

NYCC Archives – March 2011



March “President's Message”



By Ellen Jaffe

Fellow Members of NYCC,

Circumstance certainly and unexpectedly shifted our focus this past month as we've become advocates in a way NYCC has greatly left to other organizations in the past.

It's been a learning process, building alliances with other clubs and organizations, finding ways to effectively respond to this unannounced and, we think, highly irrational enforcement policy in Central Park that has effectively eliminated the Park for recreational riding.

We're in the midst of a petition drive and have letters out to high officials, most notably one to Police Commissioner Ray Kelly requesting a meeting.

In this substantial effort, there has been a twofold silver lining: the visible benefit of collaboration with our 'sister' clubs and, even more importantly, the inspiring way our own Club members have positively pitched in – emailing, attending meetings, organizing, petitioning.

Though Central Park enforcement has hogged recent headlines, there is something that we shouldn't lose sight of ... that there is an undeniable vitality within NYCC and around cycling itself, a trajectory upwards that this enforcement blitz is not going to quash.

The evidence was plain at our February SIG meeting, with nearly 200 in attendance, as the crush of cyclists twisted up the stairs, pushing the capacity of Annie Moore's. With every SIG and STS either

now filled to capacity with a waitlist, or very nearly so, the evidence continues to grow that interest and involvement in cycling and in the New York Cycle Club is not only alive and well but thriving.

On March 8, Executive Director of Race Across America and six-time RAAM rider, George Thomas, will share tales of RAAM. And, if the recent past is precursor, our Club meeting will once again enjoy a packed house.

Our Benefit Evening for the Kids Ride Club on March 28 at the Crosby Street Hotel is sure to be a sellout. Thanks to the Crosby Street Hotel, Bicycle Habitat and Crumpler – our partners in helping a fantastic club that opens young lives to great possibility. 100 tickets are available for this spectacular evening.

Other Goings-On at NYCC

- We will soon have ordering open for our new jersey and quite probably more pieces of the kit available down the line – all the design of Rolando Felix, accomplished winner of the NYCC design competition.
- And, if you haven't already, mark this date down and save it: July 16th. It is the evening of our 75th anniversary gala, for which plans are in the works. Do not miss this once-in-a-lifetime NYCC event!
- Lastly, at our volunteer party last week, we acknowledged the remarkable contribution two Club members have made to NYCC over the past year.
- Jim Reaven, our Webmaster, has spent many hundreds of hours and many very long days, devoting herculean effort to our new website, under the strain of all that needed repair, keeping us running, and, step-by-step, making it better.
- Eunice Martinez, our Content Editor, has devoted her lunches, evenings and entire weekends to content and to the site and the eWeekly, working with severe formatting shortcomings, yet maintaining her very high bar and always finding ways to make things look fantastic.

For their commitment and devotion, Jim and Eunice are far and away our Volunteers of the Year!

With that, I want to simply wish our ride leaders and riders a wonderful, challenging, safe and fun SIG and STS in 2011!

Ellen

NYCC Member in Focus

La Vuelta Puerto Rico circumnavigates the entire island of Puerto Rico on a three-day, 375-mile journey.



¡Viva La Vuelta! ¡Viva the SIGs!

By Irasema Rivera, NYCC Member since 2010



Around last June or July, after the exhilaration of having graduated – by the skin of my chainring teeth – the A-19 SIG, my friend Johanna Campos (graduate of the B-18 SIG) and I met up to plan the rides we wanted to do with all our newfound skills.

Escape New York – of course! NYC Century – check. Montauk Century – why not? A 160 MS ride in California – sure. And then we saw ... La Vuelta.

The three-day, 375-mile ride (with 13,000 ft. gain in altitude) circumvents the island of Puerto Rico. It is held in late January so we figured we had plenty of time to train. The challenge, beaches, palm trees, and warm weather made it a no-brainer. Escape New York? WE'RE IN!

Flash forward to early December. How time flies, especially when you realize that maybe you haven't been training to the magnitude of the event. I was wondering if doing La Vuelta was a good idea.

