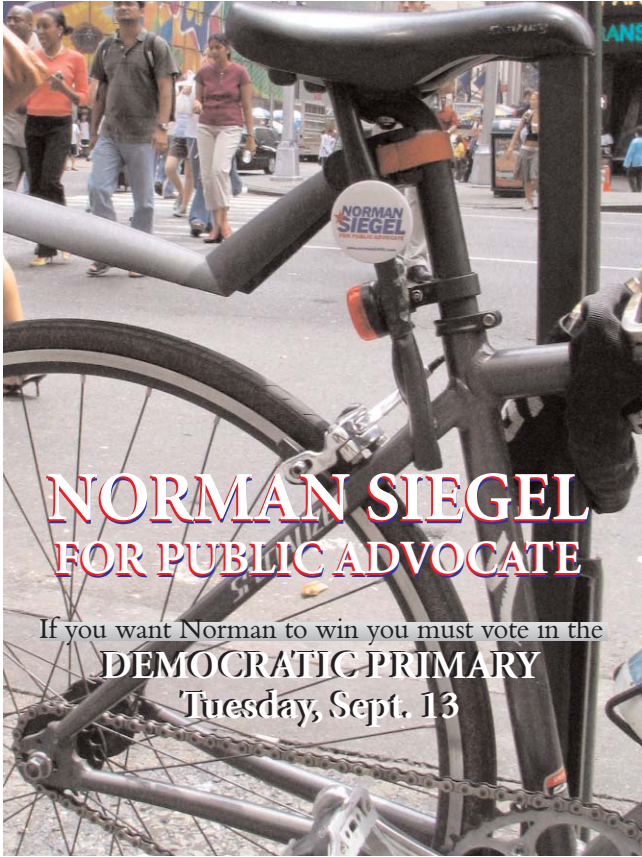


# CYCLISTS FOR SIEGEL

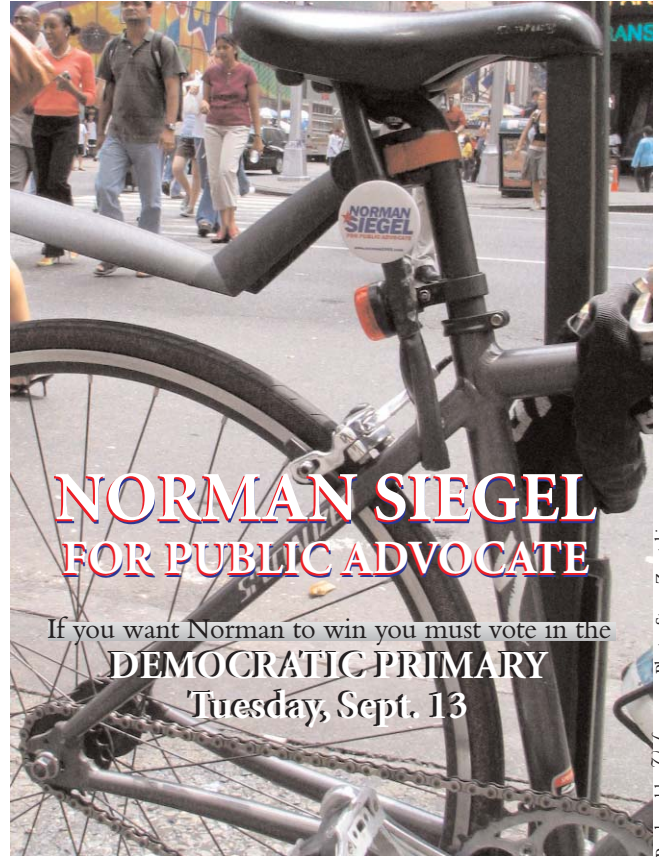


**NORMAN SIEGEL  
FOR PUBLIC ADVOCATE**

If you want Norman to win you must vote in the  
**DEMOCRATIC PRIMARY**  
Tuesday, Sept. 13

