212-741-0273

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Testimony of Environmental Defense Fund
Before New York City Council Committee on Transportation
Re: Oversight: Bicycling in NYC – Opportunities and Challenges
December 9, 2010

Good morning. My name is Matt Davis, and I am a Research Fellow with the Energy team at Environmental Defense Fund. On behalf of EDF and our more than 700,000 members nationwide, I sincerely thank you for the opportunity to testify today.

PlaNYC laid out an ambitious roadmap to establish New York City as a model for cities aiming to reduce their environmental impact without compromising economic growth. While each action item brings its own direct benefits, the plan's gross impact is greater than the sum of its parts as New York demonstrates that even our oldest and biggest cities can be green ones. Increasing cycling is a key part of this dual agenda of reducing environmental impacts and setting a standard for other cities. If New York is to retain its status as an environmental leader, we need to ensure that its citizens can choose cycling as a safe, convenient, and environmentally friendly mode of transportation. This means building the infrastructure necessary for safe riding and encouraging innovative efforts that remove barriers to access.

As such, EDF is pleased with the dramatic expansion of the City's network of bike lanes. Providing dedicated space for bikers both draws new riders into the network and allows existing riders to safely travel throughout the city. This is not to imply that change is never difficult – particularly when what's changing is as permanent, visible, and integral to our day-to-day lives as our network of streets. As such it is essential to work closely with local communities to ensure that everyone's interests are appropriately considered, and accordingly EDF applauds the Department of Transportation's extensive outreach efforts and its commitment to follow-up dialogue and project evaluation. With this in mind, we are encouraged that surveys and statistics consistently demonstrate the environmental benefits of bike-friendly reconfigurations. For instance, recent data released by DOT show that the new bike lane on Prospect Park West has tripled weekday bike traffic along the route, reduced the percentage of speeding cars from 75% to less than 20%, and improved the use of limited road space such that the route can now service more commuters.

In addition to providing safe riding infrastructure, reducing obstacles to access can help encourage new cyclists. EDF supported the Bicycle Access to Buildings Law that passed earlier this year, and we were pleased to see that the City has issued its RFP for a 10,000 unit bike-sharing system, an innovative idea that provide access to new groups of people at no cost to the City. In the coming years we hope that bicycle access will continue to expand, allowing even more New Yorkers to choose carbon-free transportation.

Portnoy's Lament

It feels like we may be at the point towards a responsible bike culture in New York that was reached at the end of Phillips Roth's celebrated novell "Portnoy's Complaint". Portnoy's psychiatrist after listening to his catharsis says "Ah now ve may begin." This Oversight Hearing can form the basis for a coordinated effort to address the various concerns of the city agencies that go into forming a functional productive bike culture. The effort must be cooperative ,consistent and considered. Everything that it has not been up to now. The CoalitionAgainst Rogue Riding advocates responsible enforcement as the backbone of a lawabiding cycling community. It is the bottomline where responsible bike communities work. Why not here?

By withholding the services of the NYPD itmerely increases the sense of impunity on the part of irresponsible bike riders and undermines the credibility of the police department. In my opinion a lose lose situation. When I see adults cycling with youngsters on their bikes-without helmets and against the flow of traffic that constitutes child welfare endangerment. When I see cyclists on battery powered bikes riding every which way but right I know something needs enforcement.

It is time to establish a task force to consider the various and increasingly urgent issues necessary to promoting a responsible bike culture. Clearly the scattershot approach current;y employed is a significant failure. An exercise in zealotry. It is time that a callous disregard for public safety is recognized for what it is an not conflated with a green ideal going toxic. I urge the transportation committee to exercise whatever powers it has to formally establish a task force to pursue this goal in a considered and knowledgeable fashion.It is my belief that the public would respond with appreciation and that a coalition of elected public officials will bring to bear the resources of their offices to advance such a process.

Thankyou

Jack Brown
CARR
Coalition Against Rogue Riding
CARRNYC,blogspot.com

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ILLEGAL BEHAVIOR BY CYCLISTS MUST BE STOPPED:

- (1) Cyclists RIDE ON ANY SIDEWALK any time they choose.
- (2) Cyclists DO NOT STOP at the lights in crosswalks in regular traffic OR in bike lanes.
- (3) Cyclists RIDE AGAINST THE TRAFFIC in regular traffic AND in bike lanes.
- (4) Cyclists TURN WITHOUT SIGNALLING in regular traffic AND in bike lanes.
- (5) Cyclists DO NOT STOP at the lights in bike lanes—EVEN WHEN SPECIAL LIGHTS ARE INSTALLED SPECIFICALLY FOR BIKES.
- (6) Cyclist DO NOT WEAR LIGHTS OR FLASHY DECALS AT NIGHT. Their illegal behavior becomes even more dangerous when no one can see them coming in the dark.

LAW AND ORDER MUST BE RESTORED TO OUR STREETS AND SIDEWALKS:

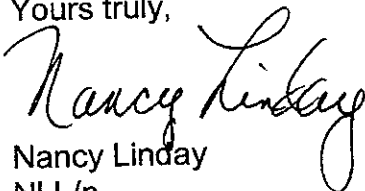
Walking around the city used to be a delightful way to pass the time. Now a person's safety is in danger as soon as he or she steps outside the door of his or her apartment building or office building.

Bloomberg and Sadik-Kahn have destroyed the quality of life for pedestrians in New York City. They must be stopped. The Rules of the Road must be enforced, and The Rules of the Sidewalk must be made the law.

There must be a moratorium on building any new bikes lane. Unless we can establish a safe environment for pedestrians, we must not build additional infrastructure that, by its very existence, encourages lawless behavior all over New York City.

Pedestrians must own our city again.

Yours truly,



Nancy Lindsay
NLL/n

To: New York City Council
From: Nancy Gruskin, President, Stuart C. Gruskin Family Foundation
(gruskinfoundation.org) 908-591-6434
Date: 12/8/2010

My name is Nancy Gruskin and I am the President of the Stuart C. Gruskin Family Foundation. For those of you who don't know my story, my husband, Stuart, was fatally struck a bicycle rider going the wrong way down the street in Mid-town last year. He died of a massive brain injury four days after entering the hospital and he left behind twelve year old twins at the time.... While I understand that dying at the hands of bicycle is a rare occurrence now, this type of tragedy has the potential of escalating with the burgeoning cycling movement. We must recognize the issues we currently have and take steps to fix them.

While there are many issues to contend with, the first priority as I see it, is the lack of accurate data regarding cyclist on pedestrian incidents. Right now, it does not publicly exist. How can we make sound policy regarding cyclists and pedestrians and the infrastructures that protect them if we don't know what is happening on our City streets? We know that the NYPD has this data in its incident reports and the DOT has access to the data, but this is not being released to the public. Accurate information involving the incidents between the cyclist and the pedestrian is a real missing link in the transportation triangle and the public must demand accurate information before moving ahead with future policies and programs.

With the doubling of the cycling movement since 2005, it is evident that the real challenge is to change the behaviors of the drivers, bikers and pedestrians in this dense environment. Real change happens slowly, but it can happen with a strong foundation of education and enforcement. If it was mandatory that delivery cyclists go through a training program to educate them on how to drive and operate their bicycles properly and lawfully, this would go a long way towards advancing public safety and changing public perception in general towards cycling. But, this will not happen without serious, practical and responsible enforcement as well as the understanding by the city and its agencies that without this enforcement, any educational and PR campaign will lack true effectiveness.

I urge the city and its agencies to create a Task Force that could include many agencies and pedestrian advocacy groups to establish a comprehensive and balanced approach to a responsible transportation culture that works for all New Yorkers.

READ INTO RECORD

Rhonda Rose, 170 E. 83 St., NY, NY 10028, e-mail: upperwestdesign@yahoo.com
Bicycling Hearing Dec 9th 2010

I was raised in Brooklyn. As a child, biking was something to do outside the apartment and beyond my street which was unsafe. My fondest memories are crossing the Marine Park Bridge, the Brooklyn Bridge and cycling through Prospect Park to Ocean Parkway. Bicycling is exercise, seeing places and biking adds balance to my life.

I now live on East 83rd Street. Having bike lanes in my neighbourhood would make me safer. Let's open more bike lanes. We have an obesity epidemic in both the young and old and we should encourage people to walk more. Bicycling encourages people to walk more. When there are bike lanes it creates open space and a feeling of community and safety. Let's show children and parents that we care about safety. With each new bike lane we open our souls to the possibility of healthy children, not obese children, to confident parents, not fearful parents. When there are bike lanes in every section of the city we will feel less stressed.

More bike lanes. Let's make it easy for everyone. Let's not give up. Let's keep going. We're not finished. I want to see people bicycling uptown, to and from work, and for it to be as safe as possible with well marked bike lanes. With each new bike lane we open our hearts to the possibility of a green city.

Bicyclists are the great equalizers in New York. Yesterday I saw the film celebrity, Owen Wilson, from the movie the Wedding Crashers, riding his bike on Fifth Ave and 98th St. We smiled at each other. Come out everyone. There is no entrance fee, just bring your bike and we'll go places together.

I need my bike when I can't afford the MTA fare. Unemployment, high rents and prices are realities to New Yorkers. I know I am not alone. Biking cuts through all that. If you don't have \$2.25 but you have a bike you can still get there and maybe meet a film celebrity like Owen Wilson or share a laugh with a delivery guy. Let's make biking as safe as possible. Add more bike lanes.

December 9, 2010

Testimony for bike lanes
City Council December 9, 2010

CHEKPEDS

OUR MEMBERS • 9th Avenue Association • 43rd Street Block Association • 44SW • 44th Street Block Association • 45th Street Block Association • 46th Street Block Association • 47/48th Street Block Association • 55th Street Block Association • 344-348 West 38th Street Tenants Corp. • Actors Temple Theater • American Home Hardware & More • Baryshnikov Arts Center • Basilica • Brazil Brazil • Central Fish Market • Chimichurri Grill • Clinton Housing Development Corp • Costa del Sol • Cupcake Café • Delphinium Home • Domus • Econolodge • Empire Tailors & Cleaners • Times Square • Galaxy Diner • Hartley House • Hell's Kitchen Neighborhood Association • Housing Conservation Coordinators • Hudson Crossing Tenants Association • International Foods • Jezebel • J Seffens Studio • L'Allegria • Larissa Designs • Le Madeleine • Manganaro's Food • Manhattan Plaza • Metro Bicycle Stores • New Dramatists • Nice N' Natural • Orion Condominium • OsteriaGelsi • PeisNYC.com • Poseidon Bakery • Project FIND • R/GA • Revolution Rickshaws • Rockrose Development • Sea Breeze • Saint Vincent Midtown Hospital • Sunnyside Records • Smiley's • Sonja Wagner Gallery • Costa del Sol • St. Lukes Theater • Studio LLC • Tagine • Tartare • The Ritz • The Door Lounge • Thrift & New Shoppe • Trattoria Pesce Pasta • Urban Affiliates • Vintner Wine Market • Zipper Theater

www.chekped.com

My name is Christine Berthet, co founder of CHEKPEDS a coalition for pedestrian safety of 800 members, businesses and institutions on the West side of Manhattan . I personally do not bike.

Currently automobile crashes result in 250 deaths and 9,000 injuries annually in this city. What if there was a way to reduce those numbers by half? What If that tool could be deployed rapidly at low cost?

Well we have such a tool and it is called a bike lane: in New York City they have reduced crashes by over 50% for those streets they were installed on and not just for cyclists! For cars as well, and most importantly for pedestrians.

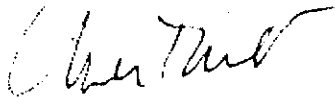
A bike lane reduces the crossing distances especially important for seniors and children, it slows down turning cars and on 9th Avenue, it eliminated conflicts between turning cars and pedestrians, which cause 23% of all pedestrian fatalities.

A street with a bike lane is a much safer street for pedestrians.

Once a street is safer, people walk more, children can walk to school, or even bike to school. This modest increase in physical activity has proven to reduce obesity for a healthier population.

Yes it is a change and yes the change could be better managed. But let us keep our focus on the result: saving 125 persons from being killed and 4500 from being injured EVERY YEAR is a moral imperative.

We ask you to accelerate the installation of Class 1 bike lanes, with turning lanes signals throughout the city and to initiate serious education and enforcement of traffic laws for all users of the road.



C. Berthet, co-founder,

CHEKPEDS is a coalition of over 1,500 businesses, individuals, and institutions dedicated to pedestrian safety in Clinton and Hell's Kitchen, on the West side of Manhattan and the sponsor of the 9th Avenue Renaissance project. excom@chekped.com

Clinton/Hell's Kitchen Coalition for Pedestrian Safety | 348 West 38th Street, New York, NY 10018 | (646) 623 2682 |



THE CITY OF NEW YORK **COMMUNITY BOARD SIX**

Marty Markowitz
Borough President

Richard S. Bashner
Chairperson

Craig Hammerman
District Manager

TESTIMONY TO THE CITY COUNCIL'S TRANSPORTATION COMMITTEE ON BICYCLING IN NEW YORK CITY

DECEMBER 9, 2010

GOOD MORNING MR. CHAIRPERSON AND MEMBERS OF THE TRANSPORTATION COMMITTEE. MY NAME IS CRAIG HAMMERMAN AND I AM THE DISTRICT MANAGER OF BROOKLYN COMMUNITY BOARD 6. OUR DISTRICT INCLUDES THE NEIGHBORHOODS OF CARROLL GARDENS, COBBLE HILL, COLUMBIA WATERFRONT, GOWANUS, PARK SLOPE AND RED HOOK.

I MENTION OUR CATCHMENT AREA BECAUSE ATTITUDES TOWARD BICYCLING IN NEW YORK CITY ARE AS DIVERSE AS THE NEIGHBORHOODS THEMSELVES. SOME NEIGHBORHOODS HAVE DEVELOPED REPUTATIONS AS BIKE-FRIENDLY PLACES, OFTEN BECAUSE A CONCENTRATION OF ACTIVE BICYCLISTS LIVE OR WORK THERE, OR BECAUSE THEY ARE POPULAR DESTINATIONS FOR CYCLISTS. SO IN PLACES WHERE BICYCLING HASN'T BEEN AN INDIGENOUS PART OF THE LOCAL CULTURE, IT CAN BE A REAL CHALLENGE FOR THE CITY TO INTRODUCE INFRASTRUCTURE IN A NON-CONFRONTATIONAL WAY.

YES, THE CITY ADMINISTRATION HAS MADE A CONCERTED AND AGGRESSIVE EFFORT TO EXPAND THE CITY'S BICYCLING INFRASTRUCTURE TO PROVIDE A SAFE AND CONTINUOUS NETWORK THAT MAKES CYCLING MORE ACCESSIBLE TO MORE NEW YORKERS. IN A CROWDED CITY SUCH AS OUR'S IT MAKES SENSE TO EXPLORE ALL FORMS OF ALTERNATIVE TRANSPORTATION. THAT'S WHY IN OUR COMMUNITY BOARD WE HAVE LOBBIED FOR THE CREATION OF PERMANENT FERRY SERVICE, FOUGHT THE TRANSIT AUTHORITY'S BUS SERVICE CUTS AND ARE WORKING WITH THE DEPARTMENT OF TRANSPORTATION NOW ON A FEASIBILITY STUDY LOOKING AT THE POSSIBILITY OF RESTORING STREETCAR SERVICE TO OUR STREETS.

BUT THE ISSUE AT HAND IS LESS ABOUT RECOGNIZING THE NEED TO MOVE LARGE NUMBERS OF PEOPLE AROUND OUR CITY AS SAFELY AND EFFICIENTLY AS POSSIBLE WITH THE LEAST IMPACT ON OUR ENVIRONMENT; IT'S MORE ABOUT HOW YOU DO THAT IN THE LEAST DISRUPTIVE AND FAIREST WAY POSSIBLE, IN A MANNER THAT ENGAGES, RESPECTS AND DOESN'T THREATEN A PARTICULAR COMMUNITY'S ACCEPTED WAY OF LIFE. WE HAVE HAD A LOT OF EXPERIENCE WORKING WITH THE DEPARTMENT OF TRANSPORTATION ON ACCOMPLISHING EXACTLY THIS GOAL.

OUR DISTRICT HAS ONE OF THE HIGHEST RATIO OF BIKE LANES MILES TO ROAD MILES IN THE ENTIRE CITY. WE HAVE WITNESSED AND SUPPORTED THE GROWTH OF BICYCLING INFRASTRUCTURE SINCE THE FIRST STRIPED LANES WERE PAINTED. OUR SUPPORT PRE-DATES THE CURRENT ADMINISTRATION'S PROACTIVE MESSAGE THAT PUBLIC STREETS NEED TO ACCOMMODATE A VARIETY OF USERS, NOT SIMPLY VEHICLES IN THE STREET AND PEDESTRIANS ON THE SIDEWALKS. OUR STREETS MUST BECOME LIVABLE STREETS FOR EVERYONE REGARDLESS OF WHETHER YOU ARE DRIVING, COASTING, RUNNING, JOGGING, SCOOTERING, SKATEBOARDING, ROLLER-SKATING, ROLLER-BLADING, WHEEL-CHAIRING, BICYCLING, TRICYCLING, UNICYCLING, OR EVEN WALKING.

WHEN THE FIRST BIKE LANES WERE INSTALLED THEY WERE OFTEN DONE WITH NO COMMUNITY ENGAGEMENT AND WITH NO PUBLIC NOTIFICATION. I REMEMBER IN PRIOR ADMINISTRATIONS WHEN EVEN THE COMMUNITY BOARDS WEREN'T TOLD WHAT THE CITY'S PLANS WERE. NATURALLY, THIS CREATED A PREDICTABLE BACKLASH AND ATMOSPHERE OF FEAR, ANGER AND DISTRUST. CLEARLY THE CITY CHARTER AT THE TIME GAVE THE DEPARTMENT OF TRANSPORTATION THE AUTHORITY TO PUT IN BIKE LANES, BUT EXERCISING THE AUTHORITY AS THEY DID CERTAINLY WAS CALLOUS, DISRESPECTFUL AND NO WAY TO DEVELOP PUBLIC SUPPORT. ALL IT DID WAS DRIVE A WEDGE BETWEEN THE AGENCY AND THE PUBLIC.

TO THEIR CREDIT, THE DEPARTMENT OF TRANSPORTATION UNDER THE CURRENT ADMINISTRATION BEGAN ROUTINELY NOTIFYING COMMUNITIES OF THEIR INTENTION TO INSTALL BICYCLE LANES. THIS SIMPLE ACT WAS MORE THAN SYMBOLIC FOR IT GAVE COMMUNITIES AN OPPORTUNITY TO PREPARE FOR A NEW STREET CONFIGURATION AND THINK ABOUT THEIR STREETS IN NEW WAYS. GOING FROM NO NOTIFICATION, TO SOME NOTIFICATION WAS A GOOD FIRST STEP. AND I'M SURE THAT THERE WERE SOME BUREAUCRATS WHO QUESTIONED THE WISDOM TO NOTIFY COMMUNITIES IN THE FIRST PLACE BECAUSE THAT MEANT THEY MIGHT HAVE TO ANSWER QUESTIONS, OR MAYBE EVEN DEAL WITH AN OBJECTION OR TWO THAT COULD SLOW THEM DOWN.

MY COMMUNITY WAS NOTIFIED ABOUT THE INSTALLATION OF A TRAFFIC CALMING PROJECT WHICH INCLUDED NEW BICYCLE LANES FOR 9TH STREET IN MY DISTRICT. THE DEPARTMENT HAD BEEN EXTENSIVELY LOBBIED TO DO SOMETHING ABOUT SOME OF THE UNSAFE INTERSECTIONS ON THIS WIDE CORRIDOR WHERE 2 YOUNG BOYS EVEN LOST THEIR LIVES AFTER BEING KILLED BY A TRUCK. WE ALL AGREED THAT SOMETHING NEEDED TO BE DONE. BUT RATHER THAN ENGAGE THE COMMUNITY IN A PLANNING PROCESS, THE DEPARTMENT NOTIFIED US OF THEIR PLANS.

TO THEIR CREDIT, THE DEPARTMENT OFFERED TO COME OUT AND MAKE A PRESENTATION TO US ABOUT THEIR PLANS. AND WHILE THE COMMUNITY BOARD ULTIMATELY BACKED A RESOLUTION TO CONDITIONALLY SUPPORT THEIR PLAN, A VOTE WHICH THE DEPARTMENT DIDN'T NEED IN ORDER TO

MOVE THEIR PLANS FORWARD, THE MAJOR DISSENTING VOTE CAME FROM PEOPLE WHO WEREN'T AGAINST THE NEW CONFIGURATION, BUT WHO OBJECTED TO A PLANNING PROCESS THAT EXCLUDED THE AFFECTED COMMUNITY IN A MEANINGFUL WAY AT THE EARLIEST STAGES.

WHEN WE SAW THAT THE DEPARTMENT'S PLAN CALLED FOR THESE NEW BIKE LANES TO EFFECTIVELY DEAD END AT THE 9TH STREET ENTRANCE TO PROSPECT PARK, WHICH IS A PEDESTRIAN-ONLY, NON-VEHICULAR ENTRANCE TO THE PARK, WE IMMEDIATELY ASKED THE DEPARTMENT TO CONSIDER THE POSSIBILITY OF INSTALLING A SEGMENT OF BIKE LANES ALONG PROSPECT PARK WEST TO CONNECT THIS NEW NETWORK ADDITION TO THE LEGAL VEHICULAR ENTRANCES TO THE NORTH AND SOUTH. THE DEPARTMENT ACCEPTED THIS SUGGESTION, AS THEY HAD IMPLEMENTED MANY OTHER SUGGESTIONS FROM US FOR ADDITIONS TO OUR BIKE LANE NETWORK ALONG SMITH STREET IN CARROLL GARDENS AND COLUMBIA STREET IN RED HOOK. THEY RAN WITH IT.

THE DEPARTMENT BROUGHT US BACK A CONCEPT FOR A NEW CLASS 1 PARKING-PROTECTED TWO-WAY BIKE LANE FOR PROSPECT PARK WEST, WHICH THE COMMUNITY BOARD AGAIN CONDITIONALLY SUPPORTED, BUT NOT WITHOUT CONTROVERSY. IN RETROSPECT, THE DEPARTMENT ULTIMATELY INSTALLED A PLAN WHOSE FINAL DESIGN INCLUDED DETAILS THAT WERE NOT PRESENTED OR FULLY UNDERSTOOD AT THE TIME OF REVIEW, SOME OF WHICH ARE CLEARLY IN NEED OF FURTHER ATTENTION. THIS, OF COURSE, HAS FUELED THE HEATED DEBATE AND ORGANIZING EFFORTS IN OUR COMMUNITY BETWEEN RIVALING GROUPS OVER QUESTIONS OF PERCEIVED SAFETY AND THE EFFECTIVENESS OF THE NEW CONFIGURATION.

TO GATHER FEEDBACK FROM THE COMMUNITY ON THIS ISSUE OUR OFFICE JOINED WITH COUNCIL MEMBERS BRAD LANDER AND STEPHEN LEVIN TO DEVELOP AND ADMINISTER A COMMUNITY SURVEY ON THE NEW CONFIGURATION. WE WILL FOLLOWUP OUR TESTIMONY BY SUBMITTING A COPY OF THE SURVEY RESULTS FOR THE FULL COMMITTEE TO REVIEW. IN MY 20 YEARS WORKING FOR THE COMMUNITY BOARD I HAVE NEVER SEEN ANY SURVEY INSPIRE OVER 3,000 PEOPLE TO TAKE THE TIME AS THEY DID TO PROVIDE THOUGHTFUL AND PASSIONATE RESPONSES. THE RESULTS UNDERScoreD THE NEED TO REVISIT CERTAIN SAFETY-RELATED ELEMENTS OF THE NEW CONFIGURATION WHICH WE WOULD ALL BE REMISS IF LEFT UNATTENDED.

MORE IMPORTANTLY, THE FACT THAT SO MANY PEOPLE ANSWERED THIS COMMUNITY SURVEY DEMONSTRATED THAT THE PUBLIC HAS A GREAT HUNGER TO BE INVOLVED IN THIS PROCESS – A PROCESS THAT DECIDES HOW WE WILL TRANSFORM OUR STREETS INTO LIVABLE PLACES THAT CAN SAFELY, EFFECTIVELY AND CONVENIENTLY MOVE PEOPLE AROUND OUR CITY, MINIMIZING OUR IMPACT ON THE ENVIRONMENT, ALL THE WHILE RESPECTING

AND ENGAGING THE AFFECTED COMMUNITIES. WE ARE ENCOURAGED THAT THE DEPARTMENT IS ENGAGING COMMUNITIES MORE THAN EVER BEFORE, AND THAT THE PUBLIC HAS AN APETITE FOR BEING ENGAGED IN THESE DISCUSSIONS, BUT WE MUST IMPROVE THE PLANNING PROCESS FURTHER.

WE CAN DO BETTER, AND WE MUST DO BETTER.

THANK YOU.

FOR THE RECORD

**Testimony of Bradford D. Conover before the City Council,
dated 12/09/2010, in Favor for Improved Bike Lanes**

I live in Washington Heights and year around, weather permitting, I commute 135 blocks by bike to my office at Rockefeller Plaza. Biking is a healthy activity, it is as fast as commuting by car or public transportation, it is less expensive, and it is good for all NYC residents because, in contrast to automobiles, it reduces noise and air pollution and frees up limited urban space for all city residents. For those of us who accept the premise that we want to make our City more livable and sustainable, biking is a no brainer.

Accordingly, I whole heartedly agree with the City's policy of expanding and improving protected bike lanes so all New Yorkers can chose the option of safely commuting and traveling by bike. Without such improvements, biking in NYC will remain a very dangerous activity. I believe that once a City-wide infrastructure is in place, daily bike commuting biking will increase and as biking becomes commonplace and customary, safety for all will increase.

In response to the City-wide Policy encouraging biking, more and more of us are getting on bikes. While it is important for Community Boards to be involved in tailoring and designing bike lanes to meet the specific needs of bikers in their neighborhoods, it is not appropriate for the Community Boards to be permitted to exercise complete veto power over whether such safety improvements will be made at all.

A City-wide Policy that does not have a safe City-wide street infrastructure to support it, will place more and more of us at serious risk of injury. Just as the City would not leave it to local Community Boards to determine whether a traffic lane or barrier should be constructed to protect pedestrians from vehicular traffic, the City should not abandon those whom it has encouraged to bike, by leaving cycling safety infra-structure decisions up to the whims of local Community Boards, persons, regardless of their intentions, with no qualifications to make safety engineering decisions.

That is the current fate of those of us who live and bike in Northern Manhattan. Our neighborhood has enjoyed none of the infrastructure improvements enjoyed in the rest of the City. Despite a Petition signed by nearly 1300, our Community Board, to date, has exhibited an open hostility to even asking DOT to consider making such cycling safety improvements. And DOT, in turn, has declined to recommend any improvements unless the Community Board first invites them. In the meantime, more and more cyclists committed to the City's Policy are braving the streets with virtually no traffic infrastructure protections and, every day, are risking their lives.

Thank you,


Bradford D. Conover

116 Pinehurst Ave.

NY, NY 10033

READ INTO RECORD

My name is Peggy Werns and I have been an avid bicyclist and a New Yorker my whole life. I regularly use my bike as a means of transportation to my job, errands and outings. I was instrumental in establishing a bike parking area for the residents of my building. Frankly bike paths are a quality of life issue for me. They enable me to commute around the city in relative safety. I am not alone. As the statistics show, the number of bicyclist has increased along with the number of bike paths. I believe these are people who have been quietly and not so quietly waiting for the city to make it possible to ride without taking our lives into our hands. Our numbers are growing. The more bikers on the road means there are fewer cars, less pollution and less noise. This makes life more pleasant for all New Yorkers.

I understand that this hearing is meant to address "balancing the needs of cyclists with those of other road users". In my humble opinion the needs and safety of cyclists have long been ignored so that the only cyclists out there are the rogue bike messengers and food delivery people. As someone who has commuted by bike for decades I really think it is about time we got our fair share of the road. Bicycling needs to be treated as a legitimate means of transportation in New York City. We are quiet and non-polluting.

I remember how astonished I was when Mayor Koch had the protected bike lanes installed up 6th Avenue. I also remember thinking "well that figures" when they were dismantled. Please don't let that happen again.

I commute weekly from the West Village to West 86th Street and it is such a treat to be able to ride up the Hudson River bikeway without having to deal with car traffic. Last week I attended a workshop in Prospect Heights, Brooklyn. After doing some research on the internet I was pleased to discover that most of the trip was to be on some sort of bike path. I was especially delighted when I got off the Brooklyn side of the Manhattan Bridge and rode on the slightly elevated Sands Street bike path. How wonderful to be able to ride the streets of Brooklyn on a clearly delineated portion of the street.

I have no problem with the city cracking down on bikers who ride on the sidewalk or the wrong way on a street. I see this enforcement as a means of legitimizing our place on the street. Although I would also like to see more tickets given to the trucks and taxis who double park in the bike lanes forcing bikers to swerve into the street.

I think I understand the concerns of shop owners around deliveries but I am sure a solution is at hand. Perhaps we can encourage night deliveries in the city. This would cut back on the amount of traffic during the day when the city is packed with pedestrians and cyclist. I would think that shops would welcome a bike path in front of their store as a cyclist is more likely to stop and shop than someone driving a car. I am sure there are other ideas out there and perhaps we can consult with other bike friendly cities.

Please consider bike paths as a way to increase the quality of life for all New Yorkers who value the air they breathe and look to reduce the noise in their life.

Thank you.

