

58 Miles of Park Bicycle Paths Urged as WPA Project by Moses

He Offers Plan to Mayor for Winding Lanes Reserved for Revived Sport of Nineties —All Boroughs to Have Them

Park Commissioner Robert Moses submitted to Mayor La Guardia yesterday the Park Department's plans for building fifty-eight miles of bicycle paths within and, in some instances, connecting the parks of the five boroughs.

In his letter to the Mayor, Mr. Moses explained that his department planned to turn back the calendar forty years because of the revival of interest in a sport that was fashionable in the Gay Nineties.

Bicycle sales totaled 1,089,000 in 1899 and declined steadily to a low of 180,000 in 1932, Mr. Moses pointed out. Since 1933 sales have increased rapidly and last year they totaled 1,300,000, a record.

"The need for taking children off the public streets where they are constantly threatened with serious injury and are themselves a hazard to motorists is imperative," Mr. Moses wrote, "and is evidenced by the increasingly numerous letters received from parents and others interested in the welfare of the youth of the city.

"In the following program of proposed bicycling facilities, most of which have been submitted to the Works Progress Administration in our thirty-month program of park improvements, not yet approved, which will be constructed with relief labor, we have taken into consideration that nothing could be less exhilarating than riding up and down a short straight stretch of road.

"We have planned winding layouts which will lead in most cases from somewhere to some other place, and of such length and design that there will be no feeling of monotony to a person who rides his or her bicycle with the intention of securing mental relaxation and physical exercise; and also that the sport can be indulged in with reasonable assurance of safety."

The bicycle paths will be surfaced with permanent materials requiring as little maintenance as possible when practicable, according to Mr. Moses. The paths will be wide enough for two lanes in each direction. Grade crossings at park drives will be protected with traffic lights and definite barriers will be erected, if necessary, to prevent careless riders from starting across at high speed.

Referring to the five-and-a-quarter-mile bicycle path projected for Central Park, Mr. Moses explained that its "only major effect on automobile traffic would be the use of the westerly lane of the east drive from Fifty-ninth Street to the Mall,

the use of the south lane of the Seventy-second Street cross drive from the Mall westerly, and the use of the east lane of the west drive from the Seventy-second Street entrance southerly to a point opposite the entrance to the Tavern."

"All of these pavements," Mr. Moses said, "are now unnecessarily wide, and reducing their width by one lane will have no material effect on the movement of traffic through the park. We plan to run access spurs to park entrances to feed the path wherever practicable."

The following is a summary of the proposed locations and the mileage of the bicycle paths planned:

Location	Mileage
Central Park.....	5.25
Tompkins Square (track).....	.12
Wards Island (track).....	.12
Van Cortlandt Park }	
Bronx Park }	9.00
Pelham Bay Park }	
Sound View Park (track).....	.12
Pelham Bay Park (racing track)	.25
Prospect Park.....	5.25
Shore Parkway }	
Dyker Beach }	4.50
Marine Park.....	9.50
Flushing Meadow Park.....	9.50
Kissena Park.....	1.50
Hillside Park }	
Alley Pond Park }	8.00
Cross Island Parkway }	
Brookville Park.....	1.00
Baisley Pond Park.....	1.00
Forest Park.....	2.00
Silver Lake Park.....	1.50
Total	58.75

Mr. Moses explained that the Van Cortlandt-Bronx-Pelham Bay route, generally speaking, would start in Van Cortlandt Park at the Aqueduct, run southerly to Mosholu Parkway to Bronx Park, along the north side of Mosholu Parkway Extension, under Bronx River Parkway Extension, turning southerly to the north side of Bronx-Pelham Parkway. The route will extend about nine miles, but with the additional loops and spurs in the park areas the distance will be at least doubled.

In Brooklyn the Park Department has laid out bicycle paths in Prospect Park-Ocean Parkway, Shore Parkway-Dyker Beach and Marine Park. The route in Prospect Park will be about five miles. The path will circle the Long Meadow with a loop outside the west drive, a secondary loop around the hockey field, a connection along the west side of the central drive to the west drive entrance, a loop around the area enclosed by Well House, Central and Hill Drives, with a connection to the Lincoln Road entrance.