

# CYCLISTS' BYWAYS PLANNED BY MOSES

Opening First Path in Queens,  
He Reveals City Program  
for 50-Mile Network

SOME FOR CENTRAL PARK

Old Motor Parkway Used to  
Test Ideas for Elaborate  
Pedaling Facilities

A vision of fifty miles of paved parkland roads exclusively for bicycle riders was conjured yesterday morning by Park Commissioner Robert Moses, who feels that facilities for cyclists are the "biggest unsatisfied need facing the Park Department today."

Central Park will undergo something of a rejuvenation with the return of bicycles. Prospect Park in Brooklyn likewise will be molded to suit a fashion thought long dead. Enthusiasts over the handlebars will race for trophies on a track in the Bronx, and Queens will offer miles of rural cycling as an outlet for city-bound youths and a comfort to grown-ups who may wonder now what their parents did for recreation.

Mr. Moses conveyed the impression that bicycle paths would be imposed on the network of motor roads and footwalks in Central Park by shifting the existing order. In ten days, he promised, detailed plans would be available.

Bicycle riders will share with motorists the pleasure of the new parkways—special parallel routes for cyclists. They will pedal from one end of the city to another, using the partly built Brooklyn Circumferential Highway if they desire, he predicted. Bicycles will reappear in city parks of every borough and on undefined streets or places serving as connecting links in a system described by Mr. Moses as "comprehensive."

## Queens Cycle Path Opened

He spoke at opening exercises for a two-and-half-mile stretch of bicycle road on the site of the old Long Island Motor Parkway in Queens. The text of his address was: "The way to make progress, sometimes, is to go backward." In the next eighteen months he hopes the Park Department will turn the calendar back forty years and more.

"We don't know too much about it," Mr. Moses said. "We don't claim we have solved or anticipated all problems; but our six-month study has shown a lot and we are at the stage where a practical experiment can be watched profitably."

Certainly the ground selected for the first trial is steeped in tradition. The Long Island Motor Parkway was incorporated in 1907 as a race course for the famous Vanderbilt Cup and for fifteen years provided automobile drivers with thrills aplenty.

Mr. Moses expressed the irony of the parkway's surrender to the bicycle after being made obsolete by modern traffic needs. The "fever" for speed it generated has died so far as it is concerned, he observed. The winding parkway was extended westward to Springfield Boulevard, Queens, in 1911, and as late as 1921-25 a yearly patronage of 120,000 warranted construction to Horace Harding Boulevard.

The new bicycle road runs from Horace Harding to Alley Pond Park, a half mile beyond Springfield Boulevard. It affords a ride through woodlands and sand dunes; over the steep little bridges typical to the parkway, past picnic grounds and shelters. The 100-foot pavement is marked for curves and has low white guard rails at danger points.

## Problem to Be Studied

Data on the control of bicycle traffic will be obtained from it. Whether lights are feasible, white lines necessary, what types of intersection will be best suited to the city-wide problem? Ted Peckham at the Alley Pond concession will report on these rates: bicycles for hire, 35 cents an hour with a \$2 deposit; storage, \$2 monthly; instruction in riding and mechanics, \$1 an hour.

Allyn R. Jennings, general superintendent of the Park Department, introduced Mr. Moses to several hundred persons, most of them youths with bicycles, at a decorated stand facing Horace Harding Boulevard. Other speakers were Mrs. Charles E. Williams, representing Borough President George J. Harvey of Queens; Councilman James A. Burke, and Norman Hill, six-day bicycle racer.

William H. Latham Jr., 3-year-old son of the Park Department engineer, straddled a tricycle as he snipped the ribbon. Ranged behind him were an assortment of cyclists led by Charles (Mile-a-Minute) Murphy. They included pairs on tandem machines and an oddity brought forward by Mr. Murphy, with the riders beside each other. A high-wheeler of uncertain vintage kept pace with glistening blue and maroon stream-lined products. It was observed on the drive along the road in the official automobiles that bicycles-built-for-two, pedaled resolutely, can roll at a fast clip.

Today at 10:30 A. M. the first regular Sunday bus will leave 246 West Forty-second Street for the bicycle road. Provision for parking space has been made at the Alley Pond office for motorists who feel the need of exercise. The road is to be open from 8 A. M. until dark and will be patrolled at all times.

Incidentally, the retirement from duty of Patrolman Alexander Ewers, 62 years old, of 147-25 Beech Avenue, Astoria, was announced. He is credited with having made the first arrest for speeding by using a bicycle. He overhauled an eager automobile driver racing at 25 miles an hour. The car was headed for one of the early Vanderbilt Cup events.



FIRST RIDERS ON NEW CYCLE PATH IN QUEENS

Adults and children on the new roadway between Horace Harding Boulevard and Alley Pond Park which was opened officially yesterday.