Peg Werns
33 Greenwich Ave
Apt 1A
NYC, NY 10014

212-255-9451

READ INTO RECORD

Statement to the New York City Council

December 9, 2010

She drove up behind me as I was cycling, and with no other vehicle beside or behind her, she sent both bike and rider to the asphalt. As I lay on the street with the bike on top of me, I could see for plus or minus an eighth of a mile to the east that the roadway was clear of vehicles; free even of double parked cars.

On Tremont Avenue bordering the Parkchester apartment complex in Bronx County, two lanes of easterly vehicular traffic are separated by a wide sidewalk median from two lanes of westerly bound traffic, and in each direction a single lane of parked cars are adjacent to the traffic lanes, and are in turn flanked by wide pedestrian sidewalks. Few streets or avenues in New York City offer as wide a field of vision as is present at this location.

Yet she hit me.

It was either Richard Aborne or Cyrus Vance as candidates at a political forum co-sponsored by The Benjamin Cardoso School of Law at Yeshiva University and the non-profit advocacy organization Transportation Alternative, prior to the election for Manhattan District attorney, who stated that district attorney offices, the communications industry and police departments treat vehicular homicide and attempted vehicular homicide as accidents.

Sure enough: although I rejected firefighter, ems and police personnel advice to be taken to the hospital in the St. Barnabas ambulance, I did agree it was prudent to be examined there in the ambulance at the scene.

Big mistake; the door opened and the police reported that since the driver had a license and hadn't left the scene, they let her go; no name, no license number, and no report.

Nothing: it never happened. How convenient. See it's like this. We don't need bike paths or even bike lanes because there are no homicides, attempted homicides, nor even accidents. They never happen.

Until there's a body to be disposed of.

Mr. Richard Stevens
1312 Reverend James A. Polite Avenue
Bronx, N.Y. 10459-1705
Email: rjstevens@yahoo.com

READ INTO
RECORD

December 9, 2010

City Council Oversight Hearing on Bicycling

To Whom It May Concern,

As a 30 + year veteran NYC bicycle rider, I am writing in support of the tremendous and visionary efforts being made to improve biking in New York City, and to strongly encourage their vigorous continuation. Urban bicycling is truly a win-win proposition. It's low cost, low carbon, healthy, inexpensive, fast and fun. The benefits can hardly be overstated, are beyond dispute, and need to be recognized by all, as inevitably they will be.

I began riding in NYC by going to school on the back of my father's bike in the early 60's. During one two year period, we saw one other person on a bike in the streets of New York, some guy named Frank. The daily ridership now numbers in the millions. It is therefore entirely to be expected that there will be a period of accomodation on the part of all parties to adjust to this new, and overall highly beneficial reality. It is appropriate for government to play a central role in facilitating the inevitable but in fact relatively very minor friction points, with sound regulation and policy. All parties on the streets of New York have a duty to respect and behave safely towards all others, and all parties have plenty of room for improvement. Paris and Copenhagen have shown beyond doubt that these improvements can be achieved, given the adequate infrastructure. Courteous and safe behavior should be codified, taught, and enforced. But it is beyond any serious controversy that bicycles should now be given their rightful space on our streets, and that the ongoing process of adaptation must give the proper weight to the significant and measurable benefits to health, traffic congestion and overall urban wellbeing that bicycling brings.

Stephen Lyle,

New York City December 2010

6 Varick Street, N.Y.N.Y. 10013 8A

READ INTO
RECORD

New York City Council Transportation Committee Oversight Hearing on Bicycling
December 9, 2010
Testimony submitted by Barbara Russo

My name is Barbara Russo and I am a lifelong New Yorker. I'd like to thank the City Council's Transportation Committee for hosting this hearing and for giving me an opportunity to share my views on bicycling in New York City.

As a child growing up here in New York, I suffered from vision problems that limited the activities I could take part in, including riding a bicycle. Even after my sight was restored, I was not able to learn how to ride. As an adult, however, I recognized that bike riding is good exercise and promotes good health, it's a non-polluting form of transportation, it's a social activity I can share with friends, and it's a skill that I can feel confident about improving and mastering. For these reasons, I have been persistent in my attempts to learn how to ride.

I have attended three of Bike New York's free Learn to Ride classes in an effort to accomplish this major goal of mine. I am getting better each time I ride. I am here today to say that New York City should support the growth of cycling, especially for new riders like me. Facilities like bike lanes are not just a nice gesture to a small number of today's road users; they are absolutely critical in order for the many new riders like me to choose to ride a bike.

There are so many good reasons to encourage people to ride bikes, from improved physical health to increased quality of life. And comparable to other transportation projects, from mass transit improvements to the annual road maintenance required due to wear and tear caused by automobiles, bike lanes are a deal!

I hope that New York City will continue to encourage bike riding and will afford bike riders – especially those with limited experience who have not been riding since they were children – a space to ride comfortably on the streets we all share.

Thank you for your consideration.

READ INTO
RECORD

Testimony from David Kulick to Council Bike Lane hearing on December 9, 2010.

Twelve years ago my doctor told me that I was in the highest risk group for a heart attack. I began commuting by bike, 25 miles roundtrip per day, three or four days a week. Within six months I had dropped to a very low risk of a heart attack. I am now almost 59, and still commute from Flushing to southern Manhattan by bike right through the winter. Because of the Bikes in Buildings law, I spent \$2500 on a very nice bike to make my commute more pleasant, and it sits in my office during the day. I wish to thank the Council very much for that law.

Bike lanes make my commute easier and safer. They are not a panacea by any means but do signal to cars and pedestrians that bikes are present. We will never have total harmony in New York City transportation. Pedestrians will still cross the street wherever they choose and will cross against the light given any opportunity. Cars will still ignore the speed limit; and indeed the light timing is apparently always set above the speed limit. Bikes will still glide through red lights, and frankly, twelve years of biking has shown me that it is often safer and better for both me and drivers if I am not at the intersection when the light changes.

However bikes should be an important part of city transportation and I wish more people used them. Bike paths will hopefully encourage that. Build them and they will come. Community Boards know their streets and should have some input as to where bike lanes would work, but they should not be able to "just say no". Cars have long ruled the streets and drivers resent any effort that will slow them down or reduce parking. I have a car, I know this. But sometimes it must be done, and it often makes the streets safer for everyone.

Testimony by Norman Steisel
Neighbors for Better Bike Lanes
Before the Council Committee on Transportation,
Oversight Hearing on the City of New York's Bike Policy
December 9, 2010

Chairman Vacca, I would like to thank you for the leadership you have shown by calling this oversight hearing and for your efforts to rationalize the use of our scarce transportation resources. Hopefully as a result of this process, with your help and that of your committee and with the enhanced community involvement that your recent legislation will promote, we will be able to find the most sensible way to expand the use of bike lanes in New York City.

The heated nature of the present controversy over the experimental bike lane on Prospect Park West in itself shows that the current process for introducing new bike lanes in the city is not working as well as it should be.

So let's go back to basics, and start by talking about our objectives. The PPW experiment had two: encouraging bike ridership and calming traffic. Combined, they represent one vision that I think we all share: making our street safe and pleasant for all users—young, old, wheeled or bi-pedal—while minimizing congestion, emissions, and noise, and enhancing the quality of life for all of us.

In our efforts to reach this shared goal, we do not object to experimentation. But we do feel that any experiments should be conducted objectively and in conformance with accepted scientific and professional practice. Neighbors for Better Bike Lanes is a data-driven organization: we will go wherever the facts lead us. If an objective review of credible data establishes that the bike lane experiment on PPW is not as successful as it could be—that it does not produce benefits above the no-action case, or that it makes the situation *worse* rather than better, or that (as city, state, and federal environmental regulations require that we consider) there are practicable alternatives that produce a higher ratio of benefits to costs—we ask that the experiment be modified to take these findings into account. Or that the more-desirable alternatives be implemented instead.

Do the data show that the PPW bike lane is a success? Answering this question is complicated by the fact that the agency responsible for this experiment does not seem to have an adequate empirical basis for making a valid evaluation. Or if they *do* have such data, they have thus far denied our requests that they share them with us. But from the data that *we* have been able to collect—and from our daily observations, as residents of this street, and from the hundreds of letters and eye-witness incident reports we have received—the answer appears to be a resounding “No.”

Let me begin with the most serious issue: the effects on public safety.

PPW formerly had three lanes of one-way south-bound traffic bordered by parking lanes along both curbs. The street carried—as it still does—a relatively heavy volume of traffic, 12 to 15,000 vehicles a day. One of these curb lanes, plus an additional buffer strip, has now been turned into a two-way bike lane. Cars formerly parked along that curb are now parked between the two-way bike path and a now-more-congested traffic lane in a space that is narrower than the former parking lane. This means that drivers entering or exiting this parking lane must back out of or nose into a now-narrower traffic lane that carries half-again as much traffic as it did before, while drivers in that traffic lane, who formerly might have been able to shift into another lane to avoid the parking car are now much more likely to have to stop and wait—along with all the cars behind them—while the driver gets into or out of this narrow strip.

This diminution of lane width, combined with an increase in per-lane volumes, would in itself seem to increase rather than decrease the probability of vehicle-into-vehicle accidents due the increased potential for sideswiping, but a more serious risk to public safety is vehicle-into-pedestrian or bike-into-pedestrian accidents, since drivers and passengers have no choice but to enter or exit next to a lane of moving traffic. (This risk is somewhat less on the drivers' side since there is a buffer strip to minimize the risk of bikers hitting open car doors, but the driver still must maneuver within tight constraints next to silent, perhaps lightless bikers speeding toward her from behind.) As a local resident told Councilmembers Lander and Levin in their recent survey: “[I] nearly got clobbered by a bicycle the other day when I accidentally stepped back into the bike lane after strapping the baby into her car seat.”¹

The probability of vehicle-into-vehicle contacts is also increased by the fact that three lanes of traffic, now channeled into two narrower lanes, often funnel into just one as drivers shift lanes to avoid a vehicle stopped to load or unload a passenger or package.

The probability of bike-into-pedestrian collisions is increased by the fact that pedestrians— young and old, frail and hearty, pushing a stroller or pulling a dog—must cross a bi-directional flow of silently speeding bikes that too-often fail to yield and too-frequently are hidden from view by intervening parked cars.

The predictable effects of these changes in roadway geometry are clearly perceived by pedestrians and parkers. In their survey of over 3,000 Brooklynites, Councilmembers Lander and Levin found that *a clear majority of respondents from every part of Brooklyn* felt that parking was *less safe*, and *most of the respondents from the immediate neighborhood* (PPW and its side streets) felt that *driving and walking* were less safe than they had been before the bike

¹ Levin/Lander “PPW Results Final Release,” p. 18, <http://bradlander.com/ppwsurvey>.

lane was installed. And while most people felt that *bikers* were safer than they had been before, *only a minority of those even from non-adjacent neighborhoods* felt that walking or driving were safer.²

The accidents our neighbors have reported to us validate these perceptions. In just *five months* after the bike lane opened, we received eye-witness accounts of 10 vehicular accidents on PPW (compared to an *annual* average rate of 8.8 for the preceding 4 years), along with 8 accounts of bikes hitting pedestrians (compared to a prior *annual* average of 1.3 pedestrian and 0.5 bike accidents of any kind). And just this week, eye-witnesses reported 2 collisions between bikes and cars—compared to the prior annual average of just 0.5 bike accidents of any kind.

An issue that is related to public safety is congestion.

PPW was rarely gridlocked in the past. The gridlock that results every time a USPS, UPS, Fedex or Fresh Direct truck; school bus, ambulance, or taxi; grocery shopper, picnicker, or moving van temporarily blocks a lane while loading or unloading passengers or packages is now so common, particularly, of course, during rush hours—and, thank goodness, we have not yet experienced any heavy snowfalls—that emergency vehicles on more than one documented occasion have been forced to drive around the block rather than proceeding directly down PPW. When first responders cannot respond as quickly as they once did, lives may hang in the balance.

More prosaic but no-less direct public health consequences ensue from increased amounts of particulate matter and other pollutants from vehicles that travel at less-than-efficient speeds in stop-and-go traffic.

Even the increased honking due to the increased congestion is not only unpleasant but unhealthy.

Our greatest concern with the DOT's bike lane experiment, however, is the lack of transparent, objective data. *With* such data, we would at least have a common basis for an informed discussion of the salient issues. *Without* such data, the debate descends into an unpleasant and unproductive game of "he said/she said."

In response to our requests for information, we have either been told that the data do not exist or—if we *have* been given the requested figures—we find that they are internally inconsistent or in direct conflict with other data we have reason to believe are accurate. I will give an example of each of these contradictory cases.

² Levin/Lander, op. cit., p. 15.

In the most recent release of data from the DOT, we are told, on the one hand (presumably to support the assertion that the trial has been a success in calming traffic) that average travel speeds on PPW are now about 7 miles per hour slower (reduced from 33.45 mph to 26.33), and on the other hand, that the average travel times from one end of PPW to the other (from Union to 15th Street—a distance, according to Google maps, of 0.92 miles) (presumably to support the assertion that the trial has not—contrary to our observations—produced more congestion), are virtually the same (2.54 minutes—that is, 19.07 mph *before*, and 2.47 minutes—that is, 19.87 mph, *after*).

These two sets of numbers cannot *both* be correct. Either speeds decreased or they didn't. If they didn't, the traffic calming did not work. And if the DOT's test drivers were unable to get past 20 miles an hour either *before* the bike lane or *after* it, traffic calming does not appear to have been called for in the first place—as we have already pointed out, given that, based on data collected over the past four years, PPW is already the safest street in the neighborhood.³

In its December 3rd “Preliminary Before & After Results” we are also given the Department's latest data on the number of bikers using the experimental lane. Although these figures do not provide the distribution of riders during the day, we are told, for example, that on November 9 there were 863 bikers using the path between the hours of 7 am and 7 pm. But we videotaped PPW for these 12 hours (from the second floor of a residence between President and Garfield Streets), and counted only 470 bikers.⁴ In other words, our count is about *half* of theirs—well outside the margin of any conceivable measurement error. We will be happy to provide DVDs of our raw data. And we are eager to see theirs so that we can begin to understand how such a discrepancy could have arisen.

Furthermore, our analysis of the ridership data that we collected in eleven days of videotaping clearly shows that the majority of bikers are riding recreationally rather than commuting. (Although the data released by DOT do not allow the same level of analysis because we have not been provided with hourly breakdowns, they suggest the same thing, since even on weekdays—when ridership is much less than on weekends—the increase in afternoon ridership is about double that of morning ridership.)⁵

This leads us to a discussion of alternatives.

Our group is called “Neighbors for Better Bike Lanes” because we have some ideas for better alternatives than the single experiment that has been tried so far.

³ Norman Steisel to Steven Goldsmith, 10-18-2010.

⁴ http://www.nyc.gov/html/dot/downloads/pdf/20101203_ppw_update.pdf, p. 2; Norman Steisel to Janette Sadik-Khan, 12-8-2010, Attachments A and B.

⁵ http://www.nyc.gov/html/dot/downloads/pdf/20101203_ppw_update.pdf, p. 6.

The majority of bikers are recreational riders rather than commuters. The existing “greenway” a few hundred feet away *inside* Prospect Park—the Park Drive—therefore would offer a superior biking experience to these recreational riders than would the traffic-filled PPW (which is not in need of the two-way bike path in order to produce traffic calming), without producing the negative effects on public safety, congestion, emissions, and aesthetic quality that the current bike path does.

The Park roadway’s existing geometry clearly could accommodate a two-way bike path, if that was considered preferable to the current one-way loop. One way of achieving this would be to make the East Drive a two-way auto route (for the four weekday hours when cars are allowed in the Park), so that the West Drive could be reserved exclusively for bikers and other non-vehicular users. (There would even be enough room to have *two* bike lanes in each direction, so that the young, old, and old-at-heart could pedal in safety, away from those training for the Tour de France.)

The interior Park Drive could be made more accessible to bikers by allowing them to enter the park at any of the sidewalk entrances between the current bikeway entrances at Union, 3rd, and 15th Streets. By using these short stretches of sidewalk, no biker would have to go more than three blocks to get to the Park Drive bike path.

A second superior option not included in the DOT’s non-analysis of alternatives would be to stick with the City’s current Citywide Bike Plan, which sensibly calls for a *one-way* bike path (southbound) on PPW, linked to a one-way northbound path on 8th Avenue, which parallels PPW one block to the west. This more-rational balancing of the space needs of all the users of PPW would produce the same benefits that the current two-way path does, while significantly reducing the adverse impacts on safety and environmental quality.

One not-so-peripheral point that I would like to stress with regard to both of these proposed alternatives: in addition to the other advantages I’ve already noted, neither would make PPW, one of New York’s most gracious boulevards, look, as it presently does with its rows of bobbing plastic bollards, like the entrance to the Lincoln Tunnel. And the parking lane in the middle of the street destroys the previously unfettered vista culminating in the magnificent Grand Army Plaza memorial at the pivot of Prospect Park West, Prospect Park, and Eastern Parkway. (One shudders to imagine how a Parisian might view the encrustation of the view down the Champs Elysées through the Arc de Triomphe.)

Where do we go from here?

A review of the public record—including meeting minutes from Community Board 6—shows the less-than-optimal public process through which this experiment has evolved. Many

opportunities for improving the evaluation of alternatives and the review of the pilot implementation were missed. In large part this was because the agency responsible for these issues did not conduct a careful and complete evaluation of the potentially feasible options, nor encourage a transparent review of the pre- and post-trial monitoring data.

That is why we are so pleased with the law you introduced, which was passed last week. By making the process for implementing new bike lanes more transparent, and by encouraging more-meaningful public involvement—not just through Community Boards but with directly affected neighborhoods as well—our collective efforts to deal with these issues in the weeks and months ahead should be much more productive.

Building on your new law, there are four additional ideas for moving forward that we would like to suggest.

First, we believe that DOT should be required in future to begin these processes better forearmed with data, which will be publicly shared, so that we all know what the pre-existing conditions are as well as what information will be collected over time to monitor the performance of various implemented alternatives.

Second, we believe that DOT should be required to conduct a full analysis of the practicable alternatives for achieving its stated objectives, and this analysis should likewise be based on publicly available information.

Third, in order to promote our foremost mutual objective, public safety, we believe that we should promote some ongoing process for educating all users of our streets—including bicyclists—about how we can make our roadways as safe as possible. And because there is currently no way to effectively enforce safety laws related to bicycling, we strongly urge that measures be put in place to require that all bicyclists using City streets are licensed.

Finally, given the strongly held and widely divergent opinions concerning the implementation of new bicycle lanes—which are producing controversies around the various boroughs that are reminiscent of the heated debates over the City’s solid-waste-management plan—we suggest that the same level of involvement by the City Council that was required for approval of the Solid Waste Management Plan be required for the adoption of the City’s bike lane plans. Despite the fact that hundreds of miles of bike paths have already been developed, these paths nonetheless represent the easiest routes to implement—the “low-hanging fruit.” If the City is to achieve the truly ambitious goals it has set for expanding bike lanes into additional neighborhoods—where the going is sure to get even tougher—a more-coherent overall planning and approval process needs to be adopted. And given the potential significance of new bike paths on the historic districts that represent the crown jewels in the city’s unique urban fabric, we ask that the

Landmarks Preservation Commission also be given the authority to review proposed modifications that may have a profound effect on the cultural and aesthetic character of our streets.

Thank you.

Testimony by Lois Carswell
Neighbors for Better Bike Lanes
Council Committee on Transportation Dec. 9, 2010
Oversight Hearing on the City of New York's Bike Policy

Chairman Vacca and distinguished colleagues: I am privileged to offer this testimony concerning the Prospect Park Bike Lane trial.

When I moved to Park Slope in 1962 Park Slope was redlined. We worked with the banks. The streets were bare. Two friends and I went door to door and got trees planted. Prospect Park was dangerous and neglected. The Prospect Park Conservancy was formed.

All these were problems that could be solved. There were actions you could take and, banding together with others of good will, you could move ahead. Now Park Slope is a landmarked neighborhood, its streets are lush and tree lined, and Prospect Park is a green, safe public playground.

But suddenly there is a new threat to public safety and aesthetic excellence, and this time the threat is much more insidious because it comes cloaked in sanctimony, disguised as "public good." What the PPW protected 2-way bike lane really is, is the arbitrary decision of a public agency to favor the habits and desires of bikers, a small minority of New Yorkers (estimated 1/4 of 1% of city dwellers) at the expense of pedestrians, drivers, and users of public transportation.

What has been created is nothing less than a nightmare. A magnificent tree-lined avenue connecting two landmarked areas has been turned into a congested and dangerous eyesore.... All this at the whim of DOT, without widespread or timely consultation with the majority of the Park Slope community. Using the trumped-up bogeyman of excessive speeding (I ask you, is 34 mph—DOT's own pre-bike-lane figures—your definition of reckless speeding?) and a pro-bicycle agenda, DOT has imposed a 2-way protected bike lane on the burghers of Park Slope.

I like bikes and bike lanes as well as the next guy—but not this bike lane, in this configuration. The "trial" is not working. I beg you to encourage DOT to do either of two things. 1) Put the cars back where they belong, along the curb, and add a one-way bike lane next to them; or 2) put all the bike lanes into Prospect Park, where bikers are already welcome.

The big question now is: can Park Slope, which has overcome so many obstacles in the past, emerge again from this latest assault?

Thank you again for this opportunity to testify before you.

CITY COUNCIL HEARING ON BIKES,
DECEMBER 9TH, 2010
By GENE KAHN

Thank you for this chance to speak briefly about the issue of bicycles taking over the streets. I was driving a car by the time I was 14. My father was a used car dealer in Brooklyn. I grew up driving and took it for granted that I had the right to drive anywhere, anytime and at any speed I wanted.

Now I run a carpentry business and use a large Volvo station wagon to carry tools, cabinets, plywood, heavy stuff like that. It is how I have made a living for the past 40 years. The only problem I have found over the past four or more years is that there is no place to park. Whole streets have been changed to no parking anytime, and many other out of the way streets are now alternate side parking. Parking in a garage can cost \$45.00 or more.

Thus for five years now I have resorted to using a bike to get from Park Slope in Brooklyn to the various jobs I have in places like Chelsea, the Upper East Side, Columbus Circle, TriBeCa. If I can pack what I need into a shoulder bag and not use my car, it's a great advantage in getting my work done. The growth of dedicated bike lanes around the city, and in particular the new two way lane on Prospect Park West, have been a huge blessing in just getting places in the city without getting killed by frantic motorists. I know them, because I used to be one of them.

I don't care about the environment, or the planet or whether New Yorkers are more healthy or not. I simply want to get around more efficiently than is any longer possible in a car. Certainly someone in this City's Administration has a vision of the future and it definitely favors bikes over cars as a primary means of transport. I congratulate DOT for the great work they have been doing so far with bike lanes. Don't quit now.

Thank you.
Gene Kahn.

READ INTO

RECORDED

To: NYC City Council
From: Adam D. White, Esq.
Date: December 9, 2010
Subject: Bicycle Lanes

My name is Adam D. White. I live in Park Slope, Brooklyn and work as an attorney in lower Manhattan. I ride my 6 and 10 year old boys on my bicycle to their school in Brooklyn Heights every day, weather permitting and then ride my bike over the Brooklyn Bridge to my office. I feel safe doing this only because almost my entire route consists of painted bicycle lanes. Being able to ride my kids to school and to work is one of my primary reasons for living in New York City. It keeps me fit, connected with the environment and gives me extraordinary joy, every day. Over the past few years especially, I have observed more and more parents riding their kids to school by bicycle and/or riding with their kids to school. It's fantastic and would not be happening without the City's promoting of bicycling in NYC and to that end I would like to commend and express my profound gratitude to Commissioner Sadik-Kahn, Mayor Bloomberg and those of you on the City Council who have been supportive of this initiative. Please keep up the good work! Thank you.

READ INTO
RECORD

City Council - Dec 9, 2010

My name is Roberta Brandes Gratz. I have been an observer and writer about cities since I first became a reporter for the old New York Post in the 1960s and in three books since then. I also lecture around the world.

I say all this to put my enthusiasm for the bike lanes and new plaza spaces in perspective. We need more of them. The most vibrant, economically productive and socially advanced cities or sections of cities are those that are undoing the destructive car-based changes that have been undermining our cities for decades. The creation of bike lanes is a great beginning to undo that 50 year trend.

Yes, since World War II, urban development policies have done everything possible to accommodate more and more cars. Streets were widened. Sidewalks narrowed. Thoroughfares turned into one-way speedways. Trees were eliminated. Lighting, signage, all kinds of amenities were designed for the driver. In the process cities were fatally wounded and undermined.

Only in recent years has awareness emerged of how harmful this direction has been. Street by street, neighborhood by neighborhood, the creation of bike lanes and conversion of small spaces into plazas is slowly

reversing this pattern and it is adding immeasurably to the vibrancy of city life.

New York City is today in competition with other American cities also developing all manner of amenities to appeal to the younger, entrepreneurial generation and to those of us in an older bracket. We can't afford to be smug about how great we are and God knows I'm as chauvinistic a New Yorker as you'll find. The appeal of this program needs to be recognized in the positive, productive way.

And by the way, to those who erroneously claim bike lanes cause traffic problems I say this. Take note of the excess number of 18-wheeler trucks that can hardly turn a corner and when they do cause traffic jams for blocks in two directions. Take note of the excess number of oversized tourist buses providing a privileged ride in a 20-ton cocoon that resident taxpayers don't enjoy. Take note of the double and triple parked black cars that cause back-ups for blocks.

This city is one of the best public transit-served cities I know. If people insist on driving, let them bear the consequences. But don't blame the traffic problems on bikers. Invest in more biking opportunities that offer yet another alternative mode of transportation.

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Bregtje Hartendorf
December 9, 2010

City Council Oversight Hearing on Bicycling
250 Broadway
Committee Room 14th floor
New York, NY

Testimony in support of recent bicycling infrastructure enhancement in New York City

Dear City Council Oversight Committee Members,

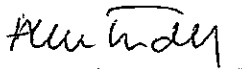
My name is Bregtje Hartendorf and I am here to voice my full support for the New York City Bicycle Master plan and the implementation of new, protected bike lanes all over the five boroughs that the Master plan entails.

As a longtime bicycle commuter, I want to express my gratitude to the City Council for recognizing cycling as an important means of alternative transportation in this city. I also want to thank the City Council for the responsible and expedient way it has responded to neighborhood calls to redesign public space to include safe and protected bike lanes, which enhance safety for all traffic participants.

It is important to remember that local community boards have demonstrated broad-based support for this new bicycling infrastructure and that extensive community consultation and input represent the foundation of the current New York City Bicycle Master Plan. When I attended the May 12, 2010 Community Board 6 meeting, for instance, I was struck by the overwhelming community support to redesign First and Second Avenues around the Turtle Bay area, to benefit pedestrians, cyclists and bus passengers alike.

While it is understandable that the recent changes in New York City street design have ushered in a period of adjustment for some New York City residents, it should not deter the City from completing its New York City Bicycle Master Plan. The reality on the ground is: the installation of dedicated bike lanes has made traffic safer for all.

Thank you for your attention to this matter and for your support,



Bregtje Hartendorf

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My Name is Andrea Casertano.

I am here to raise my voice for bike lanes and the future of bike lanes in the City.

I have lived in Brooklyn for more than 25 years.

In the last few years, like many others of my generation I have become an avid cyclist.

Cycling has changed my life and opened up a whole new world for me.

Believe me there's nothing like seeing the City on a bike.

Safe cycling has become a passion of mine and thanks to the many bike lanes and greenways I have been able to feel protected as I ride through the boroughs.

I never plan a ride without first checking my NYC bike map to see which bike lanes will take me to my destination.

Nobody likes change but NYC is changing and always will change. Let's face it. Biking is a big part of that change.

It's clean, healthy, a smart alternative to getting around and its fun.

Biking is a perfect solution to an overcrowded city with too many cars and a broken transportation system.

We need to protect the existing Bike Lanes and plan many more so that future cyclists will be confident to get on their bikes and ride this great City. -

Thank you.

READ INTO RECORD

**City Council Transportation Committee — Bicycling in NYC: Opportunities and Challenges
December 9, 2010**

Charles Komanoff

I will try, in my two minutes, to offer some perspective.

I was born in 1947, roughly at the midpoint of Robert Moses' 40-year reign as New York's "master builder." I moved here in 1968 and became a bicycle commuter in 1973. In 1986, I began the revival of Transportation Alternatives as its president, a volunteer position I held until 1992. In the 1990s I married, and, with my wife, also a cycle commuter, moved to lower Manhattan and started a family. Our children attend public schools here and are comfortable riding on the Hudson River Greenway, on the Grand Street bike lane, and on the Manhattan Bridge bicycle path to Brooklyn. I travel by bike approximately 3,000 miles a year, in every season and all weather. The ability to get around on a bike is probably the thing I prize most about this city I love.

I have been waiting more than half my life for a Transportation Commissioner like Janette Sadik-Khan. Not so much to make the streets safely bikeable for myself – nothing will stop me from riding here – but for my fellow residents of this great city of ours.

Commissioner Sadik-Khan has been derided as a bicycle zealot. If she is, let that be Exhibit "A" in her defense. To design and make space for the bicycle is to make New Yorkers more healthy and less obese, more active and less passive, more efficient and less wasteful, more punctual and less chronically late, more free and less oil-dependent, more solvent and less debt-ridden. All of us, particularly in government, should be more zealous on behalf of bicycling.

I leave to others the particulars of DOT's bicycle-promotion policies. I imagine that there is room for improvement around the edges. Let the Council please keep in mind that reversing a century of infrastructure, habits of mind, and entitlements built around cars and drivers is no simple task. What Mr. Moses cast in concrete is not quickly undone. Adding bicycles to a congealed mix of autos and pedestrians requires a period of adjustment. There will be mistakes, and there will be resistance. Please do not let the resistance inflate the mistakes into conspiracy or catastrophe.