Produced by *Veloprop* Photo: Steve Zavatski

# CYCLISTS FOR SIEGEL

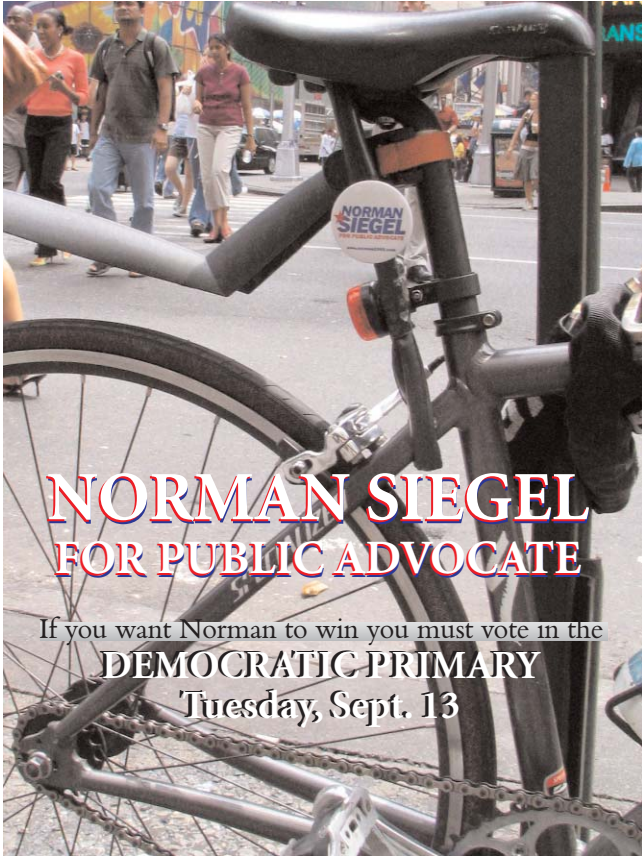


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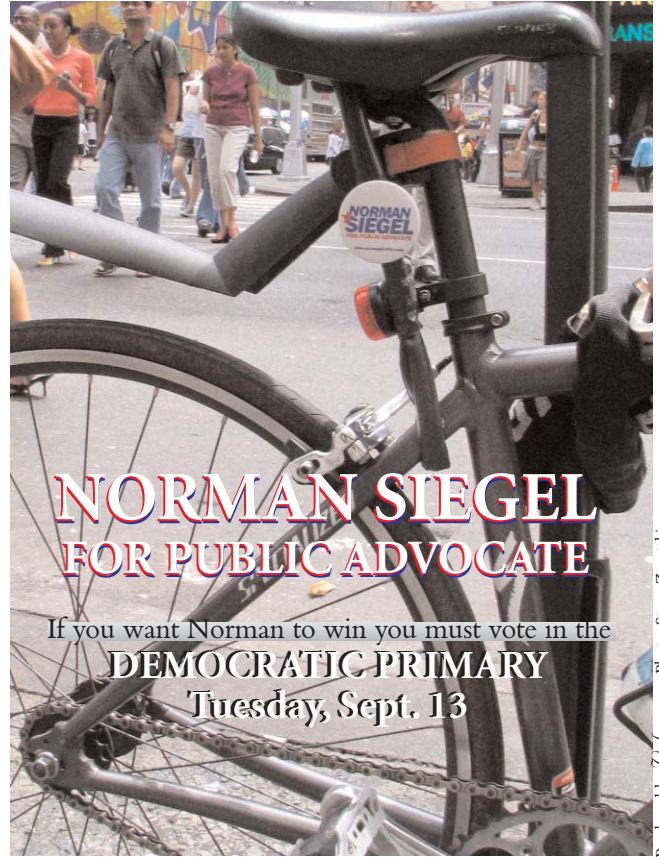


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*Norman Siegel, the prominent civil liberties lawyer and 2005 candidate for NYC Public Advocate, is part of the legal team that has provided pro bono defense for Critical Mass cyclists arrested since August 2004. For more information on Norman's campaign, visit [www.norman2005.com](http://www.norman2005.com).*

**F**or too long, our city government has viewed bicycling as a nuisance to drivers, instead of seeing it as the vital, responsible form of transportation that it is.

As Public Advocate, I want to make sure the city takes an aggressive stance in promoting bicycle safety, access, and mobility. One of the most important things we can do is to increase the number of dedicated bike routes in the city, starting with major avenues in all five boroughs. These lanes and greenways will protect against bicycle accidents, decrease the conflict between cars and bikes by giving each their own space, and encourage more people to commute by bike, thereby reducing auto traffic and road congestion.

As Public Advocate, I hope to create a more amicable dialogue between the city's police and bicycle advocacy groups. Our goal should be to increase police officers' ability to enforce existing vehicular laws that protect cyclists, and to educate both sides about the other's concerns.

This city has multiple options for improving the awareness and safety of drivers and bicyclists. We can start by reinstating the Bicycle Advisory Council to help the city adjust to the large increase of cyclists on the streets. We can develop a public campaign to raise awareness of road rules, among both drivers and cyclists. These plans will work to reduce bicycle fatalities, and we must begin to implement them now.

New York can and must become a city that is truly progressive in terms of bicycle transportation, for the sake of our health, our environment, our transportation efficiency, and our ability to thrive as a diverse and dynamic city.  
—Norman Siegel, July 25, 2005

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