

## Louise Hainline

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**From:** admin-for-better-bike-lanes@googlegroups.com on behalf of Robert Linn [rlinn@nyc.rr.com]  
**Sent:** Tuesday, August 10, 2010 8:04 PM  
**To:** admin-for-better-bike-lanes@googlegroups.com  
**Subject:** Re: PPW Bike lane

I have been in touch with Amanda Burden. I have not received a report.

On Aug 10, 2010, at 7:02 PM, Norman Steisel wrote:

I'm having difficulty understanding this line of argumentation. Maybe you can fill me in tomorrow. Btw who is Lisa??

On confidential basis to you I had lunch with mayor Koch on a number of issues. Also attending was his close confidant Dianne Coffey who told me she introduced bob linn to Amanda burden who in turn sent someone out to check situation in field, a visit Diane thought has occurred, as well as to do additional analyses.. What do we know about this?

Thumbed on my I-Phone

On Aug 10, 2010, at 6:36 PM, "Louise Hainline" <[LouiseH@brooklyn.cuny.edu](mailto:LouiseH@brooklyn.cuny.edu)> wrote:

I'm having a bit of a problem following the pronouns here. Who is "he"? Paul Steely White? Certainly Transportation Alternatives has a close relationship with the DOT commissioner and possibly with some City Council members. I doubt they are dancing to his jig but clearly they are using each other – TA to get their bikelane, and DOT because TA ostensibly can influence "community" support for bike lanes they want anyway.

This is why we are holding in reserve to play at the right time the info that their major supporter, a member of their board, Mark Gorton, described as the "Bernie Madoff of internet crime", is in deep legal trouble for music piracy with his file sharing company Lime Wire. This link actually makes the direct connection between Lime Wire and TA, and P.S.W mentions the impact that Gorton has had on their operation: <http://www.p2pnet.net/story/39888>. This link brings you up to date if you want more info about the Lime Wire case and what it probably will do to Gorton's fortune: <http://mcall.com.com/media-maverick/?keyword=Mark+Gorton>. I've already sent info on the level of support for TA from Gorton over the last few years.

The question is, when and where is the right time to play this card, which so far has not been associated with DOT's Sadik-Khan or their bikelanes. It would clearly be a slightly below-the-belt PR move, but if your friend is right about the TA influence (or confluence – not clear that it's not just that they share goals – I doubt Sadik-Khan got the idea or urban bikelanes from TA), we might at least get them a bit more defensive about the seamless story they have manufactured here. Brad Lander might be a bit less likely to associate with TA's position, for instance, if it might associate him with someone convicted of internet piracy and forced to pay a huge fine. I don't think they are talking jail time.

The case has had a surprisingly low profile in the media. The Time's only real coverage of Gorton actually was oddly awe-struck, maybe because Gorton is photogenic, rich, successful, and well educated. Despite this big halo, he can still be a crook... [http://dealbook.blogs.nytimes.com/2010/05/24/mark-gorton-man-behind-the-music-service/?scp=1&sq="Mark%20Gorton"&st=cse,](http://dealbook.blogs.nytimes.com/2010/05/24/mark-gorton-man-behind-the-music-service/?scp=1&sq=)

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**Sent:** Tuesday, August 10, 2010 5:11 PM  
**To:** [admin-for-better-bike-lanes@googlegroups.com](mailto:admin-for-better-bike-lanes@googlegroups.com)  
**Subject:** PPW Bike lane

From a friend:

This lobbyist/special interest has one purpose -- cycles above all. Nothing else matters, and everything else is warped & bent around the logic to enact their wishes. East River tolls? Parking Permit system which is promoted BY Transportation Alternatives to reduce car usage/ownership (there's NO wonder why Sen. Squadron in the State Senate and NYS Assemblywoman Millman are the ONLY sponsors of the Parking Permit system -- which takes \$\$ from drivers, here in Brooklyn, and pads the NYC TA). Most pols in the periphery and connected, with this special interest/lobby -- no matter how silly to infuriating that seems.

Your focus should also be on your neighbor, who runs Transportation Alternatives -- and his direct association with the current DOT head/local City Council member(s), electeds that "ta" knows it can control. (Does one person's desire, influence public policy? - would the Daily News be interested in that, angle?) There's a strong chance that he personally wanted this, because he'd use it. And everything else is padding, on those ends.