The British author H. G. Wells famously said, "When I see an adult on a bicycle, I do not fear for the future of the human race." We could all do with less fear. The Transportation Commissioner and her staff are bringing hope to our streets and our city. They deserve your support.

Charles Komanoff • 179 Duane Street • NYC • 10013 • kea@igc.org • www.komanoff.net

READ INTO
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December 9, 2010
NY City Council Committee on Transportation
Hearing on Oversight: Bicycling in NYC - Opportunities and Challenges
Testimony of George Beane, GHBeane@aol.com

My name is George Beane. I own and manage commercial and residential real estate on the Upper West Side and I am a founding member of the Columbus Avenue Business Improvement District.

I'm here to support what the Department of Transportation and the Mayor have done to improve cycling and pedestrian amenities and to confirm that the new Columbus Avenue bike lane had the overwhelming support of the community during a four year period of public study and discussion.

Through the Columbus Avenue BID and the Upper West Side Streets Renaissance I have participated in the discussion and study process from the outset. In 2006, the BID commissioned a plan called A Vision for Columbus Avenue: A Street for the 21st Century which is available as a link on the BID's website. Similarly, the Upper West Side Streets Renaissance initiated a community led plan which is presented in a document called Blueprint for the Upper West Side: A Roadmap for Livable Streets. Those documents were the result of resident, business, and pedestrian surveys, merchant meetings, and well-publicized and well-attended community workshops open to everyone. A safe, integrated bike network was high on the community's wish list. In June of this year, after numerous hearings, Community Board 7 voted to approve DOT's plan and a "protected" bike lane was installed on Columbus Avenue from 96th - 77th Streets.

Just as people have always objected to change in our evolving city, people now object to the new bike lanes. For 300 years the streets of New York were the domain of horses and pedestrians. When the automobile arrived about 100 years ago, slowly at first (the way bicycles did), everything changed and pedestrians fled to the safety of sidewalks. After a while, drivers and pedestrians learned the new rules, just as cyclists will. New York has never been static and we continue to adapt. Other cities have taught us that urban cycling is an efficient, healthy, economical, and inevitable means of transportation - at least until something else comes along. Few people rode bikes in the city 40 years ago. Many do now and we find ourselves at a point of conspicuous transition, which is why we are here.

As a Columbia student in the 1960s, I cycled daily for reasons of efficiency, economy, and health. Now, as a senior citizen, I still ride for the same reasons. More and more people of all ages are joining me as the streets get safer but most people who say they would like to ride, don't because the streets are still not safe enough.

I care deeply about this city and I've worked to make it a better place. Commissioner Sadik-Kahn, the Mayor, Gale Brewer, Transportation Alternatives and many others have done the same thing in a much bigger and more effective way. New York is said to be among the most liveable cities in the world. Although this is a time to take stock and work on issues of bicycle and pedestrian safety, it's no time to slow down or halt. Please continue moving forward to make the streets safer for pedestrians and cyclists by supporting the plans of the Mayor and Commissioner Sadik-Kahn.

READ INTO RECORD

My name is Jill Woodward, I'm a freelance video editor and filmmaker, and I moved to the East Village in 1999, where I currently live. I use my bike almost daily, year-round, for commuting to client meetings, on-site jobs, and for errands & grocery shopping.

When I moved to the city I was more of a recreational cyclist, but around 2003 or so I started to use my bike more for transportation. When there were major disruptions, such as the MTA strike in 2005, I found cycling the best way to traverse to my job near Columbus Circle. There was already an increasing number of fellow bike commuters, but the streets were not easy to navigate. Still, I became a regular commuter.

In 2006, I had the opportunity to move with my husband to Amsterdam in the Netherlands. Living there I noticed how people of all ages, demographics, and socio-economic status ride bikes everywhere. They do so because it's practical, safe, and cheap. Owning a car means navigating difficult roads and parking headaches. Even auto owners usually ride a bike at least occasionally. It's safe enough that it's rare to see anyone wearing a bike helmet.

When I returned to New York City in 2008, I was thrilled to see more bike lanes, better bike lanes, and more cyclists on the roads. Therefore it's extremely disappointing to hear a very vocal backlash against these safety improvements. Furthermore, I can't quite understand why anyone would want to preserve a system that privileges auto owners--those who can afford to buy a car, insure it, and park it. Critics have said that cyclists are a minority in NY, but are auto drivers really a majority? Would these critics preserve a society that encourages people to buy a vehicle bigger than my bedroom, and drive it around solo? Other critics are trying to create a class war, implying that cyclists are somehow bourgeois. Riding a bike is one of the most affordable ways to get around, especially when state budgets are undercutting public transportation.

I've heard many public comments that New York is not Amsterdam. It's true that the Dutch have a different culture than ours, but what I can't understand is why we would fail to follow the example of something that clearly works very well. Cities around the world, such as London and Paris, are following Amsterdam and Copenhagen's lead.

The Dutch grow up on bikes, and it's ingrained into drivers how to deal with cyclists when they learn to drive. It will take a generation or longer for Americans to be fully educated on how to deal with bikes and traffic. But that doesn't mean that we shouldn't make the effort. During this current transitional stage, much more public education is required for the system to work well. **Pedestrians, drivers, and cyclists must exercise greater respect for each other as they make their way across the city.** There's no reason to make enemies- after all, cyclists become pedestrians the minute they chain their bikes up.

Our current car-friendly atmosphere did not just appear organically. Roads and highways were often pushed through, and pushed through hard during Robert Moses times. By contrast, the introduction of bike lanes throughout neighborhoods has been transparent and methodical. As the era of the sole occupant automobile is drawing to a close, I urge the city to continue policies that encourage increased use of bicycles, as well as public transportation, for the greater good of all New Yorkers. Thank you.

READ INTO RECORD

Gbr- SIERRA CLUB y n November 24, 2010

Thank you , Gary. Please put the GBR proposal on the Sierra Club agenda.

From: Gary Nickerson [mailto:gary@gwntec.com]
Sent: Wednesday, November 24, 2010 9:05 PM **To:** Adlercy
Cc: hungryhiker@aol.com; Elfraud@aol.com; ddbuxbaum@earthlink.net
Subject: RE: Hi Diane- Would like your comment on the GBR proposal to make NYC sustainable. Cheers, Cy

What a great idea.

Gary Gary W. Nickerson gwntec, Inc

Thank you Diane. Here is a first draft of a resolution we might use. Google maps of Manhattan show the roadways quite clearly

Cheers, Cy -----

PROPOSAL TO STUDY CREATION OF A GREEN BIKE RING AROUND MANHATTAN'S RIM

WHEREAS:

Biking is healthful, non-polluting and the greenest form of city transportation for 3- to 15-mile distances.

Biking does not use imported oil or transform it into carbon dioxide and other pollutants.

In Copenhagen, around 40 percent of the working population bikes to work along dedicated bike paths; in NYC less than 2 percent.

Biking amidst cars and walkers, and along shared bike lanes is not always safe.

For safer biking, bikers need dedicated pathways without motor vehicles or pedestrians.

Bikers can have a safer route by transforming one of the six car-lanes now surrounding Manhattan's rim into a dedicated bike lane: the Green Bike Ring(GBR).

Removing bikers from pedestrian paths would make these walkways safer for walkers

THEREFORE

We ask the Bloomberg Administration, the State of New York and the NYC Council to fund a study which would examine the feasibility of transforming one of the six car lanes on the Henry Hudson Highway, and on the FDR Drive into a dedicated car-free Green Bike Ring.

###

Cy A Adler, Shorewalkers Inc. 212.663.2167 adlercy@verizon.net

TO MEMBERS OF THE NYC OVERSIGHT COMMITTEE FOR SAFE CYCLING:

My name is Richie Powers. My wife, Megan Charlop, was killed in a bicycling accident in the Bronx on March 17, 2010 at the intersection of Crotona Avenue and Tremont Avenue. When I cleaned out her office, a New York City Bicycling map was opened on the top of her desk. The route that she was riding is published on the NYC map of bicycle routes and had been in the City's Master Plan for over a decade but never built. It is both ironic and infuriating that she died doing something that she so loved and which was good for the overall health of the City.

Besides being a personal tragedy for me and my family, her senseless and preventable death is a loss for New York City. Megan was an incredible asset for the City. In her job as the Director of Community Health for the Montefiore Hospital School Based Health Programs, she was a tireless advocate for developing, implementing and promoting programs that would help to create a better, healthier and more enjoyable standard of living for the people in the neighborhoods where she worked. And bicycling was one important component of that. She actively promoted cycling as an alternative mode of transportation and as one component of a healthy lifestyle. She rode her bike to work and to various school sites throughout the Bronx every day that she could. She would often ride her bike into Manhattan for meetings. She always rode safely, with a helmet, safety vest and other required safety gear and she always maintained her bike. The Bronx has some of the highest rates of obesity and asthma in New York City and it was just common sense to her that the City should promote policies that improved air quality and encouraged people to get exercise.

The arguments against promoting bicycle lanes are specious at best. The City must insist that riders ride safely and follow the laws governing cycling, but that is not inconsistent with promoting safe bicycling. Studies by the NYCDOT have shown that bicycle lanes lead to significant decreases in crashes between pedestrians, drivers and cyclists and create safe routes that direct cyclists into predictable flow patterns, which promote safety. The City of New York has started to incorporate bicycle lanes into its overall transportation planning. Don't stop now. Let the City of New York lead the way and continue to show that it is the greatest, most forward thinking City in the world.

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**Testimony
City Council Hearing
December 9, 2010**

Thank you for the opportunity to speak today. My name is Pasqualina Azzarello and I am the Executive Director of a non-profit organization called Recycle-A-Bicycle (RAB). RAB is a community-based bike shop whose proceeds support youth development programs, including job-training, environmental education, and a Kids Ride Club.

Our Kids Ride Club began fifteen years ago as a community partnership between Recycle-A-Bicycle and Woodhull Hospital, which is a public hospital in East Williamsburg, Brooklyn. In the beginning, Dr. Edward Fishkin would ride bikes with a handful of kids after school and inspired them to explore the city beyond their own neighborhood. In doing so, the children learned the skills to ride safely, experienced the health benefits that go hand in hand with riding, and of course felt just how very good it feels to ride a bicycle. When this program began, it was clearly ahead of its time.

Just last night, I attended a dinner that celebrated the 15th Anniversary of Kids Ride Club. Today, the program consists of more than 100 youth participants who collectively ride more than 10,000 miles every season and collectively burn more than a million and a half calories in the course of 18 rides from April through October. Ninety-five percent of the kids in our Ride Club live in low-income communities. Considering the health issues that can plague underserved communities, including asthma, diabetes, and obesity, Kids Ride Club is an invaluable opportunity for young people and their families to live healthy, active lives. Without a doubt, the more our city supports new bike lanes and development of bicycling infrastructure, the more that people of all ages and from diverse economic backgrounds can *safely* experience the healthful benefits and general well-being that can come with riding a bike.

A number of our youth participants spoke at last night's event. The dinner included more than two hundred guests, including new and veteran youth participants, parents, educators, volunteer ride marshals, doctors, nutritionists, and representatives from Council Member Diana Reyna's office and Congresswoman Nydia Velasquez' office, who has been a long-time supporter of Kids Ride Club. While the children in the program are at school this morning, I wanted to share a few quotes:

- "After I started Ride Club, my dad started to ride bikes, too.
- "When I'm not at Ride Club, my mom only lets me ride in the green lanes."
- "No one here can argue that riding bikes doesn't feel good. Like when you sit around playing video games, you don't *get* anything from it, like when it ends, it's *over*. But when I'm riding up the 59th Street Bridge and I'm trying and trying and I get to the top, I have exercise, I have this good feeling inside, I have satisfaction and accomplishment."

With these statements in mind, it is clear that the development of cycling infrastructure is essential in a city that wants to support the growth of its children and the overall well-being of its residents. Bike lanes create space and support for affordable, sustainable transportation, safer cycling, and healthful living.



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The New York City Council
City Council Committee on Transportation
Oversight hearing on Bicycling in New York City (infrastructure)
December 9, 2010

Statement of Peter Meitzler

Thank you to Council Member and Transportation Committee Chair James Vacca and committee members for giving us in the community a chance to express our support for the future of bicycling in New York City.

I am writing this statement on my pedicab business letter-head partly to indicate how committed I am to the future of cycling in the city. I've dedicated nearly 20 years to giving people the chance to experience the joy of cycling even if the pedicab driver ahead of them is actually pedaling for them. Naturally, I have participated in cycling advocacy since the late 1980s on both coasts. And the interesting aspect is, right now pedicabs are the only bicycle-powered mode of transportation paying registration fees for the privilege of working on the streets of NYC. A calmer city is good for our health and our city, and we are making an investment in it. As are you with your time and experience.

But stepping back for a moment, cycling infrastructure is not necessarily all about bicycles. It's about the quality of life for the city's residents, both young and old. Young people, it has been noted, are leaving the city for various reasons, some economic but others for quality of life issues. We want a place to live where our families are safe. Residents and visitors with new ideas about urban design desire to shape the city to their visions. This is a chance, then, under the oversight of this committee, to guide the design of the city for the future – our ever livable New York City, that will make NYC a place where people want to move *to* not move away *from*.

Equally, this should be said: this is not an anti-car discussion. This is the beginning of a dialogue; in a sense, one tragically begun in September of 1899, when Henry Bliss became the first recorded U.S. pedestrian fatality on Central Park West at West 74 Street. Recently, Committee Chair James Vacca attended a symposium on the subject of reducing the overall traffic speed to 20 mph, down from 30 mph. (By the way, communities in the United Kingdom are making this change with the slogan “20 is Plenty For Us.”)

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Slower traffic speeds are one design change we have in our toolbox, as are other quality of life design enhancements the Department of Transportation explained in a well-received 200 plus page Street Design Manual, in collaboration with many other city agencies, published online in May of 2009. One such example being the European styled bike lanes or "cycle tracks," which have come about with a bit of controversy but are winning new fans over every day. For reference purposes, this guide may be found at: <http://www.nyc.gov/html/dot/html/about/streetdesignmanual.shtml>

These changes can't come soon enough for my New York Cycle Club cycling colleague Max Vickers, who was fatally stuck by a motorist over a week ago and for the young man killed yesterday morning by a truck reversing! through an intersection on Madison Avenue and across the crosswalk the pedestrian was using. And not soon enough for the cyclists this year who perished for lack of a safe space to ride in combined with careless motor vehicle operation (particularly the opening of doors into traffic!).

Recently, the signals we have received from New York's legislature by way of S5292, the **Hayley Ng and Diego Martinez Law** tell us that this new path we are on is the right path. Stronger laws and better street designs accommodating more walking, more cycling -- more everything -- at the modest expense of perhaps a few miles per hour shaved from a motorist's trip seem a fair trade off.

Please lend your energy, your creativity, and your ideas to better cycling infrastructure in our New York City.

Thank you and best wishes,

Peter Meitzler

City Council Oversight Hearing on Bicycling
250 Broadway, Committee Room, 14th Floor
New York, NY 10007

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December 9, 2010

As a long-time New Yorker, I wish to encourage the City Council to strongly defend the city's current bicycle lanes and to expand the lane network as thoughtfully and speedily as possible.

I bought my first bike (since the age of 12) just three months ago. It has already done wonderful things for me. For many years, I was too nervous about the idea of biking through the streets of Manhattan to actually get on and ride. But, due to the accumulation of protected bike paths in recent years, I finally felt safe enough to do it.

Based on conversations with friends and neighbors, I believe that I am part of a large "second wave" of new bicyclists in New York City. Many of us are young professionals and students, looking for a convenient, healthy, inexpensive means of transportation, who are convinced that the city has finally reached a "critical mass" of safe bike infrastructure.

The more of us who take to the streets on bikes, the safer it will become, both for us and for pedestrians who rightly expect bicyclists to obey the rules of the road. Indeed, according to Transportation Alternatives, dangerous sidewalk-biking has dropped dramatically (84%) on streets with bike paths. I can confirm the general thrust of this statistic with my own everyday observations.

I have been deeply gratified to see that the city has realized the value of biking to its continued health. It is also encouraging that all of the bike paths have been installed only after extensive consultation with the relevant Community Boards.

To many of us, biking represents an incredible opportunity for fast, healthy, and convenient transportation. But it only makes sense if the city ensures that it is safe.

Thank you for your time and consideration.

Sincerely,

Andrew M. Solomon

City Council Oversight Hearing on Bicycling

Testimony of Margot Seigle, Ft. Greene Resident

Good morning City Council Members,

I would like to thank you for holding this very important hearing today. As an avid biker, I want to emphasize the importance of bike lanes in New York City. Since I moved here a year and a half ago, I have used my bike as my main form of transportation. I ride almost every day of the week to and from work – from Ft. Greene Brooklyn to the Lower East Side – and without bike lanes lining my entire ride, I would not feel safe. In fact, streets with bike lanes have led to a 40 percent decrease in crashes for pedestrians, drivers and cyclists, as well as lowered rates of speeding, according to before and after data gathered by the DOT. The newer bike lanes on Sands, going on and off the Manhattan bridge, and Allen truly make my ride much safer, and let me enjoy my commute rather than fighting traffic. I urge you to keep the bike lanes that have been constructed so far, and to fight to increase the amount of bike lanes across the city.

Thank you for your time, and for your commitment to making New York a safer place for pedestrians and cyclists.

Margot Seigle

Testimony of Kenneth M. Coughlin before the City Council's Transportation Committee hearing on "Oversight: Bicycling in NYC - Opportunities and challenges"

My name is Ken Coughlin and I am a member of Manhattan's Community Board 7. This summer, the Department of Transportation installed a physically protected bike lane along nearly one mile of Columbus Avenue. Our community board chose this site. Responding to pleas from community members for safer streets for all users, our board overwhelmingly passed a resolution in October 2009 asking the DOT to prepare a proposal for protected bike lanes on Amsterdam and Columbus Avenues.

DOT came back to us this spring with a detailed proposal for a bike lane on Columbus, as well as pedestrian refuge islands to make crossing the avenue less perilous. As our board and community members evaluated the proposal, DOT was diligent in responding to concerns. Our board voted to approve at a meeting attended by more than 100 community members, nearly all of whom supported the street redesign. This was hardly a case of an imperial administration foisting bike lanes on a district with no community input.

Our streets have not changed in any meaningful way in the past 50 years. During that time, man-made "climate change" has become a part of the lexicon, we now realize that our supply of fossil fuels is not infinite, and many world-class cities, such as London, have devised more efficient ways to use their street space -- and in the process they have dramatically reduced the carnage caused by motor vehicles. But despite these discoveries and advances, up till now New York City's streets have remained essentially untouched. Any business that had similarly resisted change for decades would have vanished long ago. Yes, there is an imbalance on our streets: they are a monoculture of cars. The cause of this imbalance has been our unwillingness to move forward.

Statement of Steve Vaccaro
Hearing of Transportation Committee of New York City Council, 12/9/2010

My name is Steve Vaccaro. I'm a lifelong New Yorker, and the proud father of Clark Vaccaro, who has already spoken today.

I'm also the Chair of Transportation Alternatives' East Side Committee. We're an all-volunteer group of East Siders who work at the grassroots for improved safety and quality of life in our streets. In that role, and as a daily cyclist, I've spoken at nearly twenty community board meetings on cycling and pedestrian improvements.

The DoT takes community input on street improvements very seriously. DoT delayed its Union Square redesign three times to allow maximum community input, and then heeding that input, removed several cycling and pedestrian improvements from its plan. The only case in which DoT acted unilaterally was its indefinite postponement last June of improvements on First and Second Avenues north of 34th Street, after Community Boards 6, 8 and 11 all voted in favor of completing those improvements this year. Our East Side Committee collected over twenty-five hundred handwritten letters to the Mayor asking for completion of the improvements all the way to 125th Street next year, but DoT has not stated when, if ever, it will do so.

But even with the broad support for street improvements, Community Board votes will not be unanimous. Motorists who park at the curb get a free benefit from the City worth hundreds of dollars each month. So don't be surprised that some oppose bike paths that could eliminate parking spaces. And you can expect that motorists who've grown accustomed to driving 40 miles per hour on broad six-lane avenues will protest traffic calming devices like narrowed lanes and pedestrian refuge islands.

These objections are no reason to stop the reallocation of a modest amount of roadway space for the safety of pedestrians and cyclists, who, after all, are the majority of New Yorkers. I urge the Committee to allow DoT to proceed with these safety improvements, for me, my family, and the majority of New Yorkers who support them.

Statement of Clark Vaccaro
Hearing of Transportation Committee of New York City Council, 12/9/2010

My name is Clark Vaccaro. I live on the Upper East Side and go to school on the Upper West Side. I'm thirteen years old, and since I was eight I've traveled mainly by bike. Thank you for this chance to explain why protected bike paths are so important to me and other teenagers.

Bicycling is the best way to travel and explore the city. My trip to school takes half as long by bike as by bus or subway. When I'm riding, I meet people I know and learn the neighborhood in a way I never could by taxi or bus. I've even stopped by a few times to visit Councilmember Brewer, whose office is on my way to school.

On the weekends, our family bikes all over the City, to places like Coney Island, the Hall of Science, Wave Hill, Arthur Avenue, Snug Harbor, and Neponsit Beach. I don't play sports much, so bicycling is very important for keeping me healthy and focused. Many other New York families also rely on bikes for commuting, touring, and exercise.

Families need protected bike paths. Even when I was young enough to bike legally on the sidewalk, I used the roadway because pedestrians didn't want me there. But riding in the roadway is dangerous and unpleasant, because motorists too often tailgate, honk and pass at unsafe speeds. I use unprotected, painted bike lanes when they're safe, but too often they're blocked by opening car doors, double-parked vehicles, and pedestrians. Only physically-separated, protected bike paths give cyclists a safe, clear right-of-way.

The new protected bike path on Columbus Avenue has made a huge difference in my daily commute to school. I don't have to look out for opening car doors or motor vehicle traffic from behind. Up until now, I have only ridden with my father or other adults. But more protected bike paths mean that I can soon begin riding on my own. On behalf of all the children and teenagers in New York, I ask the Committee to support the continued construction of protected bike paths.

Testimony of Ravelle Brickman

As a senior citizen and a non-car owning Manhattan resident, I am extremely grateful to the City of New York for providing bike lanes in my neighborhood.

Like many New Yorkers, I enjoy getting around the city on foot. However, getting across intersections in midtown has long been dangerous and difficult, especially for those of us who cannot run. The menace is not bicycles, *but cars*.

Motorists, often from outside Manhattan (and often distracted by texting and talking on cell phones), tend to speed around corners when making turns. They, *not bike riders*, threaten the lives and safety of those in the crosswalk.

The bicycle lanes on First and Second Avenues have effectively slowed down these cars, forcing motorists to pause before making the turn.

The bike lanes also make bike riding safer, so that occasional riders, like me, can venture forth without the fear of being mowed down.

The real problem in New York--and the underlying cause of all the complaints--is not the bike lanes, but the *failure to enact congestion pricing*. There are too many cars on our streets, and most of them belong to people who do not live here and who do not have any respect for the pedestrians and bike riders who do.

I'm glad we're taking back our streets. I applaud the City Council and the Transportation Department for making life safer, easier and more civilized, in this city.

Ravelle Brickman
245 East 35th Street, 7C
New York, NY 10016-4228

Statement for City Council Meeting

By Sean Kelliher

New York City resident (Manhattan)

As a New York City resident and bicycle commuter, I support the DOT's addition of bike lanes in the city, and encourage the City Council to allow the Department to continue to build a comprehensive network of bike lanes – preferably class “A” protected bike lanes.

Bike lanes make a difference. In short, they support the very democratic and American value of choice, allowing ordinary people to choose a mode of transportation that without the lanes would be reserved mainly only for the intrepid and the destitute.

And this choice makes a difference. Residents who choose to travel by bicycle not only improve their own health, they improve the health of everyone by reducing pollution. They also help reduce congestion on subways, buses, and, especially, roadways – freeing up space for the truly necessary movement of goods and service vehicles.

In a city where 80% of public space is either street or sidewalk, allocating a single lane for something that offers such benefit seems like a wise investment. Actually, it seems more like a bargain.

Here's an invitation to members of the City Council: come ride up First Avenue with me one morning on the new protected bike lane; marvel at how the DOT's design calms the street and helps all road users – pedestrians, cyclists, motorists – cooperate with each other. Then see what happens at 34th Street where the bike lane, along with the calmness, and cooperation disappear. It's a dramatic difference. For cyclists, it's like moving from Geneva to Baghdad.

Lastly, as much as I support bike lanes, I am also sympathetic to the needs of business owners who depend on deliveries. Fortunately, with a sensible combination of bike lanes and commercial parking spaces, both can exist. Bike lanes and business can get along just fine.

A citywide network of physically protected bike lanes is essential to PLANYC for a truly greener, healthier New York to be created for our growing population.

The New York City Department of Health, under the direction of Dr. Karen K. Lee, Director, Built Environment, has already published Active Design Guidelines that document the indisputable link between what we build and how healthy we are. In the 19th Century, our built environment included such great public works project as a reservoir and sewer systems which greatly reduced infectious disease epidemics such as cholera outbreaks. Electrification dramatically improved air quality and decreased respiratory disease.

In the 20th Century changes to our built environment where overwhelmingly focused on creating accommodations for car travel. A clear unintended consequence was a more sedentary, lifestyle. Americans -- even New Yorkers -- spend far too much time seated. Studies by the CDC and the NYC DOH link directly this sedentary lifestyle to the epidemic in obesity, diabetes, and heart disease. Active health and green transportation are key to reversing the trend, and that means creating safe biking and walking routes for children to get to school, and for adults to use for commuting and getting around town.

PLANYC should promote protected bike lanes in keeping with the Active Health Guidelines now promoted by the NYC Department of Health, as well as the he Mayor's Office for People with Disabilities, Mayor's Office of Long-Term Planning and Sustainability, Department of Buildings, Department of Parks and Recreation, School Construction Authority, Housing Preservation and Development, and the Department for the Aging.

Peter Frishauf
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December 9th, 2010

The expansion of bike paths and lanes in NYC has done much to transform my family's life. Bicycling for our family is an everyday activity. Here are some examples:

The 9 year old rides the 6 miles with me to Cheslea piers for his Lacrosse practices. We used to drive by car, but now he arrives refreshed and warmed up after an easy ride along the Hudson. We also ride bikes to his Chess tournaments all over the City.

My 49 year old wife rides to do her regular grocery shopping on 72nd and Broadway. She used to take a Cab or Drive.

I am a 52 year old and now ride all over the City for most everything - often in a suit and tie. My health is infinitely better and I have lost 20 lbs since starting cycling for errands. I ride about 50-70 miles a week, nearly all this used to be by Cab or Private Car !

Bike paths have been the catalyst for this transformation.

Please continue to expand the bike network by AT LEAST the 50 miles per year that the City is committed to. Please extend the new Columbus Avenue bike path far south as soon as you can.

Bike paths are the least expensive method of expanding infrastructure to accommodate growth.

Thank you for helping to transform the City.

Alexander Vucelic
425 Riverside Drive (at 114th)
10025

City Council Oversight Hearing on Bicycling

Testimony of Margot Seigle, Ft. Greene Resident

Good morning City Council Members,

I would like to thank you for holding this very important hearing today. As an avid biker, I want to emphasize the importance of bike lanes in New York City. Since I moved here a year and a half ago, I have used my bike as my main form of transportation. I ride almost every day of the week to and from work – from Ft. Greene Brooklyn to the Lower East Side – and without bike lanes lining my entire ride, I would not feel safe. In fact, streets with bike lanes have led to a 40 percent decrease in crashes for pedestrians, drivers and cyclists, as well as lowered rates of speeding, according to before and after data gathered by the DOT. The newer bike lanes on Sands, going on and off the Manhattan bridge, and Allen truly make my ride much safer, and let me enjoy my commute rather than fighting traffic. I urge you to keep the bike lanes that have been constructed so far, and to fight to increase the amount of bike lanes across the city.

Thank you for your time, and for your commitment to making New York a safer place for pedestrians and cyclists.

Margot Seigle

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Richard Robbins
Testimony for City Council Hearing on Bicycles
12/9/10

Thank you for holding this hearing and giving me this opportunity to speak. I have been an avid bike rider in NYC for nearly 20 years and have cycled thousands of miles in New York City.

Bicycles provide a pollution-free, efficient form of transportation, while enabling New Yorkers to get exercise and stay healthy. I commend Mayor Bloomberg, the Department of Transportation and Commissioner Janette Sadik-Khan, and select visionary Council Members for recognizing this and for working to make New York City more accommodating for cyclists.

While people are calling for a reversal of the DOT's bike-friendly policies, here are some facts to consider as you think about the best use of the limited space in our streets and parks:

- Fact: The DOT is succeeding in reducing traffic fatalities. The 256 deaths in 2009, while still too high, is the lowest since records started being kept in 1910, a year before the first Chevrolet was built.
- Fact: Cars kill. Bicycles don't.
- Fact: Record numbers of New Yorkers are commuting by bicycle.

It is imperative that New York City streets are safe for all citizens. Unfortunately, some New Yorkers who are willing to tolerate taxis, private cars and trucks racing through our streets and endangering our citizens fail to see the benefits of bicycles. And, of course, a few irresponsible cyclists create ill will towards all cyclists, which grandstanding politicians are eager to exploit.