I'd been riding. I even bought an indoor trainer from Maggie Nguyen, one of my A-19 SIG leaders. But with the snow, cold, work and other distractions (a.k.a. excuses) ... I wasn't sure I could do this.

Johanna and I conferred. We'd email William Media, the man who created this ride, to ask to transfer our deposit to next year. William's very positive. Telling us he knew we could do it, it would be amazing, everyone loves it ... BUT, NOPE. NO cancellations. NO transfers. We could've just pulled a "no show" but somehow William's insistence seemed like an order and a challenge ... YOU WILL RIDE IN LA VUELTA. So we renewed our commitment to ride.

I went to Texas for a few weeks to train in the hill country near my ranch while Johanna went to California to find some hills on the Left Coast. At some point before leaving for Puerto Rico, I emailed Ed Fishkin, my A-19 captain for advice: "Ride at a pace you think you can keep for the entire ride; don't worry about the others."

It's Jan 26th before we know it! Johanna and I meet up at JFK. The anxiety between us is so thick you'd need a chainsaw to cut it. It's real now. We both admit we aren't excited or looking forward to this and we're scared. One of many reasons why I like riding with Johanna is that in our moments of weakness or apprehension, we just tell it to each other straight, give one another pep talks and move on.

Sitting on our plane as it is being de-iced, we nervously start going through a checklist of supplies and plans in the event that one of us needs to get the SAG during the ride. The woman sitting between us quietly asks, "You riding La Vuelta?" Turns out she is too. Turns out she did the A-CLASSIC. Turns out she is riding with the A GROUP of La Vuelta!

This is kinda like having Lance sitting between us except that her name is Laura Lee and she's NYCC. She gives information, answers our questions (she's done this before) but she never says: "You'll be fine," or "You'll be able to finish." She says things like: "It's tough," "The first REAL climb is long and hard," and "Each day has its challenges." Laura Lee gives me something to think about during the flight!

As our plane begins its descent, I look out the window and see the island of PR. It looks huge and I realize that I'm only seeing one side and that I'll be riding all the way around this rock. I'm scared, but I feel a little excitement creeping in and for the first time I'm starting to believe I can do this thing.

Eventually we check into the hotel, assemble our bikes etc. I feel lucky to have made it, knowing that back in NYC there are some folks that will be delayed due to the snow. Who needs extra stress!

Thursday is here. (January 27th)

We signed up for the 40-mile tour of San Juan. We line up at 6am. This is really the first taste of what's to come. We get our jerseys which we MUST wear. And we MUST finish the ride. This is also the first

taste of William's exactitude, which keeps this whole thing moving. Within the first few minutes of the ride, we see the first accident. The ice is broken.

The great thing about this 40-mile tour is that you get to test out your bike, get a feel for the other riders you'll share the road with and you get to see San Juan. Good thing too because in the days that follow there'll be little time for sight-seeing. Oh, and if you weren't bilingual in Spanish, you will be. ¡Hoyos! – Spanish for hole. Tapa(s)! – not something you eat unless you hit one really hard but rather Spanish for manhole. ¡Loma! – bump. They'll all roll off your tongue by the time you leave PR.

After the tour, we pick up our registration packets and that night there is a pasta party. We continue to meet more people from all states and different countries.



That night we try for an early sleep. The start is 6am. But nerves, anxiety and nerves have Johanna and I waking up often. I think we got 4 hours of sleep – if that. In the morning, dressing feels like suiting up for a battle where the enemy is unknown until he is upon us. Dehydration? Cramps? A flat? Fatigue? Nutrition? The hills?

It's time to go.

Day 1: 153 miles

The groups (A, B and C) ride the first 20 miles together. One big peloton leaves San Juan behind and heads into the countryside.

At the first stop, we break into groups. We ride in the C group at a pace of between 18-22mph. The riders are experienced and respect “the line.” All of the things I learned in the SIG were never more needed/valuable than now.

Riding feels good and my nerves start to settle down ... until I see a pile up! A few bikes colliding in slow motion and as I pass I see a man, supine, bleeding from the temple. I eventually shake it off – you know – the thought that it could happen to me. I snuggle into that magic sound of clicking gears, whirring wheels and the machine that is the paceline.



