

FreeWheelin'

Cycling can be fun; it certainly exemplifies a healthy activity for the cyclist. One queries whether the City Hall focus on cycling and so-called pedestrian plazas comes at a cost. What keeps NYC so vibrant remains the ability to get around; not just via pedestrian and cycling modes; buses, subways, rail, ferries and vehicles remain important parts of intercity and intracity transportation. But while the MTA cut bus and subway service, we see an administration that cuts its own contributions to mass transit and offered no planning in terms of bus and subway routing apart from the #7 line extension that likely benefits connected folks with properties and sites in a certain portion of Manhattan. City Hall appeared not to weigh in on bus line opportunities that could enhance service and made sense (Look at some of the lines cut and their terminuses and the proposals from civics and electeds for those lines.). Wouldn't it be nice if City Hall and DOT devoted some energy to keeping existing mass transit in place and enhancing those lines.



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http://www.nypost.com/p/news/local/blame_the_city_for_cycles_of_violence_rnhrDgYH1SaTvPapTPciCI

Blame the city for 'cycles' of violence

By STEVE CUOZZO

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Good luck to Community Board 7, which has the audacity to want bicycle deliverymen to wear proper ID and, God forbid, obey traffic laws.

Upper West Side residents tired of the terror will likely have to live with it, even if it means limping from injuries caused by careless, sociopathic cyclists.

Bikers get away with murder, and it's worse since Department of Transportation Commissioner

Janette Sadik-Khan made clear the city's priorities are with them, not with pedestrians or motorists.

Her "pedestrian plazas" are mainly loitering grounds for tourists.

Her bike lanes have taken away precious parking spaces all over town. Except, that is, on East 79th Street: I've yet to see a lane in front of Mayor Bloomberg's house, even though the street, a gateway to Central Park, would seem to be a prime candidate.

While CB 7 wants restaurants to "enforce" DOT rules for bike deliverers, the whole mess is mostly the *DOT's* fault.

Certainly, some restaurants ignore their responsibility. And some bike-delivery bashers who complain about the danger also whine when their General Tso's chicken doesn't get to their door soon enough.

But the main culprits are City Hall dunces who send the wrong message to the NYPD.

By promoting mass bicycle ridership in a city singularly unsuited for it, and by shoving aside opposition to ill-conceived bike lanes, the agency effectively authorized *all* bikers to laugh at the DOT's own rules.

Cops got the message. They wink at cyclists who ride on sidewalks, speed, run red lights and go the wrong way on one-way streets. Officers I've alerted to maniacs who nearly ran me down showed no interest.

Are they lazy -- or has Bloomberg so empowered Sadik-Khan even Ray Kelly's afraid of her?

Ironically, most bike lanes are little used. I've counted as few as 10 cyclists in a half-hour using the lanes on Ninth Avenue and Grand Street.

But it's anarchy elsewhere. We have a right to be afraid, but no chance of getting Third Term Mike to do anything about it.

Look both ways -- and pray.

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http://www.nypost.com/p/news/local/manhattan/take_out_bike_goons_x8QUckCKPqBSeOYml8KBAP

Upper West Siders take on out-of-control delivery men

By AMBER SUTHERLAND and EMILY NGO

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Freewheeling food deliverymen are giving Upper West Siders indigestion, riding their bikes illegally on sidewalks and mowing down pedestrians who get in their way, residents griped

yesterday.

"I've almost gotten hit a bunch of times. Out of nowhere they'll come flying," said Stewart Marvin, 50, a marketing consultant. "They have a total disregard for safety."

The problem has become so rampant that members of Community Board 7 are threatening to withhold their much-needed support for sidewalk and liquor-license renewals to restaurants with menacing cyclists who ignore bike-safety measures.

[STEVE CUOZZO: BLAME THE CITY FOR 'CYCLES' OF VIOLENCE](#)

The Department of Transportation mandates that commercial cyclists display business names and phone numbers prominently on their shirts and carry ID cards with the business name.

Restaurant owners are asked to keep a log of deliverymen and trips, and to post signs with safety procedures.

Board manager Penny Ryan said the problem has been brewing "for a long time . . . We've been getting complaints from pedestrians that a delivery bicyclist came near them or hit them."

Dena Berlin, 55, a pediatric nurse, said she "got hit by a bike only last week. He came out of nowhere, whizzing by so quickly.

"They're out all hours of the day and night, and they don't abide by any of the rules. They're so reckless."

Ryan blames the increase in bicycles on takeout habits in the city. "If you live anywhere where there's deliverymen, you know what I'm talking about," she said.

Restaurant owners yesterday said they're trying harder to follow rules.

"We had a meeting and told the delivery guys that they can't ride with the sidewalk and they have to wear a helmet," said Jimmy Papas, manager of the Chirping Chicken restaurant at Amsterdam Avenue and 77th Street.

"We haven't had a complaint in a long time."

Ryan conceded she's seen some "gratifying" improvement recently.

"We ask [biz owners to be diligent] because it's safety, because it protects their workers and pedestrians on the street," she said.

"And a T-shirt with their name on it is good publicity."