I have a few recommendations from my experience riding New York City streets for the Council to consider:

1. **Enforcement of automobiles is essential, yet severely lacking.** On a constant basis I see drivers speed, ignore red lights, talk on cell phones, and block bike lanes. However, in my decades of cycling, I have seen fewer than a dozen drivers receive citations for these actions on streets of Manhattan. While enforcement of reckless cyclists is necessary, increased enforcement of illegally driven motorized vehicles would be much more effective at saving lives.
2. **Protected bike lanes are essential.** Especially given the lack of enforcement, I've found that unprotected bike lanes can create a false sense of security.
3. **Automobiles are very inefficient at transporting a large number of people through Manhattan.** It is important for street use policy to encourage more efficient modes of transportation, such as buses and bicycles.

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**JANETTE SADIK-KHAN
COMMISSIONER
NEW YORK CITY DEPARTMENT OF TRANSPORTATION**

**HEARING BEFORE THE CITY COUNCIL
TRANSPORTATION COMMITTEE
DECEMBER 9, 2010**

Good morning, I am Janette Sadik-Khan, Commissioner of the New York City Department of Transportation (DOT). With me here today are David Woloch, Deputy Commissioner for External Affairs and Ryan Russo, Assistant Commissioner for Traffic Management. Thank you for inviting us here today to discuss cycling in New York City.

Bicycling has increased dramatically in New York in recent years, with DOT's bicycle commuter counts showing a 109% increase from 2006 to 2010. That is by design. As you know, one of the key policies in Mayor Bloomberg's PlaNYC initiative is to prioritize more efficient and sustainable travel on city streets, and PlaNYC's transportation strategy specifically calls for making cycling a viable option for all New Yorkers.

As you also know, PlaNYC is not a conceptual plan or set of broad principles. It is a highly detailed action plan with clear goals and benchmarks. An important part of DOT's mission is implementing the measures that PlaNYC calls for.

I would like to state at the outset that our success in making cycling attractive to more New Yorkers is in no small part due to our collaboration with the City Council, specifically in the Council's strong endorsement of PlaNYC in 2007, our work with members on individual street projects and certainly the Council's passage in 2009 of landmark indoor bicycle parking legislation that has led to the establishment of access plans creating over 3,100 new bike parking spaces in New York City office buildings. Thank you.

New York is naturally very well suited to bicycling. Over half - 54% - of all trips made in the city are under 2 miles. Huge numbers of people live, work and play within a small area. Our topography is also mostly flat, and over time the City has had the wisdom to develop excellent cycling facilities on each of the four East River Bridges, eliminating the East River as a barrier.

Our density is one reason delivery businesses make such extensive use of bikes. But making cycling more accessible and viable for most people requires some changes to the design of our streets. Only a few people are willing to ride a bike up a major city avenue in mixed vehicle traffic.

Our bike lane network, which gives people on bicycles a greater sense of safety through separation from moving traffic, is clearly having a major effect in attracting more New Yorkers to cycling. The addition of 200 miles of new bike lanes between 2006 and 2009 coincided with four straight-years of double-digit percentage increases in our commuter cycling counts.

Within the expanded network, the more robust facilities have proven the most attractive to cyclists. Our protected bike lanes, that situate the bicycle lane between the sidewalk and a row of parked cars, have all seen dramatic results in terms of increased numbers of cyclists:

- On 9th Avenue, our first protected bike lane, daily cycling volumes grew 69% from 2007 to 2010.
- On Kent Avenue in Brooklyn, cycling volumes all but doubled from 2008 to 2010.
- On Grand Street in Soho, cycling volumes increased 56% from 2008 to 2010.
- On Broadway, cycling increased 50% in one year.
- On Prospect Park West, bicycling has tripled in one year.

The protected bicycle lanes represent a more substantial change in street design than conventional painted bike lanes. I want to point out that every single one that exists in New York City today was supported by the appropriate community board or boards. In the cases of Columbus Avenue and Prospect Park West, community boards requested these facilities from DOT. DOT outreach and consultation on these and other types of bike lanes does not end with the community board. Our project teams and borough commissioners post project plans on-line, survey buildings and establishments along street corridors, meet with individuals and local groups both before and after projects have been implemented, and remain committed to problem-solving for and with the people of the City on a nearly 24-7 basis.

Will everyone be happy with every change? Of course not. As long as we enjoy freedom of expression, we will have people complaining, and that's as it should be. But even in cases with well-covered opposition, there is widespread, if quieter, support for these projects, as the opinion survey of the Prospect Park West case from Councilmembers Lander and Levin has shown.

One of the most significant effects of the bike lane network has been an overall reduction in collisions between bicycles and motor vehicles, even as cycling volumes have risen. One of the spurs to the rapid development of the network was a 2006 DOT/Health Dept./NYPD study that found that only one of 225 bicyclist fatalities between 1996 and 2005 took place in a marked bicycle lane.

The safety benefits of bicycle lanes have been magnified with the expansion of the network. Adjusting for the much greater amount of cycling on city streets today, the incidence of cyclists killed or severely injured in New York was 4.1 times greater in 2001 than in 2009, and 2.3 times greater as recently as 2006 (versus 2009).

The presence of bike lanes and cyclists using them on a city street also appears to have a traffic calming effect that produces other safety benefits. The installation of bike lanes usually involves a narrowing of the motor vehicle portion of the roadway and indicates to drivers that they need to watch for other road users. DOT's recent Pedestrian Safety Study and Action Plan found that collisions between pedestrians and vehicles on streets with bike lanes were about 40% less deadly than crashes on streets without them. On Vanderbilt Avenue in Brooklyn, for instance, 76% of vehicles were traveling over the 30 mph speed limit before the installation of bicycle lanes. After the project's completion, only 27% of vehicles were speeding.

Protected bike lanes have also had measureable safety benefits for pedestrians and drivers as well as for cyclists, because they tend to reduce speeding and also reduce pedestrian exposure to vehicle traffic. On 9th Avenue in Manhattan, annual fatalities and severe injuries to pedestrians are down 61%, accompanied by a 70% drop for motorists, since implementation of the bike lane in late 2007. We're seeing similar trends in other corridors.

The other long-term "safety" benefit of allowing more people to confidently navigate the city by bike is to help check growing health problems such as the epidemics of obesity and type 2 diabetes.

Obesity rates have more than doubled in the past 20 years. The City Health Department has clearly determined that cycling has strong potential to lower the chances of obesity, diabetes, heart disease, hypertension, depression, arthritis and osteoporosis and that walking and cycling for transportation in NYC are associated with better physical and mental health.

In spite of the data that we have reported, and the fact that in 2009 we saw the lowest overall traffic fatality rate in New York City's history, there is clearly concern among the New York pedestrians about the increase in cycling and behavior such as cyclists running through red lights or riding against the direction of traffic.

DOT has pledged to address these problems and to help shift the culture of city cyclists to one that is more respectful of the rules of the road. We have already begun what will be a non-stop bicycle safety and cyclist behavior campaign based around these cardinal rules:

- Yield to pedestrians
- Ride in the direction of traffic
- Stop at red lights and stop signs
- Stay off the sidewalk (unless you're under 13)

We will be urging cyclists themselves to call out negative behavior and start making bad riding socially unacceptable. Our first major media campaign will launch in early spring. It will feature a good cast of celebrities but will bluntly tell cyclists to stop riding like jerks.

Other features of our effort will include "bike ambassadors" who will let people know how the new-design bike lanes work and continually inform people of cyclist rules of the road.

In 2012, we aim to launch a Paris-style public bicycle system that will further increase the accessibility of cycling to New Yorkers and the city's millions of visitors. We expect that it will not only provide a great additional option for short trips in the city, it should also further improve safety by increasing the visibility of cyclists on our streets and providing us with another major platform for communicating the basic rules of the road for bike riders.

Finally, we have recently secured a safety grant from the NY State Dept. of Motor Vehicles that the NYPD will devote to greater enforcement of traffic rules governing cyclists, and we have developed

some new thoughts about strengthening laws regulating commercial cyclists that we look forward to working through with you and your legislative staff.

I want to close by emphasizing that while there are inevitable growing pains as cycling moves from the margins to the mainstream, its growth in New York is already delivering substantial safety, mobility and health dividends. The city's bicycle program, with your assistance and support, is a huge success, and represents a major step towards a Greater, Greener New York.

Thank you for inviting DOT to testify before you today. I would be happy to answer any questions you may have.

Dr. Sharon R. Phillips

Good morning! Admittedly, I am a cycling enthusiast. I have enjoyed riding my bike uptown to Columbia where I have spent the past four years researching the obesity epidemic that our country now faces. Two thirds of the adult population and one fifth of children are considered obese. Two thirds of adults and one out of every 5 children is obese. I'm sure that you are all aware of the risks that come with being obese, increased risk of heart disease, Type II Diabetes, stroke, early mortality and the list continues. The humanistic point I would like to drive home, which the Center for Disease Control (CDC) strongly supports, is that complete streets, especially bike lanes can help reduce the rate of obesity. Research has shown that if you build it, they will bike it. Increased opportunities to cycle are correlated with increases in physical activity. As good citizens we have a responsibility to help promote a healthier living environment for our community. One of the realities that comes with increasing bike lanes is of course, they cost money. Well, so does the obesity epidemic. In fact obesity costs us more. The Journal of Health Affairs cites that the obesity epidemic costs 147 billion dollars annually. Comparatively the federal government spent 541 million dollars in 2008 on bike and walking lanes, which is approximately 0.3% of the annual healthcare costs associated with obesity. It costs \$1400 more per year for an obese adult's health care than for a person with average weight. Clearly it is far cheaper to invest in bike lanes than it is to pay these healthcare costs. So basically..... the research shows that bike lanes mean more people biking, more people biking means less obesity, less obesity means healthier people and lower healthcare costs..... from the perspective of a community battling

an obesity epidemic we don't have any choice but to give people the opportunity to go outside, safely ride bikes and become a healthier city.

United States Department of Health and Human Services (USDHHS). Centers for Disease Control and Prevention, Division of Nutrition, Physical Activity and Obesity, National Center for Chronic Disease Prevention and Health Promotion. (2009). *Recommended community strategies and measurements to prevent obesity in the United States*. Atlanta, GA: Author.

City Council Transportation Committee hearing:
Oversight: NYC Bicycling – Opportunities and Challenges
December 9, 2010

Ian Dutton
Member, Community Board 2, Manhattan

idutton@me.com

Good morning and thank you for inviting us to share our perspectives regarding cycling in New York City. My name is Ian Dutton. I am a member of Community Board 2, Manhattan (CB2) and I chair our board's Bicycle Strategies subcommittee. This subcommittee has taken the role of promoting bicycling in general as a safe, neighborhood-friendly and healthy means of traveling around our district, while exploring means to encourage responsible, respectful and safe behavior from cyclists – as well as drivers and pedestrians.

In this role, I work extensively with the Department of Transportation. For decades, DOT had continuously moved to accommodate more and more traffic through our neighborhoods, pushing pedestrians to ever narrower spaces and relegating community activities such as stickball to the pages of history books. The effects of rolling out the red carpet to motor vehicles can be read in statistics: asthma and obesity rates, lost productivity, and pedestrian fatalities. Only in the last few years have we seen a DOT which is interested in sharing the public space between all of the users of this space, and they do so only after cautious steps: previews for elected officials followed by public hearings at the community board level, with many rounds of design adjustments in response to input. Never in the past would DOT look for public input when taking space away from other users in order to accommodate more lanes of traffic, but in taking steps to make streets more neighborhood-friendly DOT has even taken to posting and hand-distributing information prior to community hearings. The only thing that DOT has done recently regarding bike lanes where they failed to conduct extensive outreach and gain community support is *removing* bike lanes, as they have done in Brooklyn and Staten Island.

DOT's bicycle program is a low-cost operation, and most of the work they do involves no more than paint on the street. One thing that their budget doesn't allow, which CB2 has called for over the last few years and is visible in some other cities, is a sustained, widespread media campaign promoting respectful and responsible cycling. The population of bicyclists is large and diverse and no one technique can possibly reach a sizable portion of the daily riders in the city, and while DOT has made limited steps, we'd like to see far more.

Another change that our committee has discussed which I'd like to suggest is a return of NYPD bicycle patrols. On one hand, this allows police officers to model acceptable cycling behavior while providing the police officer an excellent platform for enforcement of bicycle-related and other laws. A police officer in a cruiser is isolated from the community he or she is patrolling, while a bicycle, foot or horseback officer is far more approachable.

In my personal life, I am a commercial airline pilot and travel extensively around the very cities that have become model cities for reducing traffic and encouraging cycling: Amsterdam and Copenhagen, and more recently London and Paris. It is my first-hand experiences in those cities that leads me to understand how transformative it is to have a street that is welcoming to all users, and how the presence of bicyclists is a real indicator of the civility of public streets.

A recent Wall Street Journal article about cycling in New York quoted a cyclist as saying, "I used to ride a lot more aggressively because I felt unsafe. When I'm in a protected lane, I feel like I can take my time. I say hi to people." That was me, of course, and as the city's streets become less threatening for non-motorists, I find myself being joined by other like-minded riders. That's a turn of events with positive outcomes for everyone in the city.

Traffic Safety, Healthy City - Testimony Dec 9th Linda Prine MD

I am a family physician practicing in lower Manhattan in a Federally Qualified Health Center, one of the safety net practices that is expected to double in capacity under health care reform. In health care, we are dealing with an obesity epidemic. Obesity contributes to diabetes, heart disease, high blood pressure, joint problems and depression.

Our NYC medical community has seen the public health benefits that the stop smoking initiatives of the Mayor and City Council have created. We have learned from this that system changes do much more than one doctor at a time telling one patient at a time to stop smoking.

Similarly, most people can't find time to exercise, and don't manage to do it just because doctors tell them to. Exercise by commuting, however, is much more plausible for most busy New Yorkers. Cities with a high percentage of the population getting to work by bike correlate with cities with a low rate of obesity. Studies show that commuting to work by walking or biking is one of the most effective ways to lose weight and stay fit. Exercise is good for joints, hearts, muscles, memory, and even effective against depression.

Biking to work is a good thing in so many ways: less dependence on oil, cleaner air, more exercise for the individual, less need for parking spaces, less crowding on subways... It is really hard for me to conceive of how there could be opposition to making this a priority for New York City. Our gridlock of cars and trucks is unhealthy. It clogs up our air, it causes many of the 250 plus traffic deaths every year, it promotes a sedentary lifestyle, and it uses up our public space with heavily trafficked streets and parking spaces. This public space could be put to much better use, the way the Broadway mall has beautified the Times Square area.

Biking lanes provide a safe passage for those of us who bike to work. I bike to work every day and now get to happily use the new Columbus Avenue bike lane. I take it from 93rd street to 77th street. Then, I take my life in my hands from 77th street to 33rd street until the 9th Avenue bike lane begins. At that point, I feel safe again and can travel the rest of the way to East 16th street on bike lanes. On the way home, I take Sixth Avenue in a skinny and unprotected bike lane until it disappears north of 44th street. That upper section of Sixth Avenue is really scary, with cars easily going 50 miles an hour. I breathe a big sigh of relief when I hit Central Park and the rest of my commute home is lovely.

Biking to work for me is essential to my health. I have two sisters who are several years younger than I am, and they both need medication for high blood pressure and high cholesterol and they both weigh about 100 pounds more than I do. These are the genes that I have, too, but I don't have the same medical consequences because I bike 5 miles or 40 minutes twice a day, every day, to

and from work. It would take me 40 minutes to get to work anyway, and this way I get my exercise done for the day.

Over half of New Yorkers who drive cars to work are going 5 miles or less! Most of these are going 3 miles or less. These people could be walking or biking to work. Imagine how much that would cut down on traffic, add to the health of these individuals, and make our air cleaner. But when I ask my patients why they don't bike or walk to work, they answer that the streets in their neighborhood are not safe for biking and sometimes not even for walking.

Anyone who cares about the health of New Yorkers must understand the importance of promoting bike travel. European cities have made it happen and collected the data on health benefits. New York should lead the rest of the US, as they have in providing mass transit and as they have in stopping smoking, by making biking a safe commuting option for our residents. And, as we know from the stop smoking campaign, this requires systems changes like congestion pricing, more bike lanes, lower speed limits, increased parking fees, speed cams, bike parking lots, bike racks on busses, shared bikes, car-free parks and so on.

I hope to see some brave leadership from the City Council's committee on Transportation in order to make New York a safer and healthier city. More and better bike lanes is a good way to start.

In talking to you today, I want you to know that I represent the New York County Chapter of the NY State Academy of Family Physicians. We have more than 100 family physician, resident, and medical student members in Manhattan. We hope that you will help us make New Yorkers healthier; physicians can't really do it alone.

Linda Prine MD
President, NY County Chapter of the NY State Academy of Family Physicians
Institute for Family Health
16 E. 16th Street
NY, NY 10003

READ INTO
RECORD

City Council Oversight Hearing on Bicycling
December 9th, 2010
Testimony of David Dartley

I have lived in Manhattan for eight years, and in New York City for ten years. I live with my wife and two kids. When I was a teenager, my sister and her best friend were both killed while they were crossing a city street. They were hit by a car. I don't know if you know what parents are like in the days and weeks and years after their child has been smashed and broken on a city street and they've had to have a funeral for that child and then try to go back to their lives, but I can tell you it's pretty bad. So you may not know what that's like for parents, but you do know that drivers put parents into that situation a lot more often in New York City than bicyclists do. The yearly ratio is about 250 to 1. But we're having a hearing about bicycling and bike lanes, so I'll talk about those things.

The loss of my sister is one thing that informs my choice to get around Manhattan primarily by bicycle. I know that it's virtually impossible for me to cause the kind of destruction that my family was a victim to. And I strongly believe that my presence on the road actually makes everyone safer.

For over seven years I have bike-commuted between Stuyvesant Town and my office job near Columbus Circle most work days. Each way that's a 3 mile trip which I've taken over 2,800 times. I also bike to several appointments each week. I can count on one hand the number of times I have so much as startled a pedestrian. I have never hit one or hurt one. Nor have I ever injured anyone who's inside a car. I've compiled that safety record without the benefit of a car horn I can lean on, or sound unnecessarily, causing hearing and neurological damage to bystanders and residents. I've accomplished it without producing engine exhaust which is linked to asthma, cancer, and cognitive delays in children. And I don't take up a seat on the subway.

When I'm in traffic, drivers around me are a little more alert, and are a little lighter their gas pedal. That's safer for everyone. It's even good for their gas mileage.

When I'm in one of the new bike lanes, especially one of the really good ones which also have expanded pedestrian areas and pedestrian refuge islands like on Broadway in the 50s and 40s, I see cyclist behavior improving so noticeably that it seems

contagious. When I stop at a red signal there and wait for a green, I notice that the other cyclists who gather at that red light also stop and wait, and I suspect they're thinking what I'm thinking: this lane is so nice that if I go ahead through this red light, even though there are no cars or pedestrians crossing, I will feel like a jerk in front of these fellow cyclists. Also, I find that the improved visibility in those particular bike lanes greatly reduces the chance for conflict between bikes and pedestrians.

The biking environment in New York City has changed dramatically and recently. But many of the criticisms I have heard are old stereotypes. As you consider the issues surrounding bicycling in New York City, I believe you will find that if you want streets that are measurably safer for people, you will encourage bicycling. And maybe you'll have a hearing where drivers feel they have to come and stick up for themselves.

Thank you for considering my remarks.

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TRI-STATE TRANSPORTATION CAMPAIGN



Mobilizing the Region

NYC Council Oversight Hearing
Committee on Transportation
Bicycling in NYC: Opportunities and Challenges
December 9, 2010

Good morning. My name is Veronica Vanterpool and I am the associate director of Tri-State Transportation Campaign, a non-profit policy advocacy group working towards sustainable transportation policies in New York, New Jersey, and Connecticut. We strongly support a robust and safe bicycling network in NYC and encourage increased NYC investment in bicycle facilities citywide.

NYC is emerging as a leader in sustainability. It started a few years ago with PlaNYC, Mayor Bloomberg's signature blueprint to reduce the greenhouse footprint. PlaNYC prompted a redesign in the city street to encourage less polluting forms of transportation such as biking and walking and increased bus use. Today, many NYC streets are safer as a result. Bike lanes are one key reason why.

Bike lanes have a traffic calming effect and are proven to reduce fatal traffic speeds. Streets with bike lanes have 40% fewer crashes ending in death or serious injury. This is because wider streets, which are notorious for speeding, have been narrowed with the addition of a bike lane. These streets are safer for drivers as well.

Bike lanes have been complemented by other street amenities such as pedestrian islands, improved signage and street markings, and parking buffers. These not only benefit the cyclist, but the various classes of pedestrians who walk NYC's streets and the numerous businesses that benefit from increased pedestrian activity. Senior citizens and parents with children benefit from the pedestrian islands that anchor bike lanes at either street end. Pedestrians on the sidewalk encounter fewer bicyclists when bike lanes are present.

Biking in NYC has increased by 40% since 2002. Twice as many people commute by bike to work now as they did in 2002. Bike lanes have encouraged this. Many people were worried about the risks of biking on streets that lacked these amenities. But with them, many more people feel comfortable about riding their bikes and are relying more on them as a primary mode of transportation.

There are many opportunities to increase cycling in NYC. NYCDOT's bike share program is an innovative initiative that taps into the culture of NYC. The program is well suited for Manhattan's congested streets, its low car ownership rate, citywide tourism and recreation, and need for constant mobility. Another opportunity is to create partnerships with local high schools to encourage increased biking by students. Few schools have safe bike parking or routes to and from school.

The biggest challenges to the expansion of citywide bicycling are the lack of both state and federal funding sources for local bike initiatives and pockets of local opposition to bike lanes. Between 2005

and 2008, NYS spent only 1% of the \$5.8 billion in flexible federal funds awarded to the state DOT for bike and pedestrian projects. Yet, the demand for local bike initiatives far exceeded the available funds awarded by NYSDOT to NYCDOT. The installation of bike lanes has been contentious in a few communities despite concerted DOT community outreach and discussion. Additionally, there has been a backlash against bike lanes as an elitist amenity. This is a complete fallacy. Bike lanes have been installed in various communities citywide, are used indiscriminately by residents, and are widely used by those at all income levels.

In closing, bicycling delivers benefits beyond the bicycling community. They make NYC safer and more livable for other pedestrians and residents and generate increased activity for NYC businesses. We live in a new era where autos are no longer the favored mode of transportation. NYC needs to reflect this change and balance the limited road space to accommodate this shift. Over the past few years, we have begun this transformation but without continued enlightened leadership, progress will backslide.

We commend the NYC Council for highlighting bicycling in NYC.

Thank you.

Hello. My name is Marcus Woollen, and I live in Jackson Heights, in Councilman Dromm's District. I'm here to testify in strong support of the growing bicycle lane infrastructure in New York City, but would like to begin with a personal anecdote.

Last fall, my doctor let me know that I had crossed the line from Overweight to Obese. And not just barely crossed the line - but significantly overachieved. I had a number of attendant health issues, and was given a very stern warning to lose weight or face serious health consequences.

The weight was new - in my twenties, I had a physically active job, and was, well, in my twenties. Now, in the latter half of my thirties, and with the attendant change in metabolism, I sit at a computer desk in Midtown all day, and packed on the pounds. I'd tried gym memberships, but with long hours and frequent evening engagements and travel at my job, I could never get a schedule - plus gyms are expensive.

A friend loaned me a bike that had been sitting in his garage for years. I discovered that my new apartment in Jackson Heights had a bike lane that lead to Flushing Meadows Park, and I began to ride once in a while, and enjoyed it. I also discovered that the same bicycle lane lead through Sunnyside to the Bridge, and that there was a dedicated pedestrian/bicycle lane over the bridge.

So in March, I took the plunge, used my tax refund and bought a bicycle of my own, and started biking to work once or twice a week. By May, that had turned into a daily round-trip. I work in the theatre district, and use the bicycle to attend meetings and other out-of-office events. By September, I'd lost 30 pounds, and been all over the city - to places I'd never been to before - though I've lived here for 18 years. I discovered that bicycles and New York City are natural fits - traffic generally moves slowly, the city's pretty flat & nothing's that far away. There is a great subway system that's compatible with bicycles, making it possible to use any combination of subway and bicycle to reach a destination. I'm not Anti-car - I rent one when I need one, and take cabs from time to time as well.

If you've passed me on a bike, you probably haven't given me a second glance. I generally wear my office clothes, unless weather prevents it. I don't ride on the sidewalk or go the wrong way, and I use my lights at night. I stop at red lights. Whenever a bicycle lane is present, I use it.

I love the design of the new lanes on First and Second Avenues, and often head downtown to eat or socialize after work because it's easy to get to, and I feel safe traveling in those lanes. I have a lane or marked sharrows all the way from my home in Queens until I reach First Avenue in Manhattan, and have to get across to Hell's Kitchen. We need more bike lanes - to complete the connections in Midtown to the growing networks downtown, and in Queens and elsewhere in the city - there is no crosstown connection north of 20th Street. The lane on Broadway is very nice from 59th to 47th Street, but it's interrupted at Times Square, and isn't useful as a travel route. The northbound lane on 8th Avenue north of 34th Street is perpetually blocked by cars, and getting through the Port Authority area is somewhat frightening. And the most dangerous part of my daily journey is the area around first and second Avenues right near the Bridge. As cars are jockeying for position either to rush onto or off of the bridge, it's often that one will change lanes without signaling or even noticing anything besides another car. And what may be a fender-bender between two cars can be a serious injury when it's a car/bicycle collision. I understand that traffic congestion is a concern, but it's precisely because of this dangerous congestion that the lane network needs to be completed through these congested regions. Thank you.



Robert Matson
302 Eastern Pkwy. #1-E
Brooklyn, NY
Tel: 718-363-0484

December 9, 2010

Dear Honorable Councilmen and Councilwomen of the City of New York:

In the five boroughs of New York City, 266 people were killed in traffic fatalities in 2009. This is according to the National Highway Traffic Safety Administration. (1) Are those 266 deaths in 2009 too few? Or are they too many?

In the 15 years from 1994 up through 2009, 5,746 people were killed in the five boroughs of New York City in motor vehicle accidents. Are 5,746 fatalities in 15 years too few? Or too many? How many more people need to be killed in traffic accidents before we take aggressive steps to make our streets safe?

Personally, I believe these fatalities were needless and are entirely unacceptable. For this reason, I support New York City's Department of Transportation for making changes to city streets that decrease injuries and save lives. Projects that result in safer streets -- like the creation of pedestrian areas in Times and Harold squares, the redesign of Park Circle and Prospect Park West in Brooklyn, the installation of bicycle lanes city wide, and the wide use of modern traffic engineering to protect citizens' lives, health and well-being -- are an unambiguous benefit to New York City, when measured in irreplaceable lives.

Furthermore, I believe there are some services which city government should be expected to provide, such as saving lives, without micro-management. It should be self-evident that a deadly street is a bad street. And a safe street is a good street.

There are those who might argue we are moving too quickly with safety improvements. But, if we consider the death toll, the question is not "are we moving too fast" but rather "what is taking so long?"

5,746 deaths over 15 years is too many. We do not need more people to die on the streets. We need fewer dead. We need safer streets. And we need them fast.

Sincerely yours,



Robert Matson

2009 and 2008 Traffic Fatalities in New York City, by borough(1).

County	2009 traffic fatalities	2008 traffic fatalities
Bronx	43	42
New York	47	58
Queens	90	81
Kings	66	95
Richmond	20	16

(1) The U.S. Department of Transportation's National Highway Traffic Safety Administration's "Fatality Analysis Reporting System Encyclopedia" at <http://www-fars.nhtsa.dot.gov/Main/index.aspx>.

Doug Gordon
New York City Council Oversight Hearing on Bicycling
December 9, 2010

I'm a parent. My daughter, Galit, is just 13 months old, but before too long I will begin to make the kinds of decisions with which any parent in New York would be familiar: schools, doctors, babysitters, where to live. The list of questions seems endless.

For each of these questions I'll rely on facts and statistics to make my decisions. Which school district has the highest test scores? Which doctor rates the highest? Which neighborhood is the least expensive and offers the shortest commute?

I also rely facts and figures when it comes to my daughter's safety.

Last year, 256 people, many of them pedestrians crossing the street and some of them toddlers on sidewalks, were killed by cars in New York City. Bicyclists killed 11 pedestrians between 1996 and 2005, less than one per year. Any death is a tragedy, but perspective is in order. A hearing on bicycling in New York City? Where is the hearing on driving in New York City?

I live in Brooklyn on 4th Avenue. Despite the fact that the speed limit is 35 miles per hour, 4th Avenue is more of a highway than city street. Speeds of 50 miles per hour or more are the norm, creating dangerous conditions, conditions that are recreated all over the city. Everytime I cross a street in New York I hope that I, my wife, and my daughter do not become a statistic that some other father can use when *determining where he and his family should live.*

Like me, I will teach my daughter to rely on facts and figures when making decisions. I will also teach my daughter to be polite and listen kindly, even to those with whom she disagrees. We are here to discuss bike lanes and biking. I am sure we will hear personal stories of those run over by wrong-way bikers, or a cyclist who ran a red light, causing an accident. Unfortunately, bad actors are in no short supply on city streets. Some of those bad actors ride bikes, but many more drive cars, with far deadlier consequences. So while those who decry scofflaw cyclists deserve a voice, they do not deserve a veto. Especially if they ignore the facts.

Bike lanes make streets safer. It is a fact. Streets with bike lanes have led to a 40 percent decrease in crashes for pedestrians, lowered rates of speeding, and shorter crossing distances, which is especially important for the city's growing elderly population and young children.

Far from unleashing renegade cyclists on helpless pedestrians, streets with bike lanes make bicyclists comply with the law and make their behavior predictable. In Brooklyn, the bike lane along Prospect Park West resulted in sidewalk riding dropping from 46% to just 4% of all riders. And half of that 4% was made up of kids

who have the legal right to ride on the sidewalk. Citywide, you'll find an 84% decrease in sidewalk riding when a bike lane is installed.