La Vuelta 2011 (photo by La Vuelta PR)

At the next stop Johanna and I see a photo op near a cave! I have on my NYCC jersey and a group in the cave spots us. Guess what? MORE SIGs!! We meet Leslie Valte, Alec Holmes, Don Varley and Ketul Patel (a set of C-SIGs). We will see them throughout the rest of the ride. NYCC SIGs are fully represented!

Later, breakfast is earned by climbing a long steep hill. As we do, I hear loads of cursing and yelling, as riders start to abandon the effort, knowing that trying to conquer this might jeopardize ascending the beast that lies ahead after the break. Three quarters of the way up I unclip to reserve my energy.

This stop is good, satisfying. A couple uses the occasion of the ride to get married atop this mountain. It all seems good until ... I MAKE A ROOKIE MISTAKE!

We relax during breakfast and miss the call for our group to get back on the road. By the time we get our bikes, the peloton is gone! Now we must play a game of catch up. In this game, La Vuelta almost always wins. Twelve miles from the next stop, the SAG truck pulls us off the road because we'll never catch them. Reluctantly, I get in the truck but it IS a welcomed break. This is all part of the well-oiled machine William has created. His staff is well-trained and they make it painless, if not fun.

I miss the next stop due to traffic delays. It's right before the monster ascent. The others want to stay in the truck, I really want to go. As I do the math I realize it's impossible. I won't make it to the mountain in time. I must stay in the SAG to the lunch break and disappointment sets in.



SAG waits for me do decide whether I think I can ascend the mountain behind us in time.

We arrive at the lunch spot. I've missed the call for Group C again and I now have 7 minutes to eat lunch and go with Group B. I know the pace will be fast (22-26) but I NEED TO RIDE.

I let Johanna know I'm going and then hang on to the B Group for dear life. I grab onto wheels, work hard and push myself until I catch up to the C Group. I drop back in the middle of the peloton. Later in the day, Johanna comes back, she NEEDS to ride too. We finish in Ponce. We've learned our lesson. La Vuelta waits for no one.

Day 2: 81 miles

Lather, rinse, repeat. We're nervous. Can't sleep. 6am start.

The electricity goes out in the hotel as we get ready. Our ride leader is a no-show and I'm more nervous than the day before. I'm in uncharted waters mentally and physically. The distance is shorter but we've heard that it is the hardest day. I kinda bark orders: "We've gotta get there early!" and "We need the peloton!"

We ride rolling hills through beautiful geography. The sun's more of a factor than the day before. The ride gets harder as the hills keep coming and growing too. I see another crash, but the guys jump right back up. The group feels strong. All along we're passing through villages where people come out to cheer us. The ocean is always within view ... but there is no time to look.



There are scenic views, but not much time to shoot

As we near the day's last miles, we turn a corner and a colossal hill unfolds in front of us. It's steep and long. Some riders are walking, some falling. I find my cadence, control my breathing and remember what Ed said ... "Don't worry about the others." And I climb. There's one point I feel myself start to unclip ... but I say "NO" (out loud) and I climb the giant!

Several men that I passed on the hill will later come by and slap me on the back, "Good climb!" We finish early and have time to sit poolside with friends eating whatever we can, recounting the day. No SAG truck today.

Day 3: 131 miles

This is it. The last day. I'm really tired. I barely slept. We start at 6am. I can't think about the miles. And whoever said Day 2 was the hardest didn't know better. This day's breaks are shorter – some are as little as four minutes. There's a huge headwind. The climbs are steep and when we ask the ride leaders about them, they all seem to start their answers with "I'm not going to lie to you..."

At a stop waiting for the women's room, the only female ride captain says "Listen up women! After this break there are four really steep climbs. I'm not gonna lie to you. They are bad. As we pull out of here, drop into your lowest gear, and if you don't feel strong stay to the right so you won't fall into the peloton!"

One very steep ascent looks like a giant bowling ball has rolled uphill and the cyclists are falling like pins! But William is omnipresent! Zipping around in a SmartCar with a megaphone, he's shouting to us, "You can do this, DON'T GIVE UP, even if you have to walk, DO NOT GIVE UP!"