Word to the wise: (Because people knew that it was a project near & dear to him?) The Community Board may have been influenced, impressed etc. -- and now, in retrospect, in puer bureaucratic fashion its recalled that the Community "wanted" this, because of those votes/discussions? (you need the minutes, etc. and WHO attended those meetings, spoke -- which are both kept as public record by CB6).

-----Original Message-----

From: Louise Hainline <[LouiseH@brooklyn.cuny.edu](mailto:LouiseH@brooklyn.cuny.edu)>

To: [admin-for-better-bike-lanes@googlegroups.com](mailto:admin-for-better-bike-lanes@googlegroups.com)

Sent: Sun, Aug 8, 2010 11:03 pm

Subject: Marty on NY1 and other media coverage of the bike lane (past and present)

This is our man Marty sounding really reasonable. Note that he raises the issue of the objectivity of evaluation, which is an entrée to our posing the solution Norman Steisel suggested, to ask for an "independent" evaluation by the Mayor's Office of Operations. The interview is at: <http://brooklyn.ny1.com/content/123178/ny1-online--brooklyn-borough-president-marty-markowitz-on--inside-city-hall->

And about Park Slope Neighbors recent "speed gun exposé": Erin Durkin at the Daily News basically reported on the PSN data, not the complaints, but the comments that came in are mostly against the bike lane: [http://www.nydailynews.com/ny\\_local/brooklyn/2010/08/04/2010-08-04\\_bike\\_lanes\\_take\\_speedway\\_out\\_of\\_prospect\\_park\\_west.html](http://www.nydailynews.com/ny_local/brooklyn/2010/08/04/2010-08-04_bike_lanes_take_speedway_out_of_prospect_park_west.html).

Our pal Ben is on Streetsblog again at: <http://www.streetsblog.org/2010/08/03/radar-survey-says-new-ppw-has-reversed-the-curse-of-speeding-traffic/>. The self congratulation in the comments is interesting. If 75% of the drivers are going 30 mph "or less", it's probably because of congestion, which I guess is what they are aiming for. What we really need to see is not the digested data, but the actual data plotted without binning, as you can do all kinds of tricks depending on how you report these data. We may want to challenge PSN to release the actual data from the supposed 352 cars they did now and 251 they supposed did before. Interesting that these large numbers from the March study didn't appear before this, unless these are DOT data, but again, they were never fully reported. No doubt that the lane has reduced speeds, but the key question is whether they were that dangerous before, which the data don't support. And on the speed gunning from the WSJ blog: <http://blogs.wsj.com/metropolis/2010/08/03/bike-friendly-makeover-calms-cars-on-prospect-park-west/?mod=rss> WSJBlog&mod=WSJ NY NY Blog

Also something I promised to do, but never got to, the comment that very few of the people who signed the Park Slope Neighbors petition lived on PPW. It is in Ben Fried's blog on Streetsblog, in response to Linda's original flyer on car windshields, prior to her first public meeting. The blog is at: <http://www.streetsblog.org/2010/04/21/anonymous-bike-lane-opponent-scores-media-coup-on-ny1>, last paragraph says: More than 1,300 people, including several dozen PPW residents, have signed on to the [Park Slope Neighbors petition](#) asking for a traffic-calmed PPW with a two-way bike path. They put their names behind the request for a much-needed safety improvement, and the organizers backed up their proposal by [documenting the rampant speeding next to Prospect Park](#). But apparently, all it takes is one

anonymous act of inaccurate scare-mongering to create a semblance of "growing opposition" that the media will buy."

And as I was on NY1, I looked up an early Jeanine Ramirez piece on the bike lane:  
<http://brooklyn.ny1.com/content/117250/park-slope-residents-oppose-addition-of-bike-lane> that some of you may not have seen. There are a few other clips in addition to the one on NBC that John Noel did a few weeks ago. Marcia Kramer also did a piece about the same time as the Ramirez piece, at:  
<http://www.streetsblog.org/2010/04/14/reality-check-a-small-fraction-of-nyc-streets-have-bike-lanes>, but I'm not sure there have been others.

This is a NY1 piece about complaints by businesses in the East Village about bike lanes there (circulated before, but some new people have joined us): <http://brooklyn.ny1.com/content/122427/east-village-businesses-find-fault-with-new-bus--bike-lanes>

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