The facts are clear. Bike lanes, far from making New York more dangerous, are making New York safer.

I am a father, a husband, a voter, a taxpayer, a subway and bus rider, a pedestrian, and I even drive on occasion. But I also ride a bike. I use my bike to commute to work or to appointments in the city. I go grocery shopping and run errands. My wife and I ride our bikes to take our daughter to the park. I am a safe, polite, law abiding rider. I ride with traffic, never on the sidewalk. I do not run red lights. I always yield to pedestrians. Do I not deserve a safe place to ride?

Just as I rely on facts and figures when measuring my daughter's safety, I hope that those charged with making our streets safe do the same. Study after study has proven that there is a simple, cost-effective solution to get cars to slow down and to make the streets safer for even the most vulnerable pedestrians. That solution is bike lanes.

Add more of them and you'll not only find fewer pedestrians dying as a result of car accidents, but you'll also find more responsible riders like me, my wife, and one day my daughter, riding in a New York City that's safe for all who live here.

Thank you.

REMARKS BY ELIZABETH BRODY on Bicyclists and Other Road-Users in NYC

NEW YORK CITY COUNCIL HEARING
December 9, 2010 – 10 am

My name is Elizabeth Brody. A resident of midtown Manhattan, I bicycle for recreation but also for traveling around the city. I've never been a bold rider but nowadays, as an older cyclist, I'm especially grateful for the City's new style of bike lane that protects cyclists from moving vehicular traffic with a buffer. I went on a recent group trip to Brooklyn: my harrowing ride southbound on 2nd Avenue palpably eased when we reached the safe confines of the protected bike lane at 34th Street.

I also appreciate the City's recent improvements from my experience as a trustee of the East Coast Greenway Alliance. The task of the Alliance is to find a safe and accessible trail, preferably off-road, for cyclists and walkers all up and down the Eastern Seaboard. We use any existing path going our way – waterfront promenades, rail-trails, canal towpaths, parkways – then encourage local officials to close the gaps in between.

I'm familiar with the Greenway all along our 3,000-mile-long route – from Maine's new Down East Sunrise Trail to stretches along Florida's Atlantic Ocean. **But I can safely say that New York City's network of biking facilities is still the jewel in our necklace.** Because of its dense population, we plan two routes through New York. Almost all off-road is the western route: from the Westchester border through parklands across the north Bronx and then south along Hudson River Greenway to a ferry or PATH train to New Jersey.

Our eastern route, by the way, runs along the Bronx River Parkway and the East River Esplanade. That is why the East Coast Greenway Alliance actively joins in the campaign to close the mid-Manhattan gap in the Esplanade and the creation, in the interim, of protected bike lanes all along First and Second Avenues. Thank you for your interest and concern.

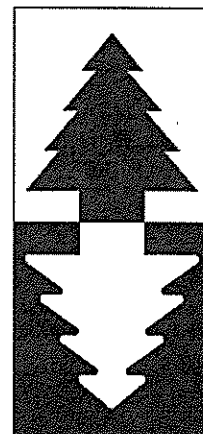
EAST COAST GREENWAY ALLIANCE
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THE EAST COAST GREENWAY IN NEW YORK STATE

THE EAST COAST GREENWAY is taking shape! Winding some 3,000 miles through cities, towns, and countryside between Calais, Maine, (on the Canadian border) and Key West, Florida, it offers a recreational and transportation route for bicyclists, walkers, and other non-motorized travelers. The project is spearheaded by the non-profit East Coast Greenway Alliance (ECGA), which seeks to provide users with a continuous, comfortable, and safe pathway. Traversing parks and parkways and where necessary using low-volume roads and sidewalks, the Greenway serves local and regional users as well as through-riders. Now 25% off-road, the "current travel route" completes the route on an interim basis. For free route maps, cue sheets, and guides: www.greenway.org.

East Coast



Greenway®

THE GREENWAY THROUGH NEW YORK STATE will link with segments in Connecticut and New Jersey. Some 42-miles long, it will follow two separate routes through Westchester County, the Bronx, and Manhattan. Both routes converge in downtown Manhattan and utilize NY Waterway ferry or PATH train service across the Hudson River. For information about the New York segment, visit www.greenway.org/ny.php.

THE ECG/NEW YORK COMMITTEE seeks volunteers to help advocate for physical improvements to the existing interim route and completion of proposed off-road sections. It welcomes participation at its meetings and events. See www.greenway.org/ny1.php.

Please add me to the NY Committee's e-news list to receive announcements and periodic Bulletins. I'll send my contact information to eastcoastgreenwayNY@gmail.com. (Comments also welcomed.)

I want to join, or donate to, the ECGA. See www.greenway.org or call 401-789-4625. Annual membership dues are: \$40 for individual and \$60 for family, with other options available. One may join or donate by credit card on-line, or by check. Checks are to be made payable to "ECGA" and mailed with this form to East Coast Greenway Alliance, 27B North Road, Wakefield RI 02879. The ECGA is a 501(c)(3) non-profit organization. *If you wish to earmark some or all of your contribution for the benefit of the New York Committee, to aid with its local work, please so indicate in the memo line.* Amount enclosed _____

Name _____

Mailing Address _____

City _____ County _____ State _____ Zip _____

E-mail _____ Telephone _____



(over, please)

WHAT WE'VE DONE LATELY

- ❖ Organized two Westchester Bike Summits. The first, in April 2009, led to the formation of the Bike Walk Alliance of Westchester & Putnam (BWAWP), a nonprofit advocacy and resource group. www.bwawp.org.
- ❖ With BWAWP, led the successful effort to pass "Merrill's Law" requiring motorists in New York State to pass cyclists "at a safe distance."
- ❖ Met with NY State DOT/Region 8 officials and Westchester County planners to promote development of a 3.5-mile, multi-use trail along the Hutchinson River Parkway right-of-way between Interstate I-287 and the CT-NY border. Explored portion of the Hutch near Co-op City with local advocates.
- ❖ Worked with NYC Department of Parks to blaze 9.5 miles of our route through parkland in the Bronx with our distinctive ECG route marker (see graphic on reverse).
- ❖ Met with NYC DOT officials to promote improvement of deteriorated stretches of the Greenway in the Bronx.
- ❖ Successfully advocated for the placement of "sharrow" type pavement markings along portions of the ECG route in the Bronx.
- ❖ Participated in advocacy that resulted in the implementation of parking-protected bicycle lanes on First/Second Avenues, Manhattan.
- ❖ Helped develop a NYC Weekend Trip Planner with six one-day walks and bike rides along the ECG route in Manhattan and the Bronx.
- ❖ Persuaded NYC DOT to mark the ECG route on its NYC Cycling Maps.
- ❖ Held quarterly committee meetings, prepared numerous e-Bulletins, and organized bicycle rides to build public awareness of ECG routes in New York and New Jersey.

NEXT ON OUR AGENDA

- ❖ With BWAWP, work toward implementation of physical improvements (signs and pavement markings and traffic calming) along New York State Bike Route 1 (roughly parallel to US Route 1) along Sound Shore, ECG's interim route through Westchester.
- ❖ Work with Westchester County, BWAWP, and other partners to design/build a cross-Westchester Greenway, a dedicated bike facility along Westchester Avenue parallel to I-287 from NYS Bike Route 1 at Port Chester westward to the Hutch corridor and the Bronx River Greenway and, eventually, the Tappan Zee Bridge over the Hudson.
- ❖ Continue to advocate to NYSDOT and Westchester County for implementation of a 3.5-mile off-road pathway in the Hutch Parkway right-of-way from I-287 to the Merritt Parkway right-of-way in CT.
- ❖ Advocate for use of an existing federal grant to close the gap in the Bronx River Greenway Pathway in Yonkers between Bronxville and the Westchester-Bronx border.
- ❖ Generate local support for specific safety improvements on Bronx pathways. Advocate for installation of ECG signage in Bronx and Manhattan. Support efforts to complete the Bronx River Greenway, the South Bronx Greenway, and Randall's Island biking and walking paths.
- ❖ Continue building public and political support, with Transportation Alternatives and other coalition partners, for closing the gaps on the East River Greenway, on Manhattan's east side. www.eastrivergreenway.org.
- ❖ With BWAWP, promote motorists' awareness of Merrill's Law.



THE CITY OF NEW YORK
OFFICE OF THE PRESIDENT
BOROUGH OF MANHATTAN

SCOTT M. STRINGER
BOROUGH PRESIDENT

Manhattan Borough President Scott M. Stringer
Testimony Before the City Council Transportation Committee
December 9, 2010

Thank You Chairman Vacca and members of the City Council Transportation Committee for the opportunity to testify on New York City's bike lanes. I commend you for addressing this controversial issue and providing a much needed public forum on bike lanes.

This past fall, my office drew broad attention to the issue of bike lane safety with the release of an unscientific survey, "Respect the Path, Clear the Lane," that found a troubling 1,781 bike lane blockages and other infractions during morning and evening rush hours at eleven Manhattan locations.

Among the measured categories most relevant to this legislation, observers noted 741 instances of pedestrians encroaching upon bike lanes, over 275 occurrences of motor vehicle blockages, among them police cars and school buses. We saw 242 cyclists riding the wrong way in a bike lane, 237 cyclists riding through red lights, and 42 instances where cyclists rode on the sidewalk on streets with a bike lane. Observers even noted a collision between a cyclist and pedestrian in a midtown bike lane.

Clearly, as the report underscored, Manhattan bike lanes are not yet operating at peak efficiency. Enforcement has been lax and evidence from my report and other sources suggests that the NYPD may not be prioritizing bike lane regulation and enforcement to the extent that many of us would like to see. The result is anger and frustration on both sides of the bike lane divide.

I'd like to be clear that I am a staunch supporter of New York City bike lanes. As the bike lane network grows they become exponentially more useful, providing safer options for those that wish use an environmentally sustainable and healthful mode of transportation. However, it is undeniable that bike lanes have been implemented at a rapid pace and many New Yorkers are feeling confused by the changes to the streetscape and disenfranchised by the City's lack of public education and community consultation.

As New York's bike lane network continues to expand, so too should its community outreach. The New York City Department of Transportation must do a better job of engaging community voices. I was encouraged to hear from my staff that DOT's bike lane coordinator listened to community concerns first hand at a recent transportation meeting hosted by Manhattan Community Board 12 on Monday. This type of sincere citizen engagement will go a long way towards tempering frustrations about new bike lanes.

Public education also needs to be stepped up. DOT should be commended for the efforts that have been taken thus far to educate the public on the two-hundred new miles of bike lanes that

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have been rolled out in the last three years. My office is optimistic that the “Don’t be a Jerk” public education campaign will be a very helpful tool for spreading information on bike lanes. However, there is much more to be done.

The bulk of the City’s public education efforts on bike lanes has been geared towards cyclists and not pedestrians or motorists. This should be changed. Additionally, significant concerns about New York’s new bike lanes have been raised by people with disabilities and their advocates. A dialogue should begin with this community right away.

We included numerous other recommendations in our report which remain relevant today:

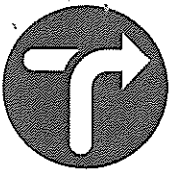
1. There should be increased signage alerting cyclists, pedestrians and motorists to bike lanes.
2. We should launch a taxi cab public awareness campaign on the dangers of dooring.
3. The City should reserve parking spots for deliveries along commercial streets to discourage bike lane blockages.
4. Where possible, we should steer clear of bike lanes that mix cyclists, pedestrians and motorists together.
5. The city should make available data related to bike safety and conduct regular surveys like this one so we know if New York’s bike lanes are functioning at a maximum potential.

Finally, I was disturbed to learn that 311 does not have a specific category for bike lane complaints in their monthly reports. Rather, 311 appears to organize bike lane complaints in the NYPD quality of life section under the broad heading “bike/roller skate chronic.”

Several constituents have reached out to my office to complain that 311 operators are unable to file their complaints about bike lane misuse and obstructions. In reaction, staff from my office have also inquired with 311 and have had difficulty engaging 311 operators on bike lane specific complaints.

The New York City Department of Information Technology & Telecommunications should add new bike lane specific complaint categories to 311 to ensure that policy makers have new empirical measures of community sentiment on bike lanes. In order to be most useful, these types of complaints should no longer be aggregated with roller bladers and kids on skate boards.

Thank you again for the opportunity to testify on this important issue. I look forward to working with you, Chairman Vacca, and members of the Transportation Committee to increase the efficiency of New York City’s bike lane network.



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Testimony of Noah Budnick
Deputy Director
Transportation Alternatives

New York City Council
Transportation Committee

Oversight Hearing on Bicycling in NYC - Opportunities and challenges

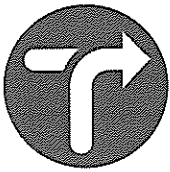
December 9, 2010

Good Morning. My name is Noah Budnick; I'm Deputy Director for Transportation Alternatives. Thank you for the chance to offer our input on the opportunities the Council and the City have with regard to increased cycling and the challenges that may lie ahead. We applaud the Council's leadership on the issue, including the past year's passage of the Bikes in Buildings bill, and strongly encourage the Council to continue to support of the growth of cycling in New York City and urge more of the streetscape projects that are making the streets safer for not only cyclists, but pedestrians and drivers as well.

New Yorkers want to ride bikes! The number of bicycle riders is rapidly increasing throughout New York City. According to Department of Transportation data, in the past four years, the number of commuter cyclists has increased by 79%, and by our estimates the last decade has seen a 123% increase in number of New Yorkers who ride everyday for all reasons—commuting, exercise, errands and so on . At the same time, the DOT has added 250 miles of bike lanes to accommodate this growth. Over 200,000 cyclists are on the road everyday, and the DOT's numbers show that bicycling is the fastest growing mode of transportation. Given that 50% of driving trips in the City are 3 miles or less – an approximately 15 minute bike ride – there is room to increase the mode share for cycling even further.

While safer conditions are already encouraging many City residents to bike rather than take their car or pile onto already overcrowded subways and buses, there is good incentive for the City to encourage more people to cycle. It is an inexpensive, healthy and clean way of traveling. When a person decides to bike instead of drive, the entire city benefits: there is less traffic, less stress, and lower pollution for everyone.

Cycling makes the city safer for everyone – pedestrians, cyclists and drivers. Increased ridership underpins this. The safety in numbers phenomenon shows that when the number of cyclists on the street increases, the number of bike crashes decreases. The 123% increase in cycling over the last decade has contributed to a 47% decrease in annual casualties. Drivers become more used to looking for cyclists, seeing them and driving safely around them, and cyclists become more used to riding safely around drivers, pedestrians and other cyclists. More bike infrastructure on our streets makes traffic safer for everyone. Data collected by the NYC DOT backs up research from around the world: bike lanes and paths help better organize streets, slow down speeding traffic



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and improve pedestrian safety. Streets with bike lanes see 40% fewer crashes ending in death or serious injury¹. The recent growth of the city's bike network has helped make last year the safest for traffic since the city began keeping records 100 years ago.

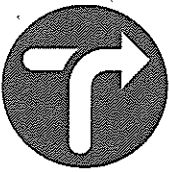
Transportation Alternatives has long advocated for a robust citywide network of bike lanes that puts all New Yorkers within a half-mile of a functional and connective bike lane, and we encourage the City to continue expanding the bike network toward this goal. To do so, the DOT must tackle main arterials like Queens Boulevard, ensure that bike lanes connect with logical destinations and provide easy links with other modes of public transportation. Add a world-class bicycle sharing program, and we will be well on the way to creating a city where cycling is true public transportation, as reliable and common as the subway.

With the increased profile of cycling, more people than ever before are engaged in the functioning and design of their neighborhood's streets. Lost in sensationalized press reports are the hours of discussion and debate in community board meetings, at local organizations and among neighbors. The result has been overwhelming support for street improvements. On Prospect Park West, what ended up as one of the best bike lanes in the city (and in the country, for that matter) started with local residents' concerns over speeding traffic. After thousands of petition signatures, support from well-established community groups, support from the local community board, support from City Council and other local elected representatives, the protected bike lane and pedestrian islands have made the street markedly safer. Lives will be saved because of this project.

Another example of grassroots support for cycling is on Manhattan's East Side. There, every community board from the Financial District to Harlem and every elected official (19) support the City's plan to install protected bike lanes, pedestrian islands and other safety improvements from South Street, under the Manhattan Bridge, to 125th Street. As City Hall slowed the pace of implementation, 2,500 East Siders sent handwritten letters and thirty-nine East Side community groups and city environmental organizations wrote to Mayor Bloomberg asking for improvements in their neighborhood.

Bike lanes garner support by going through a rigorous vetting process. Each added lane is part of the City's Bicycle Master Plan, developed by the DOT and City Planning and approved by every borough board in 1997. Specific location and design are then presented to community boards for feedback. By and large, this process was codified this past year as Local Law 90 last year, with

¹ See New York City Pedestrian Safety Study Action Plan, p. 23, available at http://www.nyc.gov/html/dot/downloads/pdf/nyc_ped_safety_study_action_plan.pdf.



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the addition of solicitation of input from the local City Council representative.² Careful process is in place, both in practice and in law. The Council needs only to ensure that City departments follow these existing procedures. It is unlikely that additional layers of review would add more meaningful opportunities for public input than are already available. Instead, additional procedure will delay and endanger improvements that benefit every user of the city's 6,200 miles of pavement.

Streets and sidewalks comprise 80% of our public space, and T.A. strongly supports the public right to influence how this space operates. Change is hard, and engaging communities is an important way for the City to learn from neighborhood experience and to educate people about new ideas, help them work through their reactions and leave the public feeling good about projects.

Implementation is not the end of this public conversation. The city should continue engagement to ensure that projects are effective in achieving the goals originally set out. The DOT has been willing to revisit and refine infrastructure, parking regulations and other details where necessary to make new street designs work for communities. Making information public and demonstrating the tangible benefits projects have on our streets is an indispensable part of the process, and the city agencies should do more of this. Armed with the facts and a sense of ownership, the public will be positioned to take full advantage of their safer neighborhood streets and will push for and support smart projects in the future.

The process is working to make New York City a better place. Extraordinary progress has been made in implementing the bicycle network in recent years and the benefits are clear. Along the separated bike lanes on 9th and Columbus Avenues, sidewalk riding is down 84% according. These innovative lanes include pedestrian islands to reduce crossing distances. By shortening crosswalks, seniors and others who are slower on their feet are less likely to be struck in traffic.

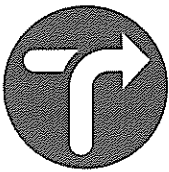
In addition:

- On the 9th Avenue Bicycle Path injuries to all street users are down 56%; injuries to pedestrians are down 29%; injuries to cyclists have been reduced by 57%. Similar results are found on Columbus Ave.³
- On Grand Street, injuries to all road users are down 31% since the bike lane was installed. Reportable accidents are down 25% and sidewalk riding is again down 84%.

² Available at

<http://legistar.council.nyc.gov/LegislationDetail.aspx?ID=465031&GUID=BB34F5C9-CEBE-45E4-890D-3FF34B4EDFDA&Options=ID%7CText%7C&Search=Int+1063-2009>.

³ See http://home2.nyc.gov/html/dot/downloads/pdf/20100511_columbus_ave_cb7.pdf.



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- Preliminary data from the Prospect Park West lane shows calmed traffic and dropped speeds making the road safer for everyone.⁴

Conclusion

There is a learning curve when it comes to newly designed streets. Most New York City roads haven't changed in over 50 years! People are used to speeding traffic and gridlock. However, with careful design, public input and education by the DOT, Departments of Health, Parks and Recreation and other agencies, we are confident that New York City's improvements and innovations will become the norm and today's opposition will appear as little more than growing pains down a path toward consensus that more bicycle-friendly streets are more friendly for everyone and good for New York City.

Work remains to be done. While we would love to see the streets transformed overnight, but the process takes time. For perspective, of the City's 6,200 miles of streets, there are only a few hundred miles of bike lanes.

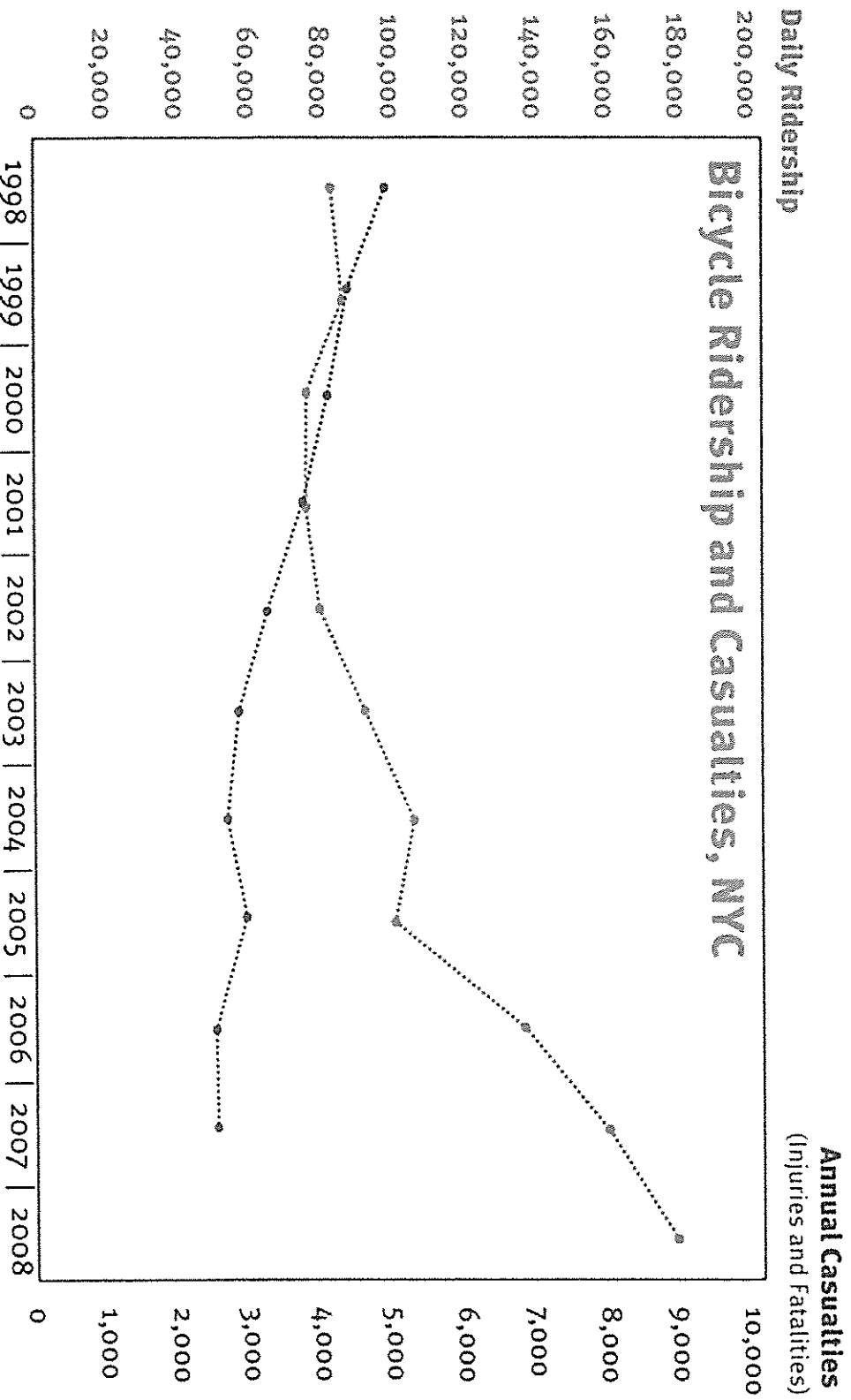
The City's streets have been out of balance for too long. As we look to the future and think of change, we must recall the past. We must recall neighborhoods torn apart by highways and giant streets that can't be crossed. We can't forget our roads' annual death tolls that were once more than triple today's numbers. We can't forget lanes and lanes of traffic spewing poisons into the air we breathe. We know where we need to go to right the scales and bring balance.

We need to clean the air and improve New Yorkers' health. We need to fight climate change while improving mobility and access for all in our growing city. Bicycling has an essential role in this change. Whether it's encouraging more neighborhood riding with education campaigns and networks of protected bike lanes, using bike share to make cycling a seamless arm of our public transit system or designing roads that benefit walkers and bikers as much as drivers, we're heading in the right direction.

Thank you.

⁴ See Prospect Park West Bike Lane Preliminary Data, available at <http://transportationnation.org/wp-content/uploads/2010/10/Prospect-Park-West-Bike-Lane-Preliminary-Data.pdf>.

Safety in numbers

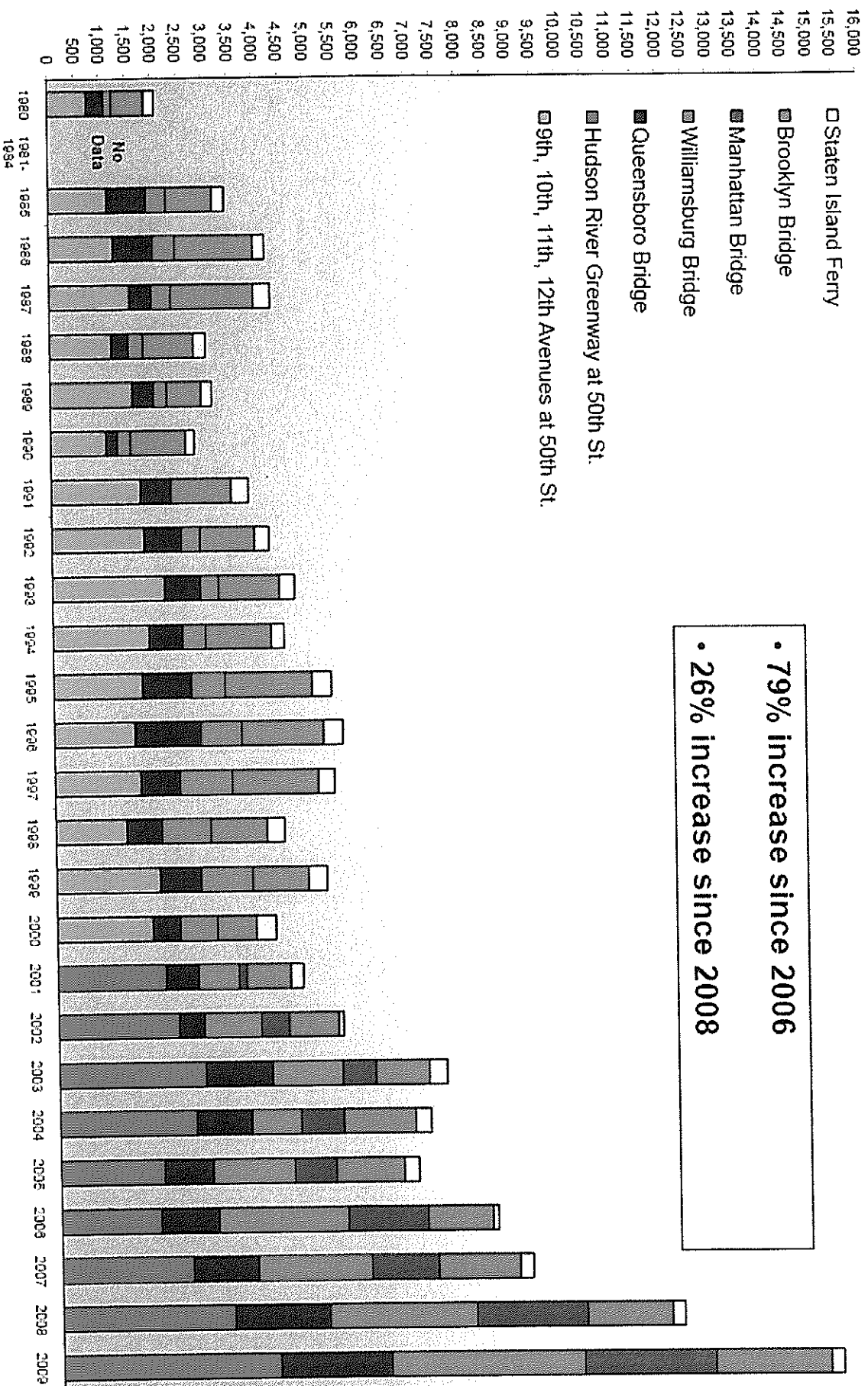




Ridership Rates

Cyclist Volume

New York City Cyclist Counts at Selected Commuter Locations Weekday, 7AM to 7PM, 1980-2009



LEAD INTO
RECORD

Prospect Park West Reconfiguration Community Survey Results



Councilmember Brad Lander
Councilmember Stephen Levin
Brooklyn Community Board 6

TUESDAY, DECEMBER 7, 2010



Contents

- 1) About the Survey
- 2) Summary of Findings
- 3) Suggested Modifications
- 4) Appendix
 - Methodology Notes
 - Survey Instrument



Goals of the Survey

- ✓ Provide area residents with an additional opportunity for meaningful input on a controversial neighborhood issue
- ✓ Give as many people as possible – across the array of stakeholders – the chance to express their opinions
- ✓ Identify concerns with the project
- ✓ Identify potential modifications



Caveats

- ✧ Not intended as a referendum or a randomly-sampled public opinion poll
 - Goal was to provide an additional opportunity for input to as many people as possible
- ✧ Survey was used as an organizing tool by supporters & opponents
 - Still, over 3,000 people participated, far beyond organized networks
- ✧ Risk of duplicate surveys
 - We took substantial steps in post-survey data analysis to conduct integrity tests -- duplicate surveys that were likely from the same individuals were eliminated
 - 227 Non-Brooklyn respondents and 93 suspicious responses were removed from final results