I do well on most of these climbs but later there's one hill where I don't shift in time and my chain drops. I have to stop. As I fix my bike I see the peloton pull away. I try not to get discouraged but I'm facing a game of catch up – again. It's bad for a very long time.

I team up with woman and we pull each other for a while but she drops off. I can see the peloton. It's so close but I can't get there. This goes on for a while. I'm past the 100-mile mark but riding the headwind alone is killing me. I decide that I need the SAG and start to slow down and pull to the shoulder. Then I hear this: "Hey, NYCC grab my wheel!" and a fellow New Yorker, who I met earlier, pulls me from the brink. I ride into the last rest stop. But I'm exhausted, angry at myself because I'm 20 miles from the finish and the tank is empty.

I refuel, think, talk to Johanna and decide that if I quit, it's going to be while pedaling the last 20! All the groups rejoin to pull into San Juan together. Then the rain starts and escorts us all the way in. I ride strong and I'm the closest to the front of the peloton that I've been all three days. I think it's because I am realizing that I AM doing this. We come into the city where, despite the rain, people are coming to cheer.

Crossing the finish line, I am grateful for the end, exhilarated and proud of myself for not giving up. Somehow I find all the folks I met and rode next to over the last three days: Butch, Wally, Dominico – everyone. The SIGs also gather. Johanna, Leslie, Ketul, Don and Alec – we all made it! No accidents. And, between Johanna and I, no flats. If I had never done the SIG, I am pretty sure that I would have never had the confidence or skills to do La Vuelta. We all agreed we're coming back – and we're hoping you'll to come along too!

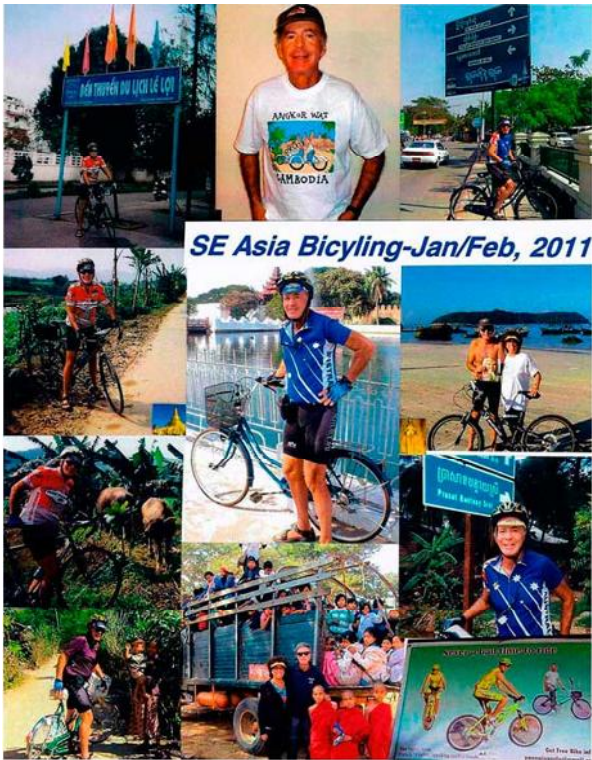


2010 SIGs at the finish of La Vuelta: Johanna, Irasema, Don, Leslie, Alec and Ketul

NYCC Member in Focus

Cycling 300 Miles in Southeast Asia (Four Countries), Jan-Feb 2011

By Jay Jacobson, NYCC Member since 1995



Myanmar and Laos

My annual escape from New York's winter (an unusually severe snowy season in 2011!) took me for a month to Myanmar, Laos, Vietnam and Cambodia.

In Myanmar and Laos, I rented or borrowed bikes daily in five cities and cycled city, beach and countryside excursions averaging about 20 miles.

Myanmar is a closed, military-ruled police state with peculiar decrees, including restrictions on credit card and Internet use, strict limitations on gasoline and electricity usage by its citizenry and a total ban on bicycling in its largest city, Yangon. With a population of over 4,000,000, as far as I know, this is by far the largest city in the world with such a ban. However, as a well-known travel writer said, "The rest of the country is outstanding for cycling and makes up for zero-biking Yangon."

I borrowed the hotel's bike in Mandalay, the second-largest city. It is famous for Rudyard Kipling's poem, "Come You Back to Mandalay" (also a song in Frank Sinatra's "Come Fly with Me" album).

Near our hotel and in the middle of the city is a large palace complex (now used by the military) surrounded by a moat. There is a bike/motorcycle lane on the road just outside the moat, which I rode around several times. I noticed that there were cyclists riding around another trail on the inside edge of the moat. However, in my only contact with the police or military during my 12 days in the country, when I attempted to cross a bridge to cycle on the inner path, I was motioned by a guard to turn around. The few people in the area were unable to explain why some cyclists could ride that route and I could not. Perhaps it is restricted to foreigners.

In Bagan, I cycled past dozens of temples both in the city and surrounding areas, past dozens of Buddhist temples and saw many monks and nuns in their colorful attire. I cycled through farming villages and the friendly residents frequently yelled "hello" or "where you from?" Water buffalo, oxen and rice paddies were all part of the sunny and verdant landscape.

At Ngapali Beach (on the "Myanmar Riviera"), the road connecting a number of fishing villages was very narrow and had numerous potholes (although the area never has a freeze) Cycling on the hardpacked sand along the beach, close to the Bay of Bengal was much better. Sights on the beach included women drying fish and fisherman working on their nets, numerous colorful boats plying the Bay and the beachside luxury hotels.

I befriended a fellow cyclist, a boy of about 10 or 11 and cycled on the sand with him. We passed my wife Joan at our hotel's beach and I introduced her to him. She photographed us together. I left him with my business card, which has my picture on it and a crisp, new \$1 U.S. bill as souvenirs of our ride. I was sure he didn't speak any English — we communicated by gestures. He had much to tell his family that evening!

In Laos's capital and largest city Vientiane, it appeared that heavy auto traffic was not conducive for cycling, so I passed on cycling there. The city resembled Paris and I climbed up 97 steps in its Asian version of the Eiffel Tower. In the cycling event of the 2009 Southeast Asia Games, the racers rode down an avenue resembling the Champs-Élysées and around the arch.

At the lovely city of Luang Prabang, I cycled across the Mekong River to continue my tour in the surrounding countryside.

Vietnam and Cambodia

Although I had cycled in Vietnam previously in 1993 and 2006 (Cambodia also in 2006 – see my previous article in the NYCC Bulletin, December 2006), major changes have taken place both in the countries and the tours since my previous visits. In 1993, EVERYONE was on a bike and I became part of

a sea of bikes tooling around Ho Chi Minh and Hanoi's downtowns. Since then, the citizenry of Vietnam had purchased motorcycles and even some now have cars, which clog the roads in these cities. This has made it very difficult for the few remaining cyclists and current bike tours do not include rides in these cities any longer.

The Backroads Co. of Berkeley, California, has become my favorite bike touring company and this was my 23rd tour (on 5 continents) with them. All aspects of their tours – trip- and route-planning, lodging and cuisine, the selection and training of their guides, bicycles provided, etc. – are outstanding. The only downside is this all comes with a hefty price tag of \$5,500 for the eight-night tour plus \$500 for internal flights (trans-Pacific flights are also additional) and \$1,170 if a private room is required. Tips and alcoholic beverages could amount to another several hundred dollars.

There were 18 American men and women (about an equal number of each) ages 35-70, 3 Mexican couples and 1 Australian couple in our group. We were supported by two highly experienced American guides and a local staff of five who drove a fleet of buses and vans.

We rode between 150 and 250 miles during the tour through small cities and villages, agricultural areas, along rivers and the South China Sea coastline. We passed by rice paddies, duck ponds, many Buddhist temples and pagodas and hundreds of smiling and friendly local people of all ages.

The tour commenced in Hanoi and included a stroll through the city and visit to the Hanoi Hilton, John McCain's infamous prison. We then flew to Hue, site of the major Tet offensive of the Vietnamese War and toured its citadel and grounds.