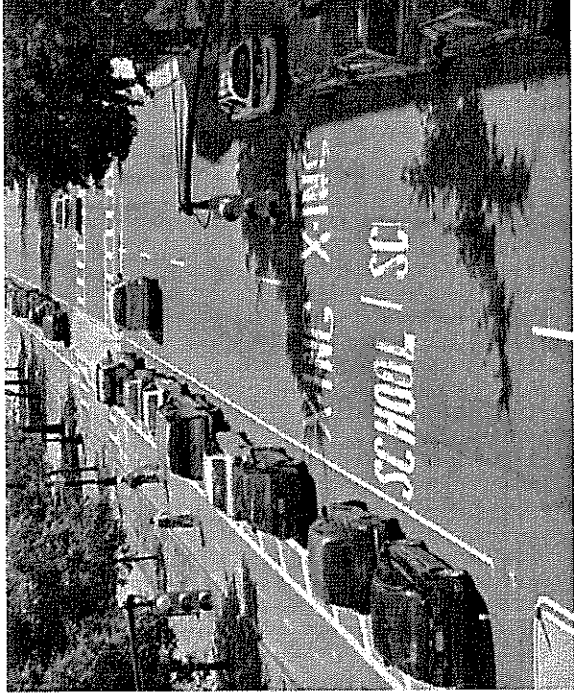
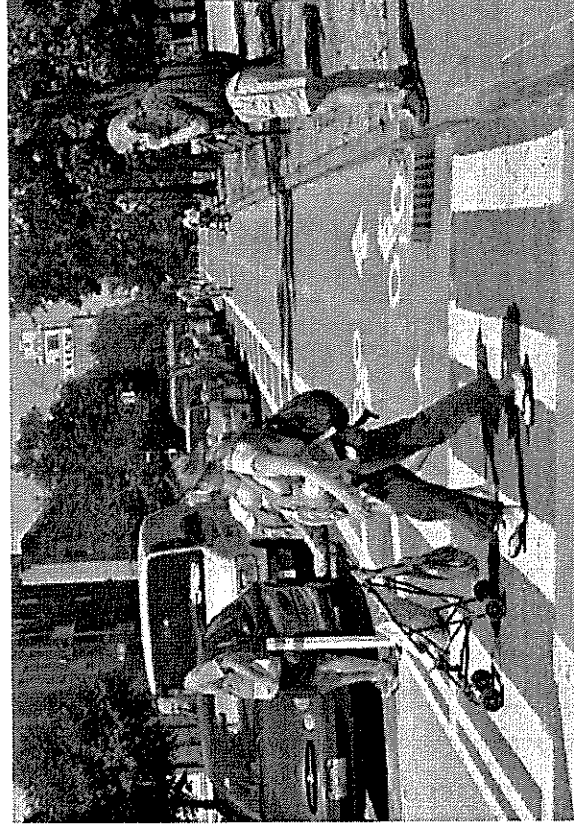
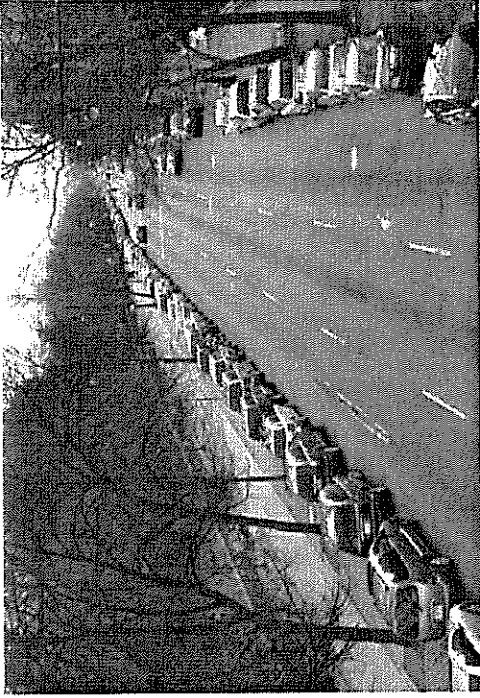
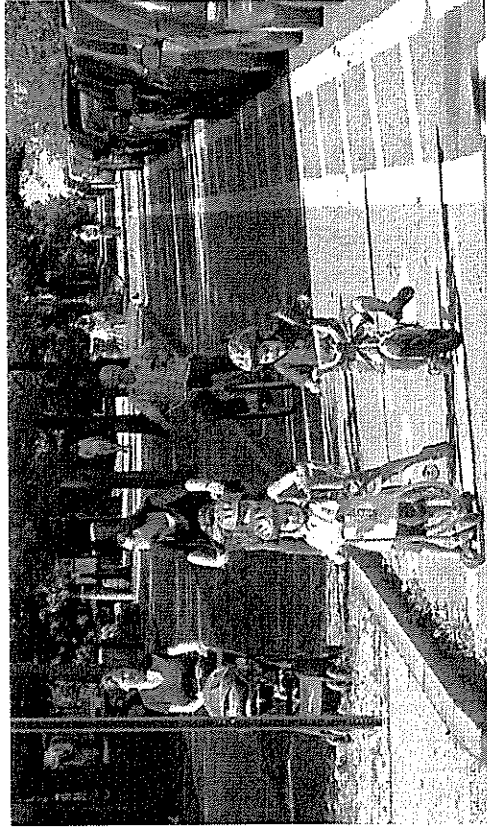


Key Points

- Among respondents from Park Slope (beyond PPW) and elsewhere in Brooklyn, there is broad support for the project
- Among respondents living on PPW, there is a roughly even split between those wishing to keep the bike lanes & those wishing to eliminate them
- Important concerns emerged, especially around pedestrian/bike interactions, as well as parking and aesthetics
- Modifications could address many of the most pressing concerns
- Responses highlight a wider need for enforcement, education, and culture to address expansion of cycling



Summary of Findings

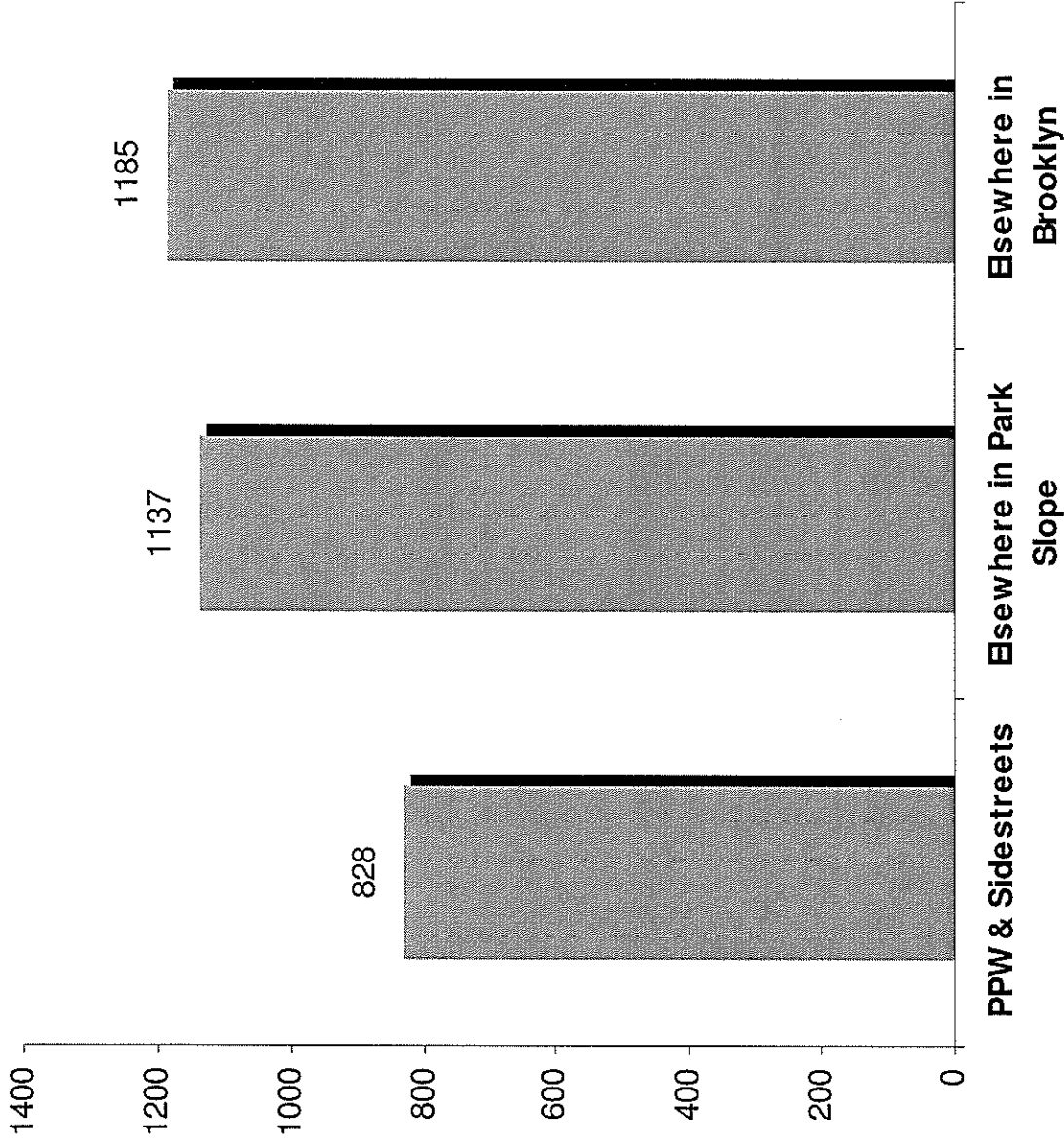


Photos: NYC DOT



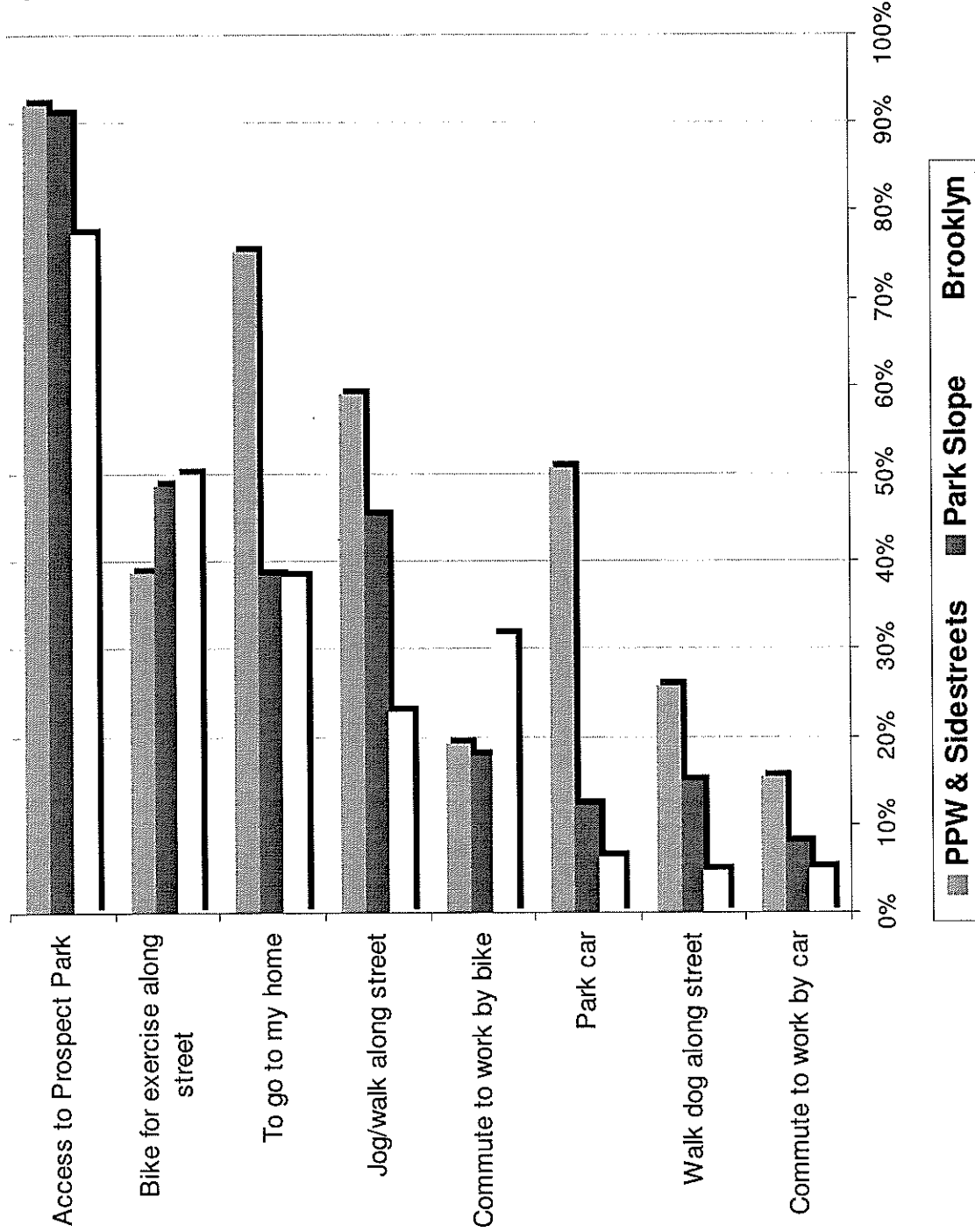
Q1: Where Do You Live?

- Broad cross-section of geography
- 3,150 Valid, Brooklyn Respondents
- "PPW & Sidestreets" = People who live on PPW, 8th Avenue and streets in between (these are broken out where relevant)
- 227 Non-Brooklyn respondents were excluded from results, as were another 93 suspicious responses



Q2: Uses of PPW, by Place of Residence

- Access to Park & Greenmarket most popular
- Recreation very popular -- "Boulevard uses", especially among nearby residents
- Nearby residents very likely to park car on PPW
- Biking more popular for Park Slope and residents of other neighborhoods



Q4: Did the Project Meet Goals?

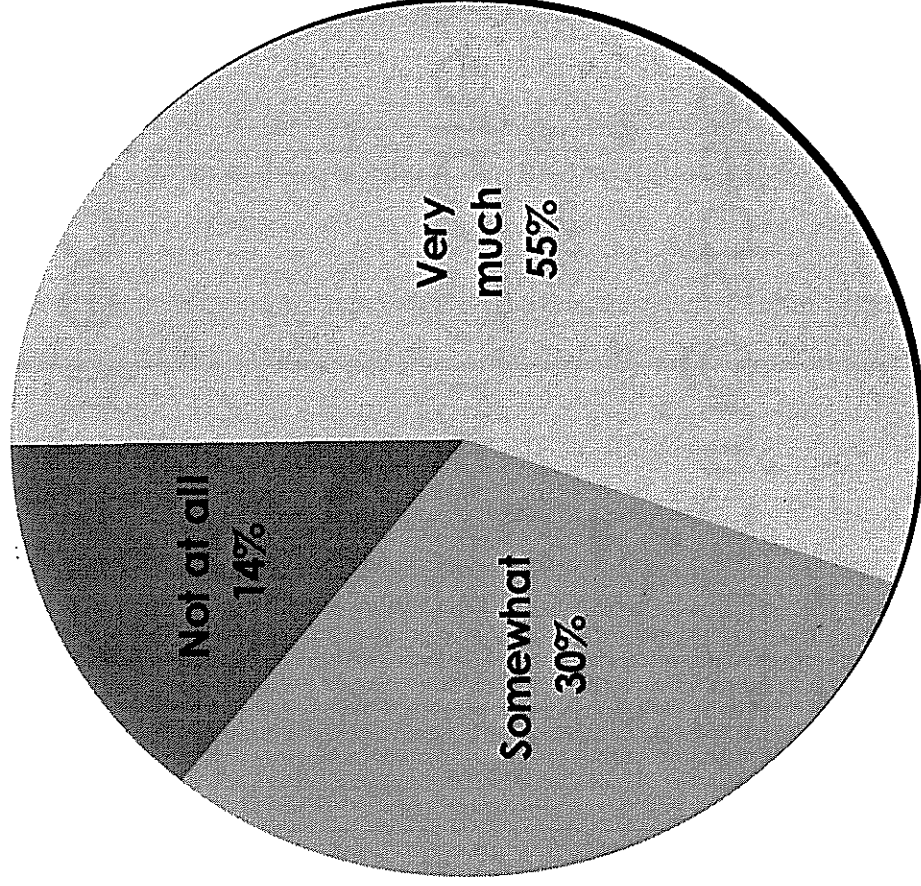
- DOT's
Stated
Goals**
1. Reducing speeding
 2. Creating a safe place to bike
 3. Making it easier to cross the street
-



Q4: Did the Project Meet Goals?

Reduce Speeding

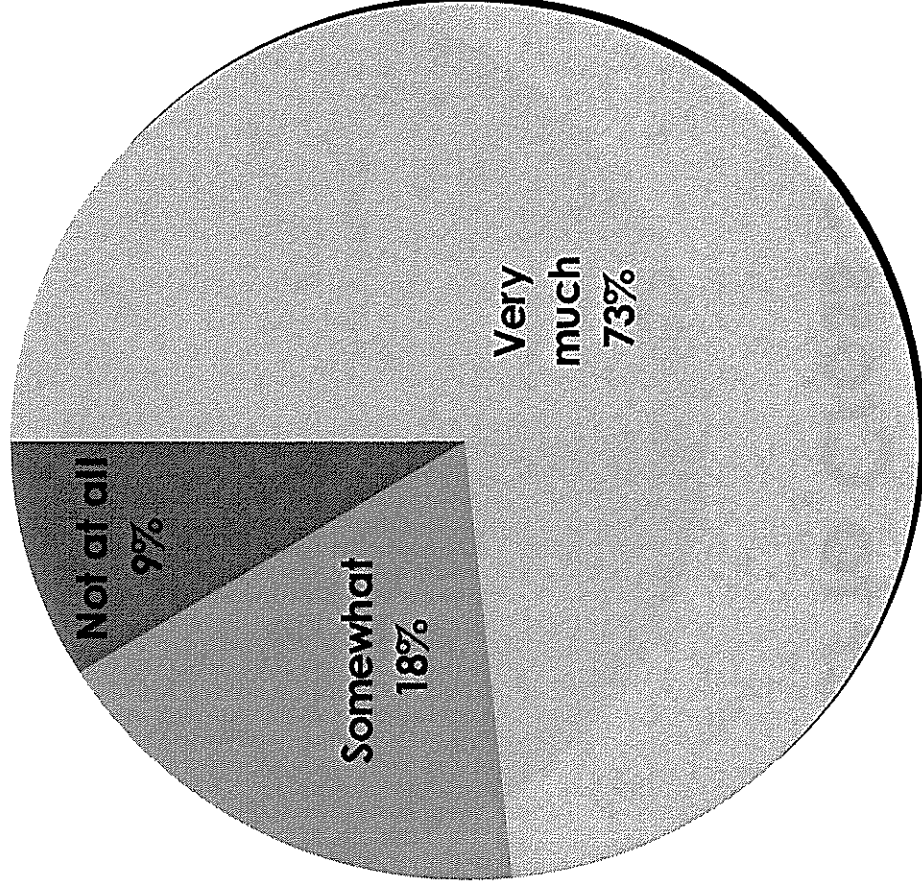
DOT Stated Goal



Q4: Did the Project Meet Goals?

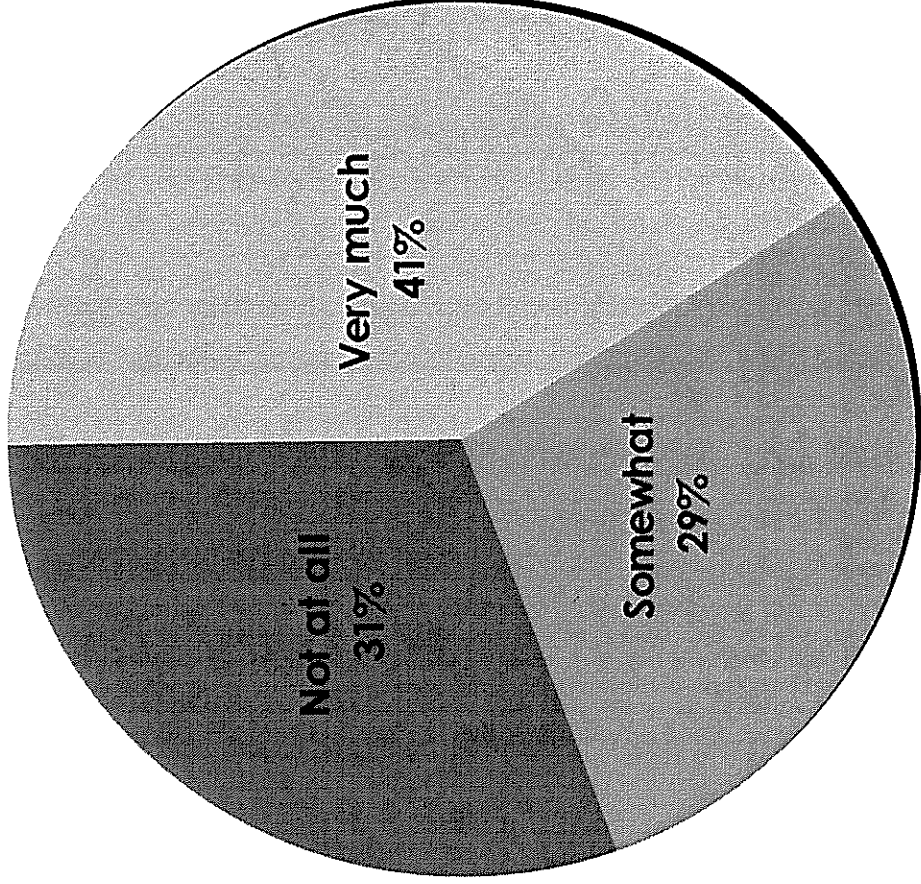
Create a Safer Space to Bike

DOT Stated Goal



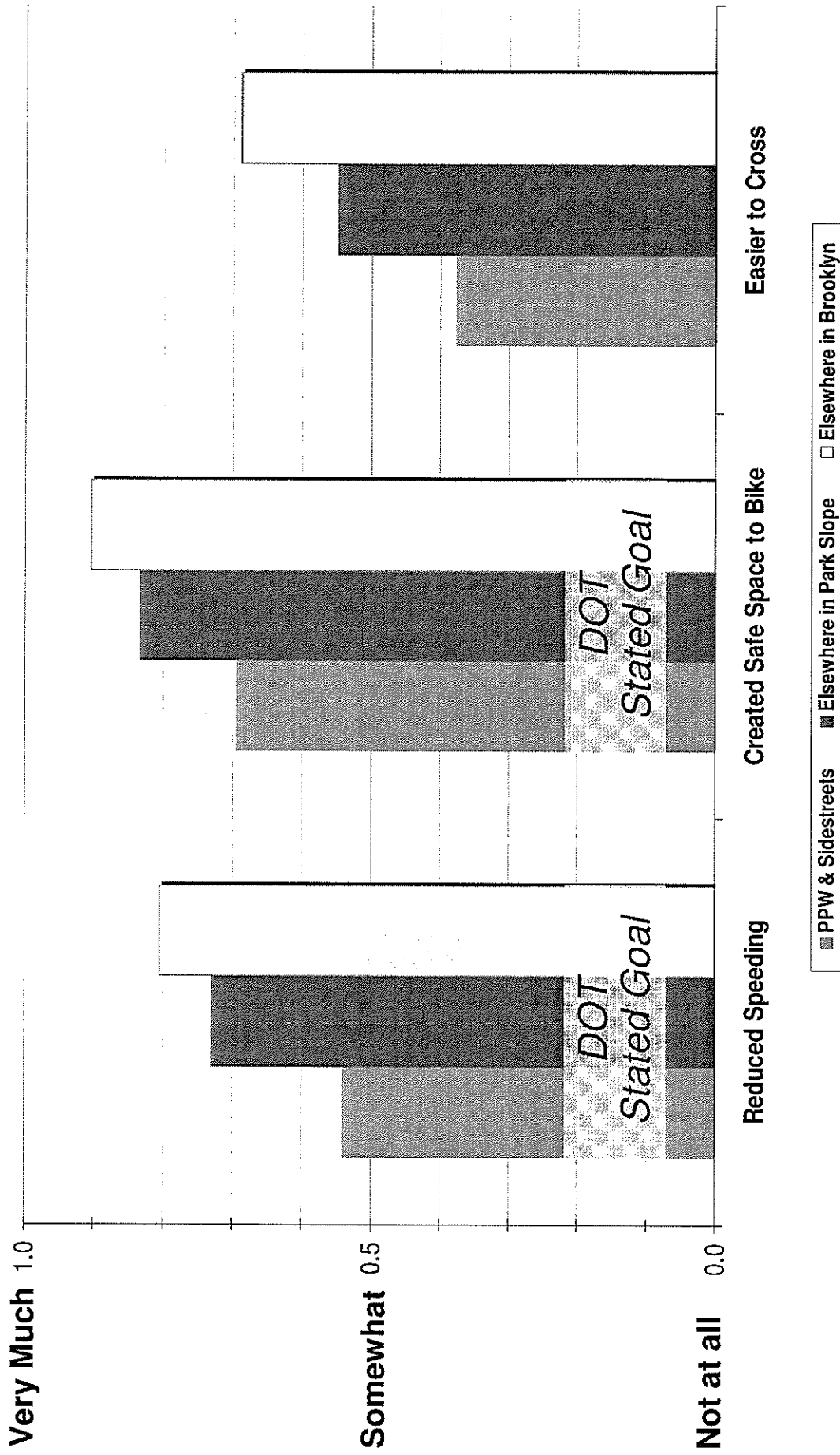
Q4: Did the Project Meet Goals?

Make it Easier to Cross Street on Foot



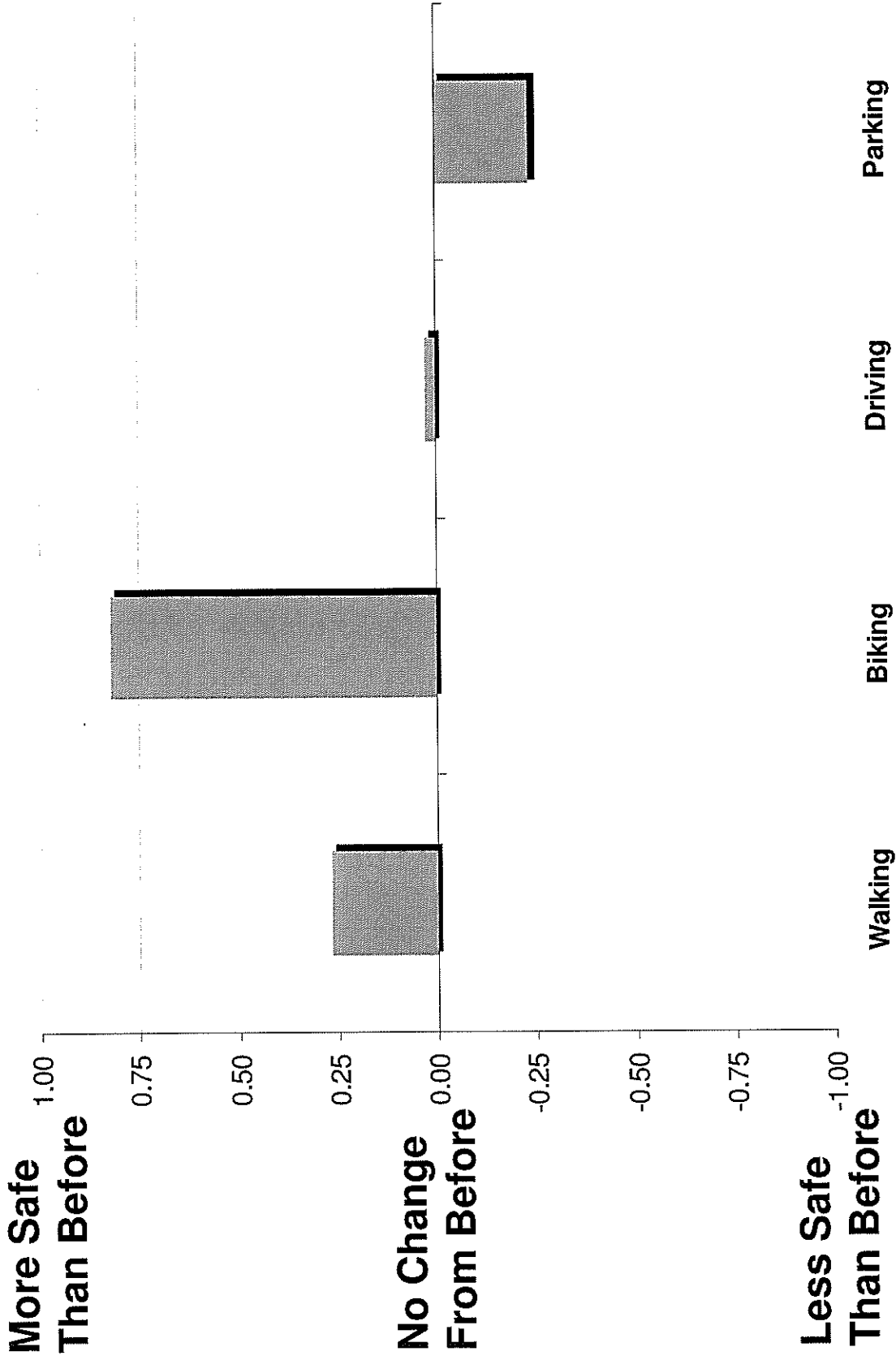
Q4: Meeting Goals by Residence

Using an "Average Score" Method



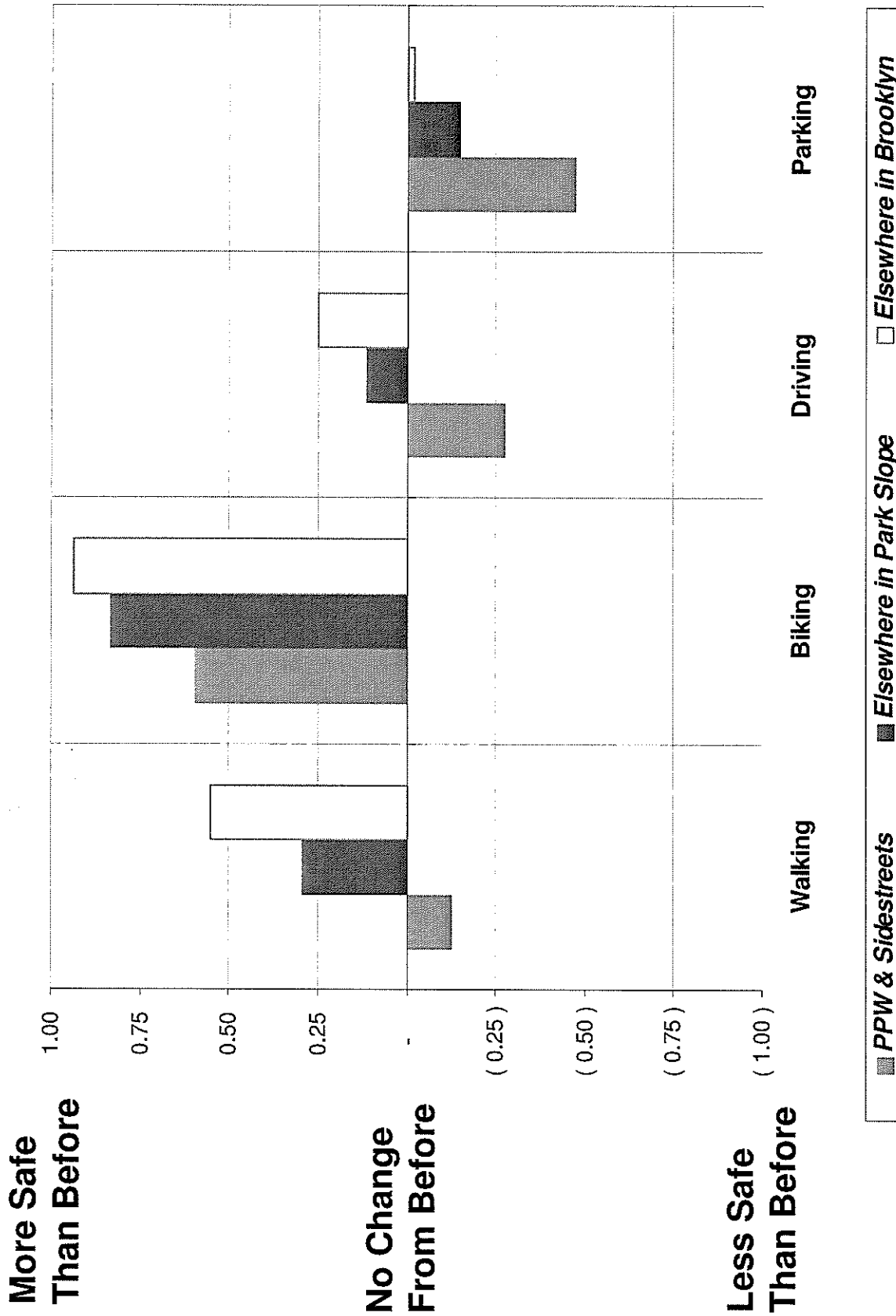
Q5: Change in Safety Perception

Using an "Average Score" Method



Q5: Change in Safety Perception by Residence

Using an "Average Score" Method



Q7: “Do You See More or Less of the Following?”