We rode along slow moving motorcycles and cyclists, sometimes conversing with them. Animals we encountered included water buffalo, oxen, goats and many species of birds. We experienced all types of road and traffic conditions. The roads with heavy traffic usually had cycleable shoulders. However, much of the cycling was in narrow, paved and lightly traffic streets or lanes.

The only major climb was on Day 4. Those of us stronger cyclists who opted for the "long option" (44 miles daily), climbed the Cloud Mountain — 8 km. Hai Van pass. There were a number of switchbacks and 8% grades. The other group members were transferred up the mountain by our minibus. A 44-mile day may not sound like much but there were other things going on during the ride, leisurely lunches at selected outdoor restaurants (cost included in the tour price), and religious, historical, natural and shopping points of interest. For example, after that major ascent, we passed Danang's China Beach and Marble Mountain (important Vietnam War places).

Sometimes I was anxious to complete the daily mileage to take advantage of the sumptuous hotel swimming pools. BTW, every day was warm and sunny — I never experienced one drop of rain in Vietnam and Cambodia during my three trips (December-February.)

Backroads would shuttle us past stretches of road with poor cycling surfaces so that we were always along optimum cycling and scenery routes. The trucks would move the bikes while we were in the minibus and in one case on a boat.

The next stop was the quaint town of Hoi An and the magnificent Nam Hai resort. Of the thousand hotels I have visited, this ranked as one of the five best!

We then flew to Siem Reap, Cambodia (two flights via Ho Chi Minh City). It is the location of Angkor Wat, a group of ancient temples, a World Heritage Site and once long ago Cambodia's capital. For three days, we toured the incredible ruins and the surrounding area by bike, including a sunrise ride!

Because I had visited Angkor Wat and the temples on my 2006 trip, I opted to ride extra loops in the countryside. I was accompanied by one of the Cambodian support staff, a strong cyclist named "Bol." Although Backroads always provided us with excellent route directions, I didn't have to use them on the days I was with him.

Evenings in three of the towns we visited (Luang Prabang, Laos; Hoi An, Vietnam; and Siem Reap, Cambodia) were highlights of the trip. Crowds of people swarmed the streets of the illuminated downtown areas to shop and enjoy the excellent local and international cuisine at outdoor restaurants.

It was an amazing experience! I hope I am able to continue cycling with Backroads. I have a goal of going on 40 of their tours!

Central Park Ticketing Blitz: Call for Action!



- * All cyclists who care about the Central Park ticketing blitz should **ATTEND** the Central Park Precinct Community Council Meeting on March 14th. Massive attendance by NYCC members will make an important impression here.

Date: Monday, March 14th

Time: 7:00pm

Place: Unitarian Church, 160 Central Park West at 76th Street

- * **JOIN** a Central Park Petition Ride! Contact: hwoods@woodswittdealy.com
 - * **DOWNLOAD** a [petition PDF](#), print out a stack of petitions and leave them in the right hands at your local bike shop!
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2010 Ride Leader Tallies Are In!

Wow! In 2010, we had 294 Club members who led a total of 2,210 rides! Pretty impressive!

It has been NYCC practice to give members who have led 3 or more rides a token of the Club's appreciation. This year, as in the past, members who have led:

- * **3-5** rides will receive an NYCC water bottle
- * **6-11** rides will receive newly designed NYCC socks
- * **12 or more** rides will receive a custom-designed jersey (based on our new design), which will be available only to these leaders

Please review the [2010 Ride Leader Tallies List](#) to confirm that we have recorded the correct number of rides that you have led.

In addition, we need those members who have led 12 or more rides to provide us with the size of the jersey they would like, based on this [Sizing Chart](#).

Any corrections to the tally count and all sizing information should be emailed **by Sunday, March 20th** to Adrienne Browning at asbrowning1@gmail.com.

League of American Bicyclists Names NYCC One of the "Bicycle Clubs of the Year"!



NYCC has been selected as one of the League of American Bicyclists' "Bicycle Clubs of the Year"! They appreciate all that NYCC does for our members, our community and the League. The "Bicycle Club of the Year" certificate will be formally awarded to NYCC next week at the [National Bike Summit](#).



Come one, come all who are interested in sharing an evening of camaraderie and suds with the A-19 and A-Classic crew!

Date: Tuesday, March 22

Time: 6:30pm till whenever

Place: Social Bar & Lounge, 795 8th Avenue (between 48th and 49th), 2nd Floor

Peeps: A-19/Classic participants, leaders, alums and friends

- * Drink specials before 8:00pm:
\$3.50 -- Bud, Bud Light and Coors Light
\$4.50 -- well drinks, pino grigio and cabernet
\$5.00 -- Boston Lager draft

- * Plus 50-cent wings and a full pub menu
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NEW! NYCC Photo of the Week: Sea of B-SIG Bikes! by Joe Casalino

Every week, we will feature an NYCC photo here. Send your photo(s) with caption(s) and photo credit(s) to bulletineditor@nycc.org for consideration.

This week's photo was taken by Joe Casalino during the B-SIG orientation.



"Flashing Yellow Light" Bill in City Council -- We Helped Make It Happen. Let's Get It Passed!

City Council by Council Members Ydanis Rodriguez and Vincent Gentile have introduced their bill to make traffic lights in certain city parks flashing yellow when those park drives are closed to cars.

This Bill will affect not just Central Park, but also Prospect Park, Forest Park in Queens and potentially some other City parks that have roads through them.

Council Members Ydanis Rodriguez and Vincent Gentile are counting on our help in gathering support.

Co-sponsors are Council Members Brad Lander and Gail Brewer.

Write to your City Council Member and ask them to support the Rodriguez/Gentile Bill.

Copy your email to Speaker Christine Quinn. It is vital that the Speaker understand the importance of speeding this Bill through the Council process. If you have the time, write a separate email to the Speaker asking her to move the bill through Council. Speaker Quinn's email: speaker@council.nyc.gov

Look up your Council Member at: <http://council.nyc.gov/html/members/members.shtml>

The subject line of your email could say: Please Support the Rodriguez/Gentile Bill

The message could say:

Dear Council Member _____,

I am your constituent and I am a cyclist. A very important Bill has been introduced to the City Council on March 23 by Members Ydanis Rodriguez and Vincent Gentile that will reconfigure traffic control signals in City parks when the park drives are closed to automobiles. This will allow recreational cyclists like me to use the parks once again without fear of random and discriminatory ticketing. I am asking that you support this bill in every way you can.

Thank you for your attention to this important issue.

Your Name

Your address

You can write this in your own words or add your personal message to it, or you can simply copy this message and paste it into the email.

PLEASE DO IT NOW! LET'S GET IT THROUGH COUNCIL!



March 23, City Hall: press conference and introduction for the "Flashing Yellow Lights Bill"

Call for Action! Join Us on the Steps of City Hall on Wednesday, March 23rd at 12:45pm

JOIN us on the steps of City Hall on Wednesday, March 23rd at 12:45pm for the introduction of the "Flashing Yellow Lights" Bill. Council members Rodriguez and Gentile, the bill's sponsors, have asked us to be there in the largest numbers we can possibly muster. Massive attendance by NYCC members will make an important difference here. Our friends from the press will no doubt be there ... NYPost, NYTimes, the blogosphere.

Date: Wednesday, March 23rd

Time: Arrive at 12:45pm so the conference can begin at 1:00pm

Place: Steps of City Hall: City Hall is located in City Hall Park. You can enter the plaza from either the west side of the park at Broadway and Murray Street or the east side at Park Row.

By Subway: #4, #5, #6 trains to City Hall/Brooklyn Bridge; #2, #3 trains to Park Place; W, R trains to City Hall; C, A trains to Chambers Street

NEW! NYCC Photo of the Week: "Flashing Yellow Lights" Bill City Hall Press Conference by Richard Rosenthal

This week's photos were taken by Richard Rosenthal at the City Hall press conference for the introduction of the "Flashing Yellow Lights" Bill.



NYCC President Ellen Jaffe speaks to the press.



Concerned cyclists gather for the press conference.