Much Less

- Bicyclists riding on sidewalk
- Bicyclists riding against traffic in moving lanes
- Drivers speeding

Somewhat Less

- Double-parked vehicles
- Bicyclists crossing against light

About the Same

- Pedestrians crossing mid-block
- Pedestrians crossing against light
- Pedestrians waiting for light off of curb
- Bicyclists failing to yield ← PPW residents say somewhat more



Goals & Safety Perception Conclusions

Improvements in Perceived Safety

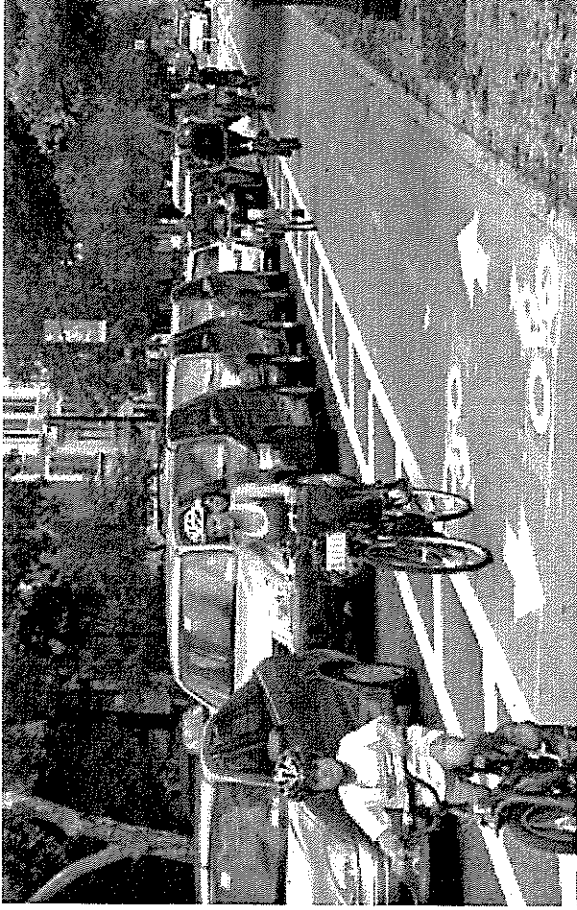


Photo: NYC DOT

- Pedestrians & bikers report overall safety improvements
- Bikers feel much safer with physically separated lane
- Crossing at signalized intersections feels safer because of slower speeds and narrowed traffic lanes

"It is finally safe to ride a bike on PPW. You no longer have to bike on the sidewalk or ride on 8th Ave where two cyclists have been killed in the last couple of years."

"I liked driving fast on PPW and now I have to go a little slower, but it's not a major difference. Two lanes is plenty to handle the traffic there."

"My kids have become more interested in biking! The bike path has given a certain respect to bikers that I--and my children--really appreciate."

Goals & Safety Perception Conclusions

Perceived Safety Issues Highlighted by Survey

- Pedestrian/Bike interface is problematic
- People exiting cars feel vulnerable



"Some cyclists may not be aware or considerate about yielding to pedestrians and that needs to be enforced."

"Signals are not clear. If the light is red and the bike lane signal is yellow, am I supposed to go slowly or yield to pedestrians?"

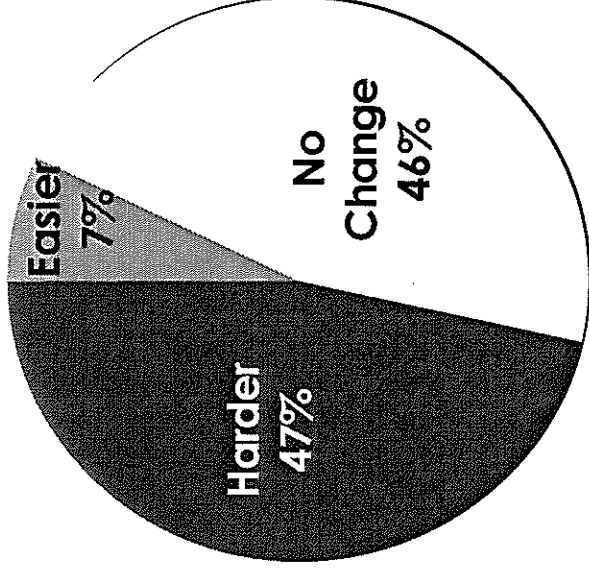
"[I] nearly got clobbered by a bicycle the other day when I accidentally stepped back into the bike lane after strapping the baby into her car seat."

"[My] biggest area of concern is pedestrians not looking for bikes coming when crossing. Bikers need to be more aware of pedestrians."

Q6: Parking

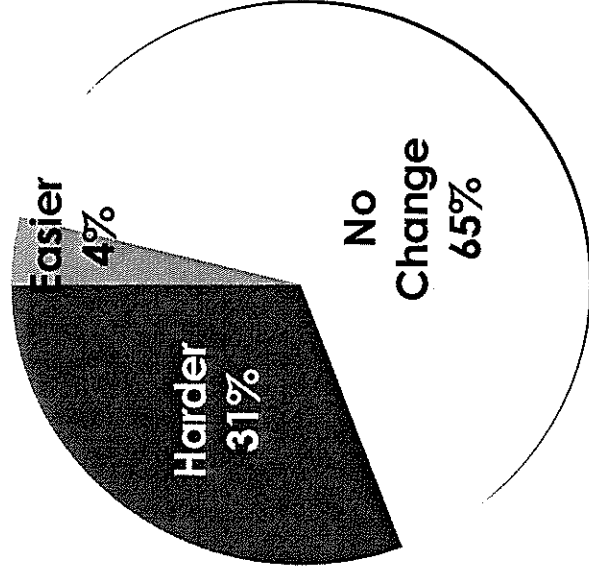
- Approximately 25 of 323 parking spaces on PPW were removed for project

On PPW



- Most PPW residents report parking is harder than before

On Sidestreets



- Unclear if this was interpreted as asking if it is more difficult to find a space, or a more difficult task to pull into parking spaces, or both



Q8: “What do you think of the current design?”

Options

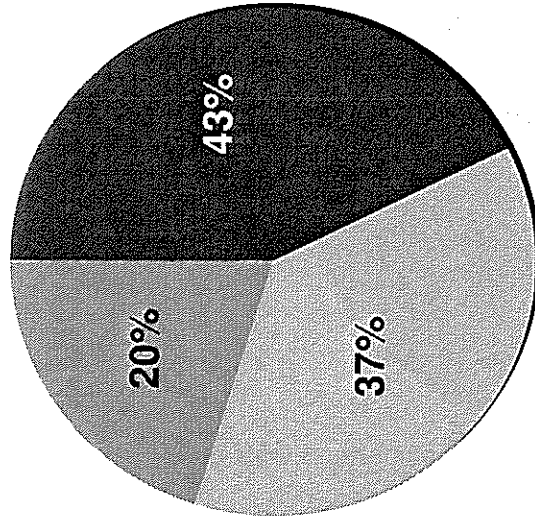
- We should keep the current design more or less as it is
- We should keep the current design with some changes to make it work better
- We should go back to how it was before with no bike lane and three lanes of traffic



Q8: What Do You Think?

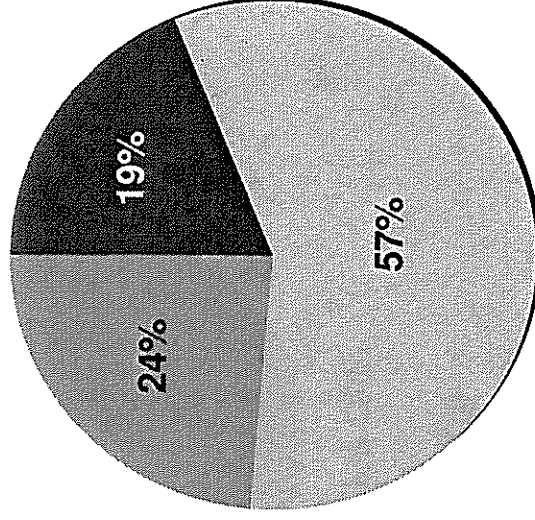
By Place

PPW & Sidestreets



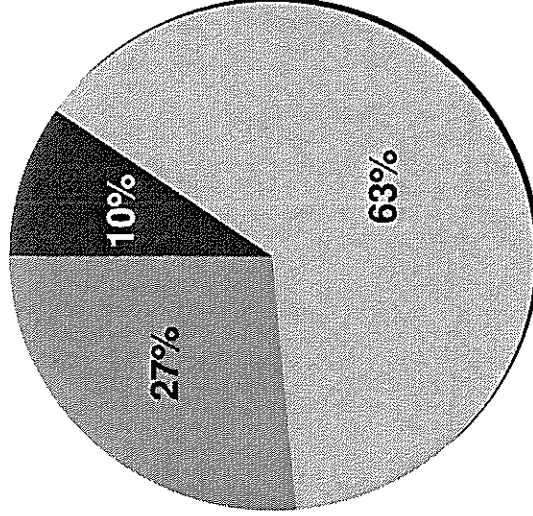
777

Elsewhere in Park Slope



1,049

Elsewhere in Brooklyn



1,047

- Keep it more or less as is
- Keep it with changes
- Go back to how it was

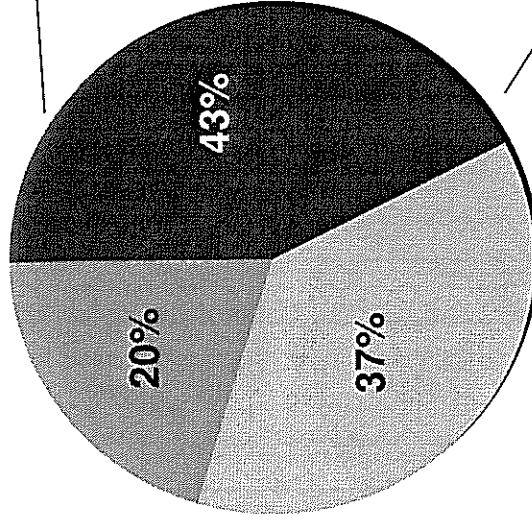
Note: Responses may not total 100% because of rounding



Q8: What Do You Think?

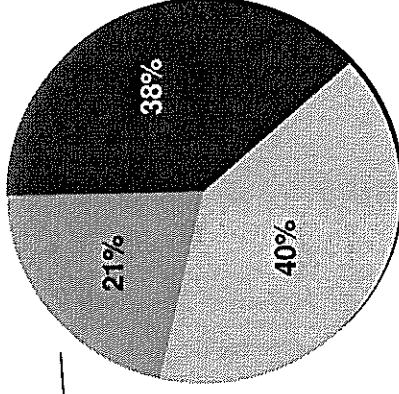
Local Detail

PPW & Sidestreets



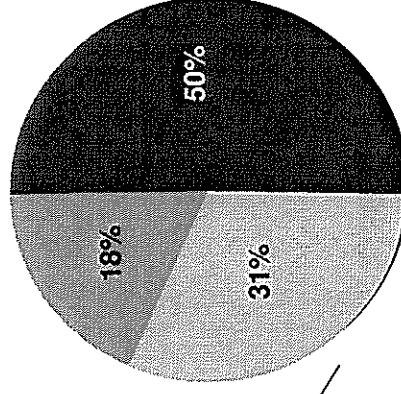
777

Sidestreets Only






505

PPW Only



272

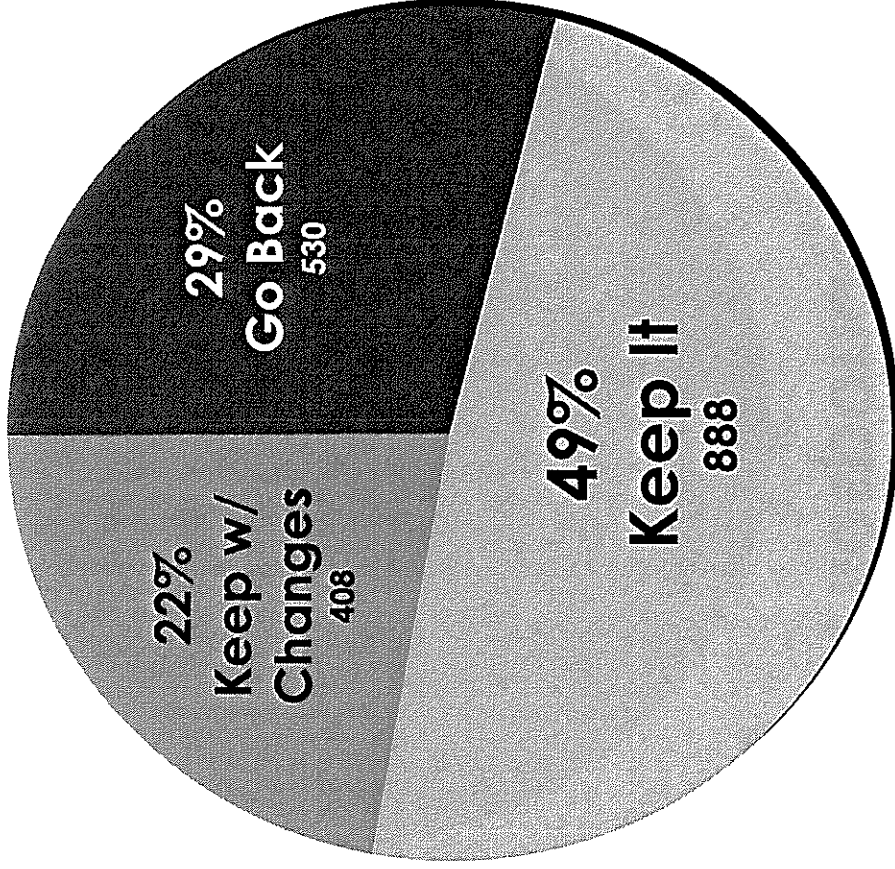
Note: Responses may not total 100% because of rounding

-  Keep it more or less as is
-  Keep it with changes
-  Go back to how it was



Q8: What Do You Think?

All of Park Slope

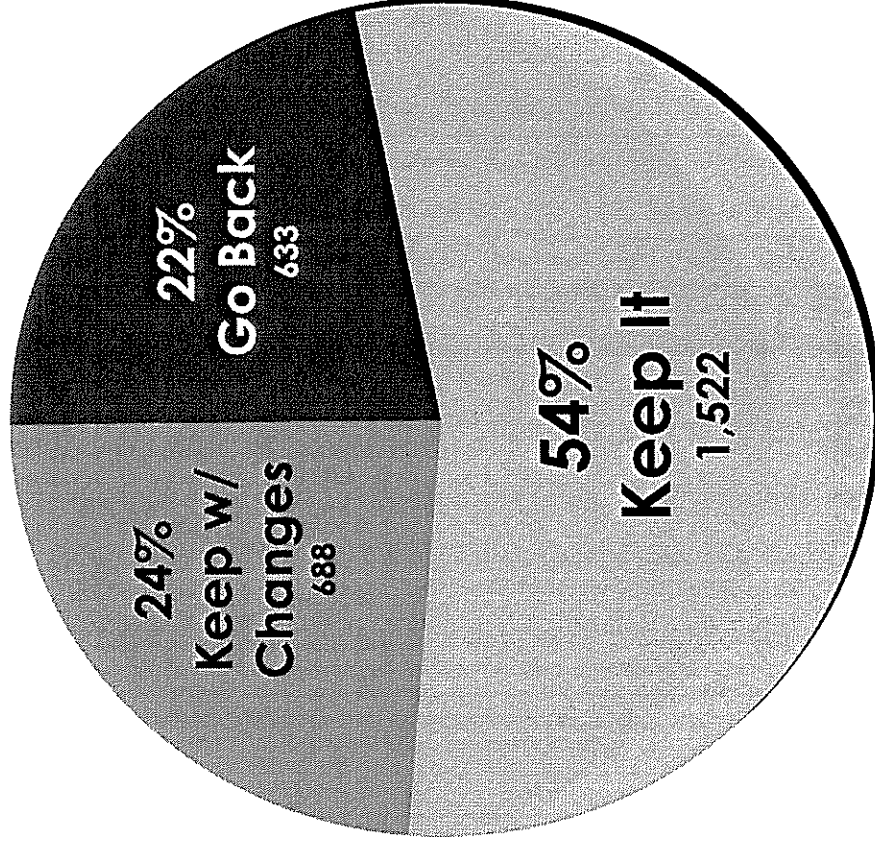


Note: Responses may not total 100% because of rounding



Q8: What Do You Think?

All Respondents



Note: Responses may not total 100% because of rounding



Open-Ended Responses

Shown as % of all open-ended responses

Likes that there is a separated lane because it is safer / two-ways	26%
Likes the slower traffic	19%
Need bike enforcement / bikers don't yield to pedestrians	17%
Traffic is more congested	13%
Need double parking enforcement / double parking is causing more problems now	12%
Pedestrians need to look both ways / stay out of bike lane	10%
Yield to pedestrians at crossings needs redesign / lights are too high for bikers	9%
Likes that it encourages biking	7%
Good for kids and families riding bikes/skating/running etc.	5%
It is dangerous exiting the passenger side of your car on PPW now	5%
Need better bike extensions / connections at either end	4%
Loading zones need redesign	3%
Prefer to have 2-way lane in park	3%
There are blind spots for bikers and pedestrians at intersections	2%
Need biker education about use of lane	2%
Blind spots for drivers turning out of park	1%
Mid-block crossing is problematic	1%
Put bike lanes on sidewalk instead	1%

All 4,263 open-ended responses from 2,296 respondents were read and coded

ABOUT / FINDINGS / SUGGESTED MODIFICATIONS / APPENDIX
OPEN-ENDED RESPONSES

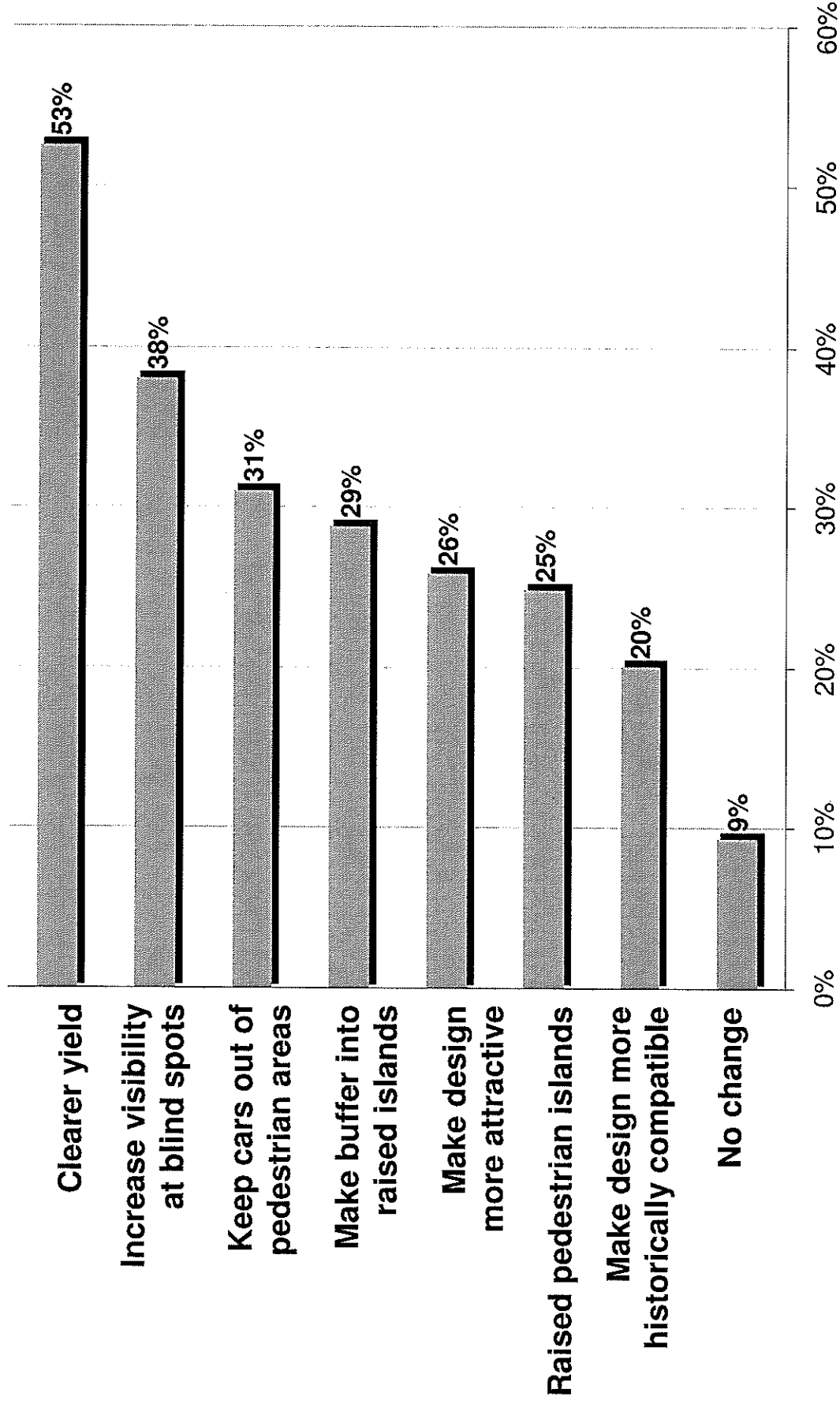


Suggested Modifications to Project

- 1) Enhance safety (esp. pedestrian)
- 2) Address aesthetics
- 3) Improve parking & loading
- 4) Enforcement/culture



Q10: If Kept, How Should the Design be Modified?

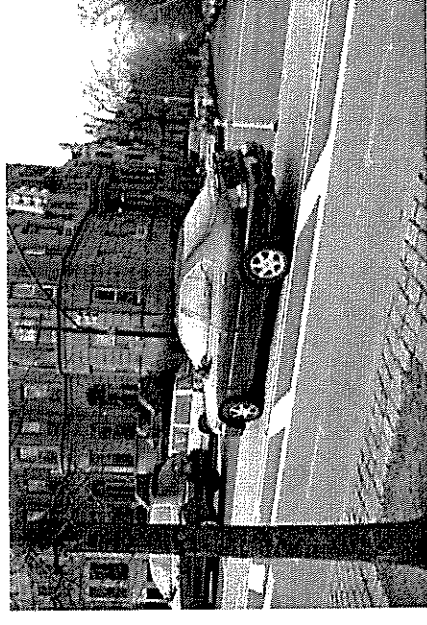
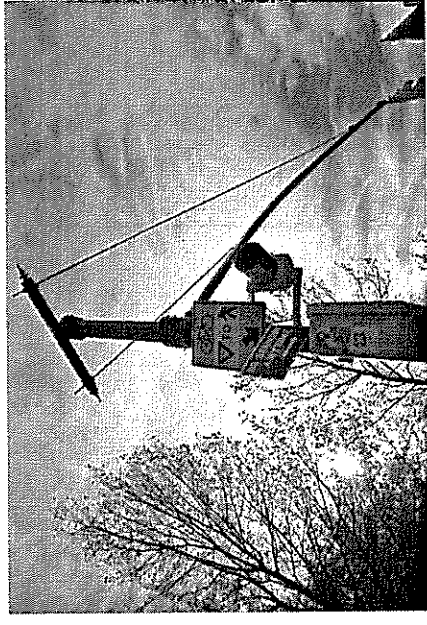


Modifications to Enhance

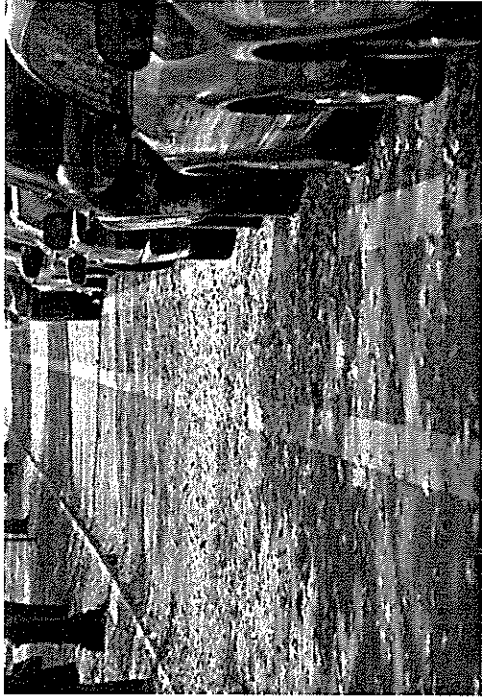
Safety

Pedestrian safety items were highest priority

- Redesign of pedestrian crossings of bike lane
 - Many think that traffic lights still govern bike traffic
 - Yield order remains unclear
 - Consider signaling, rumble strips, better signage
- Implement raised pedestrian refuge islands at signalized intersections
- Improve sight lines between pedestrian islands and southbound bike lane
- Address Litchfield Villa driver sight lines



Modifications to Enhance Safety



- Find ways to widen parking lane where possible
 - Area around President St has wider buffer than elsewhere
- Explore designs for raised buffer between bike and parking lanes
 - Constrained by maintenance needs, buffer width & cost



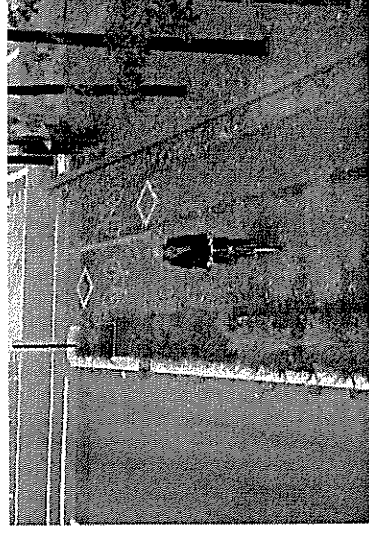
- Bike lane needs resurfacing, especially near curb
- Enhance connections at path ends



Modifications to Improve Aesthetics

Explore ways to better reflect design & character of PPW

- Granite curbed pedestrian islands with surface designed to match historic sidewalk
 - Allows removal of plastic flexi-bollards
- Planters or other greenery on pedestrian islands
- Changing paint color or leaving sections of bike lane unpainted



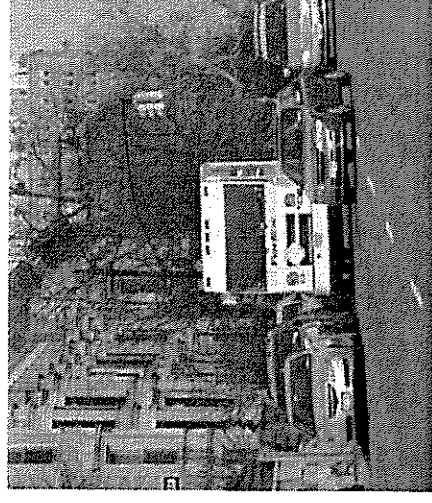
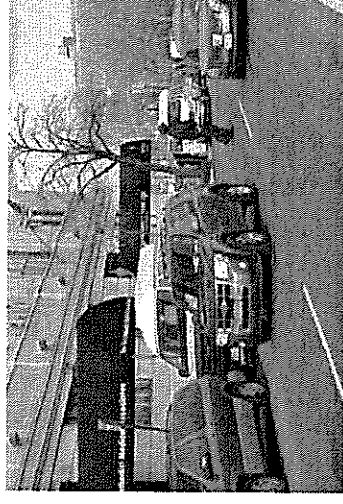
Vancouver, Photo: Paul Krueger via flickr



Brussels, Photo: 'Bike Gallery' via flickr

Modifications to Address Parking & Loading Issues

- Conduct area survey to identify opportunities to replace lost parking spaces
 - Discontinued bus stops
 - Other spaces on PPW, 8th Ave, sidestreets
- Add or improve function of loading / drop-off zones at congestion hotspots
 - Madonna Residence
 - Poly Prep
 - Other residential blocks with heavy loading needs
 - Park entrances at 1th, 9th, 3rd & Garfield



Increase Enforcement & Safety Awareness

Need to reinforce rules and do more to educate, expect, and enforce compliance – especially for cyclists, as well as street safety in general

- Enforcement is key
 - Bikers must yield to pedestrians and stay off sidewalk
 - Double parking should be enforced
 - Cars must not park in ped areas, bike lanes, or loading zones
 - Expand and enforce loading zones where needed to accommodate demand at hotspots
- Convene neighborhood town halls on street safety



Conclusion

- **Among respondents, there is broad support**
 - While there is a notable minority that strongly disagrees, most respondents believe the project has met its goals, and feel that it has made them safer
- **There are meaningful modifications that can improve the project and address concerns**
 - Improve safety, especially pedestrian-bike interface
 - Improve aesthetics
 - Address parking & loading
 - Enforce rules of the road
- **There are deep and passionate feelings that extend beyond the most committed activists**
 - We need to address bike enforcement/practice & safety as well as a broader dialogue about improving street safety for everyone



Thanks To

- Michael Freedman-Schnapp
- Maeve Johnston
- Maulin Mehta
- Rachel Goodman
- Michael Curtin
- Jonah Blumstein
- Fabiola Augustin
- Stan Sorokin
- Craig Hammerman
- Daniel Kummer
- Hope Reichbach
- Amy Tse
- Amy Varghese

*All photos courtesy of Maulin Mehta
unless otherwise noted*



Photo: NYC DOT



Appendices

- Methodology Notes
 - Open Ended Responses
 - Addressing Survey Integrity
- Survey Instrument



Methodology Notes

- 3,470 total responses submitted
- Surveys collected online and in person 10/15/10 – 10/29/10
- Survey referral links distributed through CM Lander, CM Levin & CB6 email lists
- +4 news stories (NY Times, NY1, Brooklyn Paper, Downtown Star) and many blogs



Q4, Q5 & Q7 “Average Score” Method

- Each response was assigned a numerical value on a scale and then all were averaged together to produce an “average score”
- Q4: Goals
 - Very Much = 1.0
 - Somewhat = 0.5
 - Not At All = 0.0
- Q7: Behavior Change
 - Less = 1.0
 - No Change = 0.0
 - More = -1.0
- Q5: Safety Perception
 - More Safe = 1.0
 - No Change = 0.0
 - Less Safe = -1.0



Coding Open-Ended Responses

- 2,296 respondents wrote open-ended comments
- 4,263 total open-ended comments, every one of which was read
- Coded by 6 staff members over a period of two weeks
- 19 most frequent responses were coded



Addressing Integrity

- No significant differences in results when cross-tabbed overall results are compared to those where individuals provided name, address, or where duplicate IPs are removed

- Removed all identifiable non-Brooklyn respondents (227)
- Removed inconsistencies between “Place of Residence” answer & zip code/address (42)
- Removed duplicate names (5)
- Investigated and reviewed source of all duplicate IP addresses
- Removed suspicious surveys (46)
 - Surveys submitted (1) close to same time (2) from same home IP address that (3) didn’t give separate names and (4) had substantially similar responses
- **Total Not Included: 320 surveys**



Addressing Integrity: Duplicate IPs

- “IP Address” is the unique internet address of every device on the web
 - Computers on home and corporate networks often share the same external IP address
-
- 792 duplicate IPs:
 - 412 Corporate & Municipal IPs
 - 372 Home/Small Business IPs
-
- Many duplicate IPs from home addresses were separate people in the same household or small business
 - 46 suspicious responses removed



Addressing Integrity

- Few changes in survey results when duplicate IP addresses are excluded or only including responses with names or addresses included
- Suggests minor amount of multiple submissions on each side that essentially balances out

Responses to Q8 Shown With Integrity Checks				
	Keep It	Keep w Changes	Go Back	Total
Raw Data	55.3%	23.9%	20.7%	3,139
Brooklyn only	54.3%	23.9%	21.8%	2,942
Without suspicious submissions	55.0%	24.0%	21.0%	3,066
Taking out all duplicate IP addresses	55.3%	24.3%	20.4%	2,374
Counting only first submission from duplicate IP	55.7%	23.8%	20.4%	2,643
Gave name	53.4%	23.3%	23.3%	1,340
Gave address	54.2%	21.8%	24.0%	1,193
Final Cut of Responses	54.0%	23.9%	22.0%	*2,873

**Only 266 excluded responses answered Q8*



Addressing Integrity

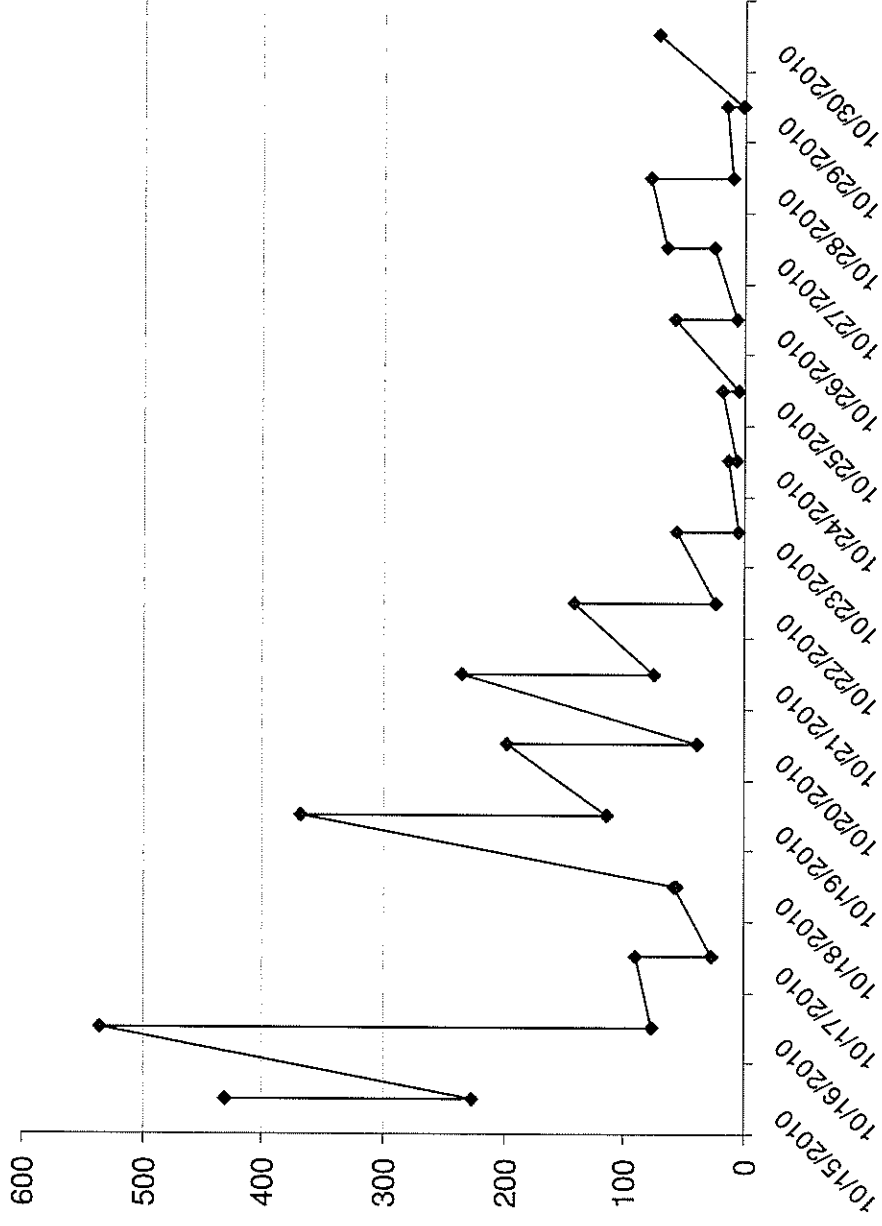
Change in percentage points shown

- Ultimately 320 surveys removed from final analysis
 - 46 suspicious responses
 - 47 inconsistent addresses & duplicate names
 - 227 non-Brooklyn responses removed
- The resulting 3,150 surveys were used for all data analysis shown in report



of Responses by 12 Hour Period

Survey was closed as responses dwindled



Survey Instrument

Councilmember Brad Lander, Councilmember Stephen Levin, and Brooklyn Community Board 6 would like your feedback on recent changes to Prospect Park West.

Earlier this year, the NYC Department of Transportation changed Prospect Park West from three to two lanes of traffic and installed a separated two-way bike lane, with the goals of reducing speeding, improving the borough's cycling network, and increasing pedestrian safety.

This fall, DOT is studying the effects of these changes, including data on accidents, speeding, vehicle and bicycle volumes, and cycling behavior, which they have committed to present to the public in early 2011.

Councilmember Lander, Councilmember Levin, and Brooklyn Community Board 6 are gathering feedback on these changes, in order to provide an opportunity for resident input.

We appreciate your time — this survey will only take 3-5 minutes.

1. Where do you live?

- On Prospect Park West
- Between 8th Ave & Prospect Park West (incl. 8th Ave)
- Elsewhere in Park Slope
- Elsewhere in Brooklyn
- Elsewhere in NYC

2. Which of the following are reasons you use Prospect Park West? (check all that apply)

- Access to Prospect Park
- To go to my home
- Walk dog along street
- Jog/walk along street
- Bike for exercise along street
- Access to Greenmarket
- Commute to work by car
- Commute to work by bike
- Park car



3. What modes of transportation do you use? (check all that apply)

	<i>Walking</i>	<i>Biking</i>	<i>Driving</i>	<i>Mass Transit</i>
Going to work.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shopping & social trips.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taking children to school.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For recreation.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On Prospect Park West.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. There were several goals of the project listed below. To what extent has the project achieved the following goals?

	<i>Very Much</i>	<i>Somewhat</i>	<i>Not at All</i>
Reduced speeding.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Created a safe space to bike.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Made it easier to cross the street on foot.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Do you feel more or less safe with the new design when...

	<i>More Safe</i>	<i>No Change</i>	<i>Less Safe</i>	<i>Don't Know</i>
Walking.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biking.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Driving.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6 Since the project has been implemented, has it been easier or harder to park your car...

	<i>Easier</i>	<i>No Change</i>	<i>Harder</i>	<i>I don't park here</i>
On Prospect Park West.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On nearby sidestreets.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





7. Do you see more or less of the following?

- | | <i>Less</i> | <i>About the Same</i> | <i>More</i> |
|---|--------------------------|--------------------------|--------------------------|
| <u>Pedestrians</u> | | | |
| Pedestrians crossing mid-block..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Pedestrians crossing against light..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Pedestrians waiting for light off of curb..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <u>Bicyclists</u> | | | |
| Bicyclists riding on sidewalk..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Bicyclists riding against traffic in moving lanes.... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Bicyclists crossing against light..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Bicyclists failing to yield to pedestrians..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <u>Drivers</u> | | | |
| Drivers speeding..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Double-parked vehicles..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

8. What do you think of the current design?

- We should keep the current design more or less as it is
- We should keep the current design with some changes to make it work better
- We should go back to how it was before with no bike lane and three lanes of traffic

9. What aspects of the Prospect Park West project do you like or dislike?

OPEN ENDED RESPONSES

ONLINE-ONLY OPEN-ANSWER QUESTION 7a:
 "Are there other positive or negative behaviors that you have seen more or less of?"
 (Question was held from hard copy survey for lack of space)

10. If the current configuration were to be kept, how should the design be modified? (check all that apply)

- Make pedestrian areas into raised, concrete islands
- Make it easier for walkers and bikers to see each other at pedestrian crossings by removing parking spots
- Make the design more attractive (e.g. adding planters, changing the bike lane color)
- Make it clearer that bicyclists need to yield to crossing pedestrians
- Make it more difficult for cars to park on pedestrian areas
- Make the design more compatible with the historic character of PPW (e.g. using different materials or paint colors)
- Make the buffer between the bike lane and the parking area into continuous, raised concrete islands
- No change

11. What specific suggestions do you have about how to change the design?

(Include any specific suggestions that relate to your choices in Question 10)

OPEN ENDED RESPONSES**12. What is your zip code?**

Where you live _____ Where you work _____

13. Please provide your contact information we can keep you updated on this issue.

Providing this information is optional.

Name: _____ Email: _____

Street address: _____



**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Richard Stevens

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: Kevin Chatham-Stephens

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: Laura Rosenshine

Address: 407 E 12th St

I represent: _____

Address: _____

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

Name: Gene Kahn (PLEASE PRINT)

Address: 90 Windsor Place BK

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 12-9-2010

Name: WAYNE BAILEY (PLEASE PRINT)

Address: 535 DEAN ST BROOKLYN

I represent: CITIZEN

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 12/9/2010

Name: Alex Rothberg (PLEASE PRINT)

Address: 469 4th St. #32, Brooklyn, NY 11215

I represent: Brooklyn Greenway Initiative

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Steven Faust, AICP
Address: 415 Sixth Street Bklyn NY 11215
I represent: 5 Baro Bike Club
Address: NYC, Amsterdam Ave NYC NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 12/9/2010

(PLEASE PRINT)

Name: BRAD ~~CONOVER~~ CONOVER
Address: 116 Parkhurst Ave
I represent: _____
Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. Bicycle Res. No. _____
 in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: Charles McCorkell
Address: 156 Westminster Rd Bklyn n.y.
I represent: Bicycle Habitat
Address: 274 Lafayette St. n.y. n.y.

▶ Please complete this card and return to the Sergeant-at-Arms ◀

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

Name: Lois CARSWELL (PLEASE PRINT)

Address: 14 Prospect PK W, Bklyn

I represent: NBBL

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Detta Ahl (PLEASE PRINT)

Address: 70 La Salle St. #10E New York, NY 10027

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12-9-10

Name: STEPHEN CORSON (PLEASE PRINT)

Address: 116 WEST STREET 19TH FLOOR

I represent: MANHATTAN AFBP SCOTT M. STRINGER

Address: SAME

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Heidi Untener

Address: 315 E 68th St, NYC, 10065

I represent: myself + family

Address: 31

rfrien@hunter.cuny.edu
**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

In favor of in favor in opposition

Date: Dec. 9, 2010

(PLEASE PRINT)

Name: Rosalie Friend

Address: 440 Fifth Street, Brooklyn, NY.

I represent: many residents of Park Slope who do

Address: not ride bikes but want bike lanes

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

BIKELANES
OVERSIGHT HEARING ON NYC BICYCLING Date: 12.09.2010

(PLEASE PRINT)

Name: JACQUELINE K. JUNTTONEN *JKJUNTTONEN@GMAIL.COM*

Address: 10 BAY TERRACE, STATEN ISLAND, NY 10306

I represent: MYSELF

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. ✓ Res. No. _____
 in favor in opposition

Date: 12/19/10

Name: Daly, Reville @ Gmail.com (PLEASE PRINT)

Address: 45 W 54

I represent: Block Association

Address: 45 W 54

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 12/9/2010

Name: Jennifer Harris-Hernandez (PLEASE PRINT)

Address: 54 Cumberland St #14, Brooklyn, NY 11205

I represent: _____

Address: nifster@gmail.com

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

email: director@recycleabicycle.org Date: December 9, 2010

Name: Pasqualina Azzarello (PLEASE PRINT)

Address: 652 40th Street # 1 BKlyn 11232

I represent: Recycle-A-Bicycle

Address: 35 Pearl Street Brooklyn 11201

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Fred Arcaro

Address: 415 E 32nd St NYC

I represent: CB6

Address: 866 MN Plaza

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12-9-10

(PLEASE PRINT)

Name: Molly Helista

Address: 245 E. 35th St, ASC

I represent: Community 6

Address: mholli@nyc.rr.com

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/2010

(PLEASE PRINT)

Name: ERIN MOLYNEUX, ESQ.

Address: 111-15 75th AVE. APT. 1N

I represent: CONCERNED CYCLISTS IN NYC

Address: emolyneux.esq@gmail.com

I am in favor of improved bicycle infrastructure.
Please complete this card and return to the Sergeant-at-Arms

PRO
BIKE LANES

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

BIKE LANE
HEARING

in favor in opposition

Date: 12/9/2010

Name: ANNE POPE (PLEASE PRINT)

Address: anne@sustainableflatbush.org

I represent: SUSTAINABLE FLATBUSH

Address: CAMPUS RD + EAST 27TH ST. BROOKLYN 11210

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

Testimony
Submitted

in favor in opposition

Date: 12-9-10

Name: Barbara Russo (PLEASE PRINT)

Address: 453 FDR DRIVE, C1106, NY, NY

I represent: BKPC NY 10002

Address: brusso1@msn.com

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12.10.10

Name: Janet Liff (PLEASE PRINT)

Address: 11 5th Avenue, # 9H

I represent: J. Liff Co.

Address: 11 5th Avenue, NY NY 10003

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Bike Lamps Res. No. _____

in favor in opposition

Date: 12/9/2010

(PLEASE PRINT)

Name: Daniel Tainan

Address: 112 Rivington St. Apt. 5B, NY, NY 10002

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Bicycle Hearing Res. No. _____

in favor in opposition

Date: 12/9/2010

(PLEASE PRINT)

Name: Samantha Mekrut, M.D.

Address: 424 West End Ave., Apt 5L

I represent: Transportation Alternatives - Medical professionals

Address: supporting bike lanes

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/09/10

(PLEASE PRINT)

Name: Jill Woodward

Address: 149 Ave C

I represent: myself

Address: jill@jillwoodward.com

testimony regarding bikes & bike lanes

Tried to read Testimony + Road petition but not allowed in

THE COUNCIL

THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

Bicycle Hearing in favor in opposition

Date: 12/9/10

Name: Melanie Canon, MD (PLEASE PRINT) Melanie.Canon@gmail.com

Address: 69 East 130th St

I represent: Transportation Alternatives

Address: Medical Professionals

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 10/9/10

Name: Kevin Napier (PLEASE PRINT)

Address: 641 E. 9th Street #1A

I represent: NY 10009

Address: Kevinnap@gmail.com

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Matt Malina (PLEASE PRINT)

Address: 410 East 6th St

I represent: NY 10009

Address: MM1566@NYU.edu

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: RACHEL VERA STEINBERG

Address: 262 NASSAU AVE #3R BROOKLYN 11222

I represent: _____

Address: RACHEL.VERA.STEINBERG@GMAIL.COM

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12.9.10

(PLEASE PRINT)

Name: TIMOTHY WILLIS ELKINS

Address: 262 NASSAU AVE #3R BK NY 11222

I represent: timothywilliselkins@yahoo.com

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: RICHARD POWERS

Address: 3096 DEZADUN AVE. BX, NY 10467

I represent: MYSELF

Address: RJP3096@YAHOO.COM

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 9 Dec 2010

(PLEASE PRINT)

Name: Tila Duhaime

Address: 333 W 84th St.

I represent: Upper West Side Streets Renaissance

Address: 127 W 26th St.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

of bike lanes

Date: 12/9/10

(PLEASE PRINT)

Name: Dr. Sharon Phillips

Address: 153 Baltimore Ave Spfd, NJ 07081

I represent: Transportation Alternatives

Address: NYC, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: Marty Markowitz, BK BORO PRES

Address: _____

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

In Favor
of
Bike Lanes

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Bicycle
Hearings

Date: 12/9/10

(PLEASE PRINT)

Name: Murray Lanter

Address: 1615 Ave. J, Apt 522, Brooklyn NY 11230

I represent: ~~Bicycle Advocacy~~ - I support the expansion
of Bike Lane Network

Address: See Attached Testimony

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____


in favor in opposition

Date: Dec 9, 2010

(PLEASE PRINT)

Name:  Monda Rose

Address: 170 E 83 St 7J NY NY 10028

I represent:  _____

Address: _____

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: Nick Rozak

Address: 185 Van Buren St Staten Island

I represent: Myself as a Bike Commuter 10301

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

of Bikes

Date: 12/9/10

(PLEASE PRINT)

Name: Geoffrey Lenat

Address: 43 East Munson Ave. Yonkers, NY 10781

I represent: Bicyclists!

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

BIKE LANE

Date: _____

(PLEASE PRINT)

Name: JIM FOURATT 10014

Address: 227 WAVERLY PLACE

I represent: STA-SENIORS IN ACTION

Address: EX COMMITTEE VILLAGE WOOD

SACW DEPT

Please complete this card

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Stephen Carson

Address: 1 Centre Street

I represent: Barrough President Scott Stringe

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

— GO BIKES — ~~BIKES ARE THE WAY TO GO~~
Date: _____

(PLEASE PRINT)

Name: ELI OFFENBACHER

Address: 191 GIRARD ST; BROOKLYN, NY

I represent: MYSELF

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Richard Stevens

Address: 1312 Reverend James A. Polite Ave Bronx, NY 10459

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: Dec 9, 2010

(PLEASE PRINT)

Name: SHIRLEY SECUNDA

Address: 30 FIFTH AVE, NY, NY 10011

I represent: COMMUNITY BD #2 MANHATTAN

Address: 1 WASHINGTON SQUARE, NY, NY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: IAN DUTTON

Address: 137 SULLIVAN ST NY NY

I represent: COMMUNITY BOARD 2 MANH.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: MEL WYMOR

Address: _____

I represent: CB7

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: NANCY GRUSKIN Wald

Address: 234 Twin Oaks Terr NJ

I represent: Stuart C. Gruskin Family

Address: Foundation

husband killed last yr by bicyclist.

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: Dec 9, 2010

(PLEASE PRINT)

Name: JACK BROWN

Address: 335 E. 67th ST.

I represent: COALITION AGAINST ROGUE RIDING

Address: CVBA (West Village)

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: Bob Hudock

Address: 342 BAY RIDGE AV

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: MICHAEL ROSENTHAL

Address: 11 ROSON

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: ~~FRANK~~ Dave Kulick

Address: 15034 61 Rd Flushing

I represent: me

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: NOAH BUDNICK

Address: 127 W. 26th St. NYC 10001

I represent: TRANSPORTATION ALTERNATIVES

Address: SAME

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: Craig Hammerman

Address: Brooklyn CB6

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/2010

(PLEASE PRINT)

Name: Anthony A. Traverso

Address: 526 8th St Brooklyn

I represent: Myself

Address: (Same)

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: MARY BETH KELLY

Address: 310 RIVERSIDE DR #1707

I represent: MYSELF

Address: 310 RIVERSIDE DR #1707 NYC 10025

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: Roberta Brandes Gratz

Address: 25 Central Park West

I represent: self

Address: _____

▶ Please complete this card and return to the Sergeant-at-Arms ◀

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: CHARLES ROSE

Address: 5 RIVERSIDE DR NY NY 10013

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

of hike lanes

Date: 12/9/2015

(PLEASE PRINT)

Name: B Hartendart

Address: 409 E 6th St - Apt 6C

I represent: myself

Address: idem

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Wm Schwartz

Address: 448 W 73

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/09/2010

(PLEASE PRINT)

Name: MARCUS WOODLEN

Address: 35-05 72nd St, #2E, Jackson Hgts. 11372

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: JOANNA OLTMAN SMITH

Address: 829 PRESIDENT, BROOKLYN

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/09/10

(PLEASE PRINT)

Name: ROBERT V. CASSARA

Address: 973 - BAY RIDGE PKWY, BKLYN
NY 11228

I represent: SELF

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)
Name: Barbara Katz Rothman

Address: 477 Grand St NY

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)
Name: CAROL LINN

Address: 24 PROSPECT PARK WEST

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)
Name: BARRY BENEPE

Address: 49 JANE STREET

I represent: MYSELF

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: DOUGLAS GORDON

Address: 126 4TH AVE # 8A Bklyn 11217

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Peggy Werns

Address: 33 Greenwich Ave 14

I represent: Myself

Address: 33 Greenwich Ave 10014

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Ken Patzika or Jacquelyn Lewis

Address: 891 Amsterdam Ave

I represent: Bike New York

Address: 891 Amsterdam Ave

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

Name: (PLEASE PRINT) Adam White

Address: 305 3rd St, CHT

I represent: Brooklyn, NY

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: (PLEASE PRINT) MICHAEL VIOSSENTI

Address: 111 BRASERIDGE DRIVE NYC NY 10023

I represent: MYSELF

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/2010

Name: (PLEASE PRINT) John Corlett

Address: 1415 Kullom Place Garden City NY

I represent: AAA

Address: same as ab

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: George Beane

Address: 105 W 82

I represent: Col. Ave BID

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Chris McNally

Address: 727 Prospect Pl # 3B

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/16

(PLEASE PRINT)

Name: ROBERT MATSON

Address: 302 EASTERN PLUG #1-E, BROOKLYN

I represent: BICYCLISTS & PEDESTRIANS

Address: _____

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Matt Davis

Address: 798 Washington Ave. Apt 5, Brooklyn, 11238

I represent: Environmental Defense Fund

Address: 157 Park Ave South, New York, NY, 10010

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: Clark Vaccaro

Address: 70 East 96th St. Apt. 2A

I represent: Myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: Stephen Vaccaro

Address: 70 East 96th St #2A

I represent: Transportation Alternatives

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)
Name: PEDRO MORALES

Address: 209 LINCOLN PL. BKA BROOKLYN 11217

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)
Name: HENRY KINER

Address: 160 CLAWSON AVE NYC

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)
Name: DAVID WOLOCH, Deputy Commissioner

Address: _____

I represent: DOT

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: RYAN RUSSO, ASST. COMMISSIONER (PLEASE PRINT)

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/2010

Name: ROBERT MOORE (PLEASE PRINT)

Address: 99, LEASE ST #6W

I represent: MYSELF

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

Name: Veronica Vanterpool (PLEASE PRINT)

Address: _____

I represent: Tri-State Transportation Campaign

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

Name: Linde Pine MD (PLEASE PRINT)

Address: _____

I represent: NYC Family Physicians

Address: Academy

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

Name: John Krauss (PLEASE PRINT)

Address: 373 Atlantic Ave #1 Brooklyn NY 11217

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

Name: Melanina Canon MD (PLEASE PRINT)

Address: _____

I represent: Bronx/Jacoby DOH clinic

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12-9-2010

Name: CHARLES KOMANOFF (PLEASE PRINT)

Address: 179 Duane St, NYC 10013

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9

Name: SAMANTHA MCRUTE (PLEASE PRINT)

Address: _____

I represent: INSTITUTE FOR FAMILY HEALTH

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Christine Berthet (PLEASE PRINT)

Address: _____

I represent: Check Peds

Address: Hells Kitchen

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JANETTE SADIK-KHAN, COMMISSIONER

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12-9-10

(PLEASE PRINT)

Name: Karl Roester

Address: 296 DeKalb Ave Apt 21 Brooklyn NY

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Dr Benjamin Shepard

Address: _____

I represent: _____

Address: 12/9/2010

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/2010

(PLEASE PRINT)

Name: Linda Lindsay

Address: 340 W 53rd ST NY 10019

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: ERIC McCLURE

Address: 423 4th STREET

I represent: PARK SLOPE NEIGHBORS

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

(PLEASE PRINT)

Name: Ken Coughlin

Address: 10 W 85th ST

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Gene Aronowitz

Address: 460 45th Street, Brooklyn, NY

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 12/09/10

(PLEASE PRINT)

Name: Kevin Chatham-Stephens

Address: 281 Wyckoff St Apt 3

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: NORMAN STEBEL

Address: 280 GARFIELD PL BKLYN

I represent: NBAI

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: Dec 9, 2010

(PLEASE PRINT)

Name: Elizabeth Brody

Address: 230 Central Park South

I represent: myself and East Coast BDE ^{NYC} 10019

Address: Alliance, Wakefield RI

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ANDREA CASERTANO

Address: 230 Seeley St

I represent: myself

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/9/10

Name: Scott Cavanaugh (PLEASE PRINT)

Address: 573 6th St. #11 Brooklyn

I represent: Bike and Roll NYC

Address: 557 12th Ave Pier 84 NY, NY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/09/10

Name: Josef Szende (PLEASE PRINT)

Address: 530 W. 122 Street, New York

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms