

# TRANSPORTATION

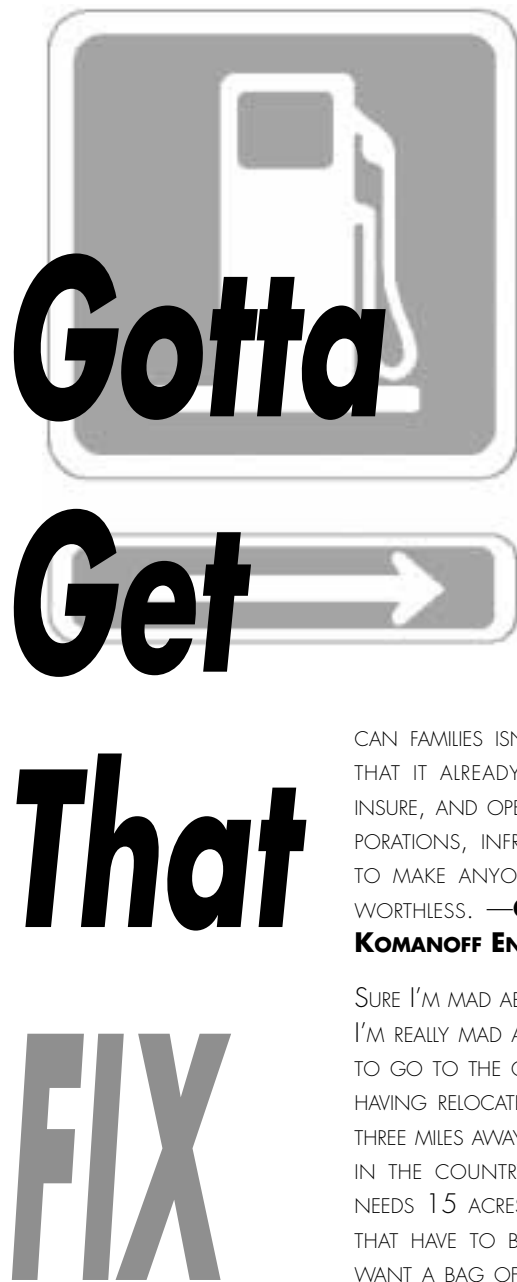
## ALTERNATIVES



*A HOW-TO GUIDE FROM RECYCLE-A-BICYCLE*

## **TOOLS FOR LIFE**

Volume 2, No. 4 July/August 1996 Published by Transportation Alternatives



**As many Americans mark the 100th anniversary of the automobile, Bob Dole and Bill Clinton have proposed rolling back Part of the already negligible tax on gasoline. Some people have strong opinions on the subject:**

AMERICA DOESN'T HAVE AN ENERGY CRISIS OR A GASOLINE CRISIS, IT HAS A TRANSPORTATION CRISIS. THE WORLD IS AWASH IN OIL CHEAPER THAN BOTTLED WATER, BUT AMERICANS RANK FIRST IN HOURS STUCK IN TRAFFIC AND RATE DRIVING THEIR NUMBER ONE WASTE OF TIME. THE MONKEY ON THE BACK OF AMERICAN

FAMILIES ISN'T A MODEST RISE IN GAS PRICES, BUT THAT IT ALREADY COSTS \$4,000 A YEAR TO OWN, INSURE, AND OPERATE A MOTOR VEHICLE, AND THAT CORPORATIONS, INFRASTRUCTURE, AND MINDSETS CONSPIRE TO MAKE ANYONE WITHOUT MOTORIZED WHEELS FEEL WORTHLESS. —**CHARLES KOMANOFF, ECONOMIST, KOMANOFF ENERGY ASSOCIATES**

SURE I'M MAD ABOUT THE PRICE OF GASOLINE, BUT WHAT I'M REALLY MAD ABOUT IS HAVING TO BUY THE STUFF JUST TO GO TO THE GROCERY. I'M MAD ABOUT THE GROCERY HAVING RELOCATED FROM JUST AROUND THE CORNER TO THREE MILES AWAY IN WHAT USED TO BE A CORNFIELD OUT IN THE COUNTRY. AND WHY? BECAUSE THE GROCER NEEDS 15 ACRES OF PARKING TO ACCOMMODATE CARS THAT HAVE TO BE DRIVEN THREE MILES EVERY TIME YOU WANT A BAG OF GRAPEFRUIT AND A GALLON OF MILK.—

**RUSSELL BAKER, NEW YORK TIMES**

I WANT THAT GAS TAX DOUBLED. AT LEAST. IF IT IS DROPPED INSTEAD, MY VISION IS OF DOLE AND GINGRICH DRAGGED THREE TIMES AROUND THE WALLS OF A GATED COMMUNITY BEHIND A MINIVAN. I MEAN IT. THE LOW PRICE OF GAS IS THE SINGLE MOST DESTRUCTIVE FEDERAL ENVIRONMENTAL POLICY IN THE UNITED STATES.—

**BILL EVERDELL, T.A. MEMBER**

- 2 Provocateur
- 3 Publisher's Letter
- 4 Pressure Points
- 6 Cycling News
- 8 Reclaiming the Streets
- 10 Neighborhoods
- 12 Tools For Life
- 14 T.A. Auction
- 15 Commuter of the Month
- 16 Nuts and Bolts
- 17 Auto-Free World
- 18 Bike Shop Directory
- 19 Bikes Aboard
- 20 Joyride
- 21 Rides/Classifieds
- 22 Letters
- 23 Bike Week '96

**Transportation Alternatives**

*published by Transportation Alternatives, a 3,500 member New York City-area citizens' group working for better bicycling, walking, public transit, and fewer cars.*

**Board of Directors:** Tom Angotti, Caren Cohen, Scott Friedland, Walter Hook, Kenneth Jackson, Alison Kaplan, Brian Ketcham, Rob Kotch, Diane Lynch, Jon Orcutt, Alexander Peters, Jeff Prant, Ann Sullivan

**Publisher:** John Kaehny  
**Editors:** Brendan Mernin  
 Delphine Taylor  
**Art Director:** Chris Doyle  
**Production:** Paul Banks  
 Paul Harrison

**Contributors:** Leah Dilworth, Paul Harrison, John Kaehny, Jesse Kalb, Heather Nelson, Shane Neuringer, Jon Orcutt, Margaret Sikowitz, Scott Stepp

**Rides/Classifieds:** Send attention: Angus Grieve-Smith

**Messenger services:** Thunderball—a company that cares about New York.

**T.A. Phone 212-475-4600**  
**92 St. Marks Pl NY NY 10009**  
**email: transalt@echonyc.com**

**Cover Photo: Ken Zirkel**



T.A. Picnic! August 2

## July

**17 Wed.** 7pm. T.A. Bronx Chapter Meeting: Mosholu-Montefiore Community Center, 3450 DeKalb Ave @ Gun Hill Rd., Bronx. Call Rich Gans, 718-653-2203, for more information.

**22 Mon.** 6-8pm. Auto-Free New York Meeting. Tour of Brooklyn's Fulton Street Transit/Ped Mall. Meet in front of Brooklyn Borough Hall (Court and Joralemon). Call 212-475-3394 for information.

**30 Tue.** 6:30pm. Free Bike Repair Class. Patagonia, 101 Wooster Street (@Spring). Basic bike maintenance taught by a pro. Call 212-475-4600 to register, as space is limited. **TA Members only.** Class starts promptly at 7.

## August

**2 Fri.** 5-8pm. Transportation Alternatives Picnic: Hudson River Park northern lawn near Stuyvesant High School (@Chambers St). A plain old good time. Don't miss it.

**21 Wed.** 7pm. Bronx Chapter Meeting: Mosholu-Montefiore Community Center, 3450 DeKalb Ave @ Gun Hill Rd., Bronx. Call Rich Gans, 718-653-2203, for more information.

**23 Fri.** 6-9:30pm. Mailing Party: Fun, food, and hot-off-the-press T.A. Magazine! Join us! T.A. Office, 92 St. Marks Place.

**26 Mon.** 6-8pm. Auto-Free New York Meeting. Guided tour of Jamaica's 165th Street Transit/Ped Mall. Meet in the main waiting room, LIRR Jamaica Station, 6pm. 212-475-3394 for more information.

**28 Wed.** 6:30pm. Free Bike Repair Class. Patagonia, 101 Wooster Street (Spring). **T.A. members only.** See July 30.



## The Flame

**T**here is a dynamo at the center of T.A., and her name is Karen Overton. Karen, whose Recycle-A-Bicycle Program is featured in this issue, has tremendous tenacity, optimism and winning charm. She has built a small empire of progress in an education bureaucracy known for its failures. She has also inspired her students and co-workers with a sense of the possible—and the hard work and dedication needed to achieve it.

In many ways Karen's work is a mirror of T.A.'s larger efforts. Just as Karen is working to educate a group of city kids about the environment, so is T.A. working to change a myopic bureaucracy convinced that moving car traffic comes before community needs. We put a human face on the needs of bicyclists and pedestrians, and through our Neighborhood Streets Network, are empowering neighborhoods to join our movement.

Each of T.A.'s campaigns or goals is part of a wider vision for a livable city. So whether you joined T.A. because you want a bike rack in front of your office, a car-free Central Park, or better cycling in New Jersey, keep in mind that our efforts build on each other.

In turn, it is the passion of people like

Karen Overton that propels our exertions. One such person was David Rubinow, who died in April at age 91. Rubinow was a great civic activist who in the late 1950's led the successful fight to free Washington Square Park from cars. Decades later, T.A. is building on what he started. We are also building a permanent, strong organization, able to bring new leaders to the fore.

To that end, we are seeking nominees for our board of directors. If you know someone with the commitment, skills, and stature to help make T.A. and its board stronger—including yourself—bring them to our attention. Don't be shy; we need your help. Send your nominee's name, phone, address, and a brief bio or resume to:

Nominating Committee,  
Transportation Alternatives  
92 St. Mark's Place, New York, NY 10009

I hope you enjoy the issue.

John Kaehny  
Executive Director

P.S. Congratulations T.A. Magazine for being named a finalist in the Utne Reader Alternative Press Awards for the second year in a row.

# PRESSURE POINTS

## Taxi Tough Guy To Be New DOT Chief

As we went to press, Mayor Giuliani announced that taxi chief Christopher Lynn will replace Elliot Sander as the Commissioner of the Department of Transportation. Lynn brings a reputation as a reformer who has brought order to a formerly chaotic taxi agency. T.A. hopes that Lynn will bring his innovative spirit to DOT's do-nothing bureaucracy.

**Write and urge Lynn to support cycling, walking and traffic calming. Send in the enclosed postcard.**

**Christopher Lynn**  
Commissioner, NYC DOT  
40 Worth Street  
New York, NY 10013

## Prospect Park Board For More Car-Free Hours

Brooklyn Community Board 6, representing Park Slope and Carroll Gardens, voted in June to support a DOT plan extending car-free hours in Prospect Park. The plan would keep the park free of cars at all times during April to October except for weekday rush hours (7am - 9am and 5pm - 7pm.) The 27-6 vote came after an impressive outpouring of community support at two April CB 6 meetings. Borough President Howard Golden has hesitated to back the plan, pending the results of the DOT's Prospect Park traffic count study, due out in late June. T.A. has encouraged the Borough President's office to recognize community needs rather than place motor vehicle flow first.

**Fax or Write Borough President Howard Golden:**  
209 Joralemon Street  
Brooklyn, NY 11201  
fax 718-802-3959

## Hudson River Greenway Land Grab

In a display of greed and bad faith, the Chelsea Piers company wants to narrow the planned Hudson River bikeway/walkway for more auto and truck access to their property. The bikeway will extend along the Hudson from Battery Park to 60th Street and will likely be one of the heaviest used cycle paths in the United States. That Chelsea Piers has even dared its thievery is dismaying given the years of wrangling that went into producing the greenway plan.

**Write Mayor Giuliani and ask him to preserve the community-approved bike and pedestrian path.**

**Mayor Giuliani**  
City Hall  
New York, NY 10007

## Cops Crack Down on Speeders in Central Park

The NYPD Traffic Division says it is handing out 300 speeding tickets a month in Central Park. The cops stepped in in April after T.A. and the Parks Department asked the Department of Transportation to perform speed counts in the park. The counts showed motorists achieving an average speed of 38 mph overall and consistent speeds of 50 mph plus on straightaways. The speed limit on city streets is 30 mph. Park users are applauding the police effort, but it is clear that cops can't be everywhere, and that the best way to end speeding in the park is to keep cars out.

**Write: Parks Commissioner Henry Stern. Tell him that the park is safer without cars.**

**The Arsenal**  
830 5th Ave.  
New York, NY 10021  
Fax 212-360-1345

## Tunnel Vision

Four years ago, T.A. proposed tearing down the elevated Gowanus Expressway instead of rebuilding it. At that time, the tear-down plan seemed far-fetched to many. Since then, Gowanus area community leaders have endorsed the idea. Now, the Regional Plan Association, a group dedicated to sound land use, has introduced its own plan to replace the elevated highway with a tunnel. The genius of the RPA plan is that the tunnel could be built while the highway still stands, thus avoiding years of misery and devastation in west Brooklyn.

Though the tunnel could cost as much as \$2.5 billion compared to \$800 million for the rebuilding, in the long run it would be a tremendous bargain. Why? Tunnels last indefi-



John Koehn

**June action at the Chelsea Piers.**

nately, while elevated highways must be rebuilt every 40 or 50 years. Rebuilding the elevated Gowanus will take at least seven years and the cost to west Brooklyn in damages could amount to \$800 million a year. Thus, the total cost of rebuilding the elevated would be in the realm of \$6 billion—a cost incurred every 40 years. The tunnel could be financed by bonds that would be paid off over 30 years with a \$2 car toll. T.A. and Gowanus area civic leaders strongly support further study of the RPA plan. The question is, do NYC and Brooklyn political leaders have the foresight to endorse an idea of such vision and magnitude?

**Write Mayor Giuliani and ask him to step in and demand that the State DOT conduct a full environmental review and study the RPA tunnel plan before destroying west Brooklyn and squandering \$800 million in tax dollars.**

**Mayor Giuliani**  
City Hall  
New York, NY 10007

## Queens Neighbors Fight LIE Widening

More than 300 residents of Douglaston, Queens rallied on Sunday June 7 to stop the State Department of Transportation from widening the Long Island Expressway. At a cost of \$550 million, the state plans to add two new "High Occupancy Vehicle Lanes" and additional entrances to the highway. The local community has found powerful allies, including Mayor Giuliani, Borough President Schulman, and State Senator Frank Padavan, and together they are suing the State DOT to stop the project.



Paul Harrison

**Neighbors speak out against High Occupancy Vehicle Lane.**



Paul Harrison

## Straphangers Track Subway Decline

New Yorkers agree that the subway seems dirtier, less reliable, and more crowded since last year's massive budget cuts. Now, T.A.'s friends at the Straphangers Campaign plan to conduct a thorough survey of transit service to restore full transit funding. Straphangers needs your help—you can survey on your morning commute. Call Mauricia Baca at Straphangers to help: 212-349-6460.

## D'Amato Key To National Transit Funding

Along with devastating city and state cuts, Federal support for transit has also taken a big hit. Last year, Congress slashed transit while increasing highway spending. This year, New Yorkers can do something about it by writing influential Republican Senator Al D'Amato and asking him to ensure that transit systems receive at least \$500 million in Federal operating assistance.

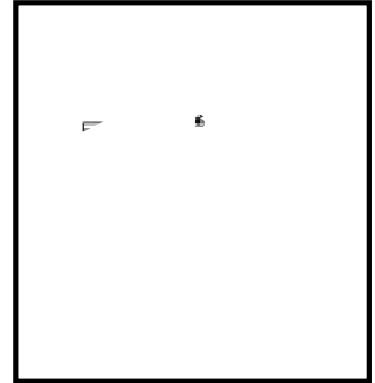
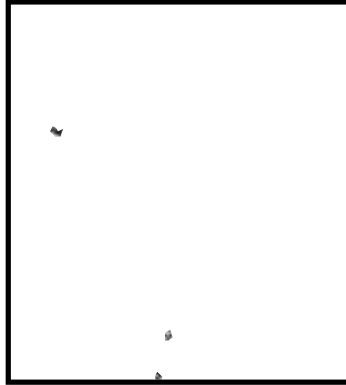
Send in the enclosed postcard or write.

**Senator Alfonse D'Amato**  
U.S. Senate  
Washington, D.C. 20510

# CYCLING NEWS

## Hudson Street and 8th Avenue

*Partial Bike Lane Will Arrive Oct. '96, Says DOT*



City DOT officials told T.A. last month that the long-awaited Hudson Street bike lane (from Dominick Street to 14th Street) had cleared the last State hurdles and will be installed by October.

DOT also plans to extend the lane north along 8th Avenue to Columbus Circle, but has been unable to overcome several challenging design issues and has not yet sought endorsement from Community Boards 4 and 5. Community Board 2 endorsed the bicycle lane up to 14th Street last year after dozens of residents turned out to support it.

When completed, the 4-mile bike lane will be the longest and most important new bicycle facility installed in years, providing a northbound alternate route to 6th Avenue, which cyclists have for years derided as inadequate.

If it goes through quickly, the 8th Avenue segment will represent a major step forward for the DOT's bicycle program.

**Write to: Deputy Mayor Rudy Washington, 52 Chambers St., NY, NY 10007. Ask him to move quickly on this vital cycling facility. Fax: 212-618-8989**

## Diamond (Lane) in the Rough?

The heavily used Lafayette Street bike lane—now two years old—may soon be extended south to Spring Street (it currently runs from Houston to 14th Street). Both DOT and the Mayor's Bicycle/Pedestrian Advisory Council (BPAC) support T.A.'s proposal to extend the bike lane when road markings are re-applied to the newly repaved street. In 1994, the Fire Department resisted losing double parking privileges in front of their station house at Spring and Lafayette; this remains the only potential obstacle to improving the heavily used lane. The year-old BPAC, a mayoral committee that brings together agency heads and advocates like T.A., has been working to develop a comprehensive city-wide bike and pedestrian agenda.

**Write to: FDNY Commissioner Tom Van Essen, 250 Livingston Street, Brooklyn, NY 11201. Ask him to support extending the Lafayette Street bicycle lane south to Spring Street.**

## More Bikes on Metro-North

NYC cyclists who ride trains to Westchester County and other points north are getting a big lift, thanks to the efforts of the New York City Cycle Club. Beginning June 30, Metro-North's Hudson line is adding six weekend "bike trains," for a weekend total of ten. Increases on the other two lines are in the works, and the bike limit on weekend trains will increase to eight. Timetables will designate bike trains with a bicycle symbol. Hudson line bike trains, with an entire car set aside for 15 bikes, leave Grand Central Station Saturdays and Sundays at 7:54 and 8:58 am, and return from Poughkeepsie at 4:11, 5:11, and 6:11 pm. On the Harlem and New Haven lines, weekend bike trains leave at 8:49 am/4:08 pm to and from Brewster North (15 bikes each), and 8:07 am/3:57 pm to and from New Haven (40 bikes each). Mandatory bike permits may be purchased by mail (347 Madison Ave, 3rd Fl, NY, NY 10017) or at Window 27 in Grand Central (\$5, good for life).

## Queensboro Bridge Will Stay Open for Bikes & Peds

DOT GIVES ITS WORD

**A**t a June meeting with DOT Chief Transportation Officer Joan McDonald, T.A. solicited a commitment from DOT to maintain 24-hour bicycle and pedestrian access to the Queensboro Bridge during the bridge's reconstruction. DOT Assistant Commissioner for Planning Gerard Soffian said that the bridge will remain open for its 2,000 daily human-powered users. From 1991 to 1993, the bridge was closed to cyclists and pedestrians from 3 to 7 pm, when the path was open to auto traffic. In 1990 and 1991, T.A. and bridge users staged over 30 demonstrations to secure cyclists' and pedestrians' right to use the bridge.



Ken Zirkel

Construction begins on the bridge's two outer roadways in November and will last until early 1999. T.A. had heard from city sources that access for cyclists and pedestrians might be restricted during evening rush hours. When DOT implemented a similar scheme in 1990, ridership on the bridge dropped by nearly 80%.

Because of the precarious situation that cyclists and pedestrians must now endure at the 59th Street entrance to the South Outer Roadway, T.A. has proposed the North Outer Roadway as the permanent path. The two access points would be Queens Plaza North and 60th Street in Manhattan. The bridge entrance (to the South Outer Roadway) at 59th Street has always caused a frenetic scramble for cyclists who battle cars, buses, and trucks for space on a narrow strip of concrete. A North Outer Roadway path would eliminate these conflicts and provide safe access to Second Avenue.

**Write to: NYPD Traffic Chief Michael Scagnelli, 138 West 30th St., New York, NY 10001. Ask him to support 24-hour access for bicycles and pedestrians on the Queensboro Bridge.**

## BIKE SHORTS

### CRACK DOWN ON BIKE THEFT!

While about 6,500 bicycles are reported stolen in NYC every year, T.A. cyclist surveys suggest that the actual number of stolen bikes is ten times greater. At around \$300 for an average new bike, bike theft costs New Yorkers \$2 million a year.

T.A. is calling on the NYPD to create a bike theft recovery unit and crack down on the sale of stolen bikes. In Denver, Colorado, a Bicycle Recovery unit registers bikes, targets theft hot spots, and conducts sting operations to catch thieves. **Write to: NYPD Commissioner Howard Safir, One Police Plaza, New York, NY 10038. Tell him you want the NYPD to establish a bike theft recovery unit and get serious about combating bike theft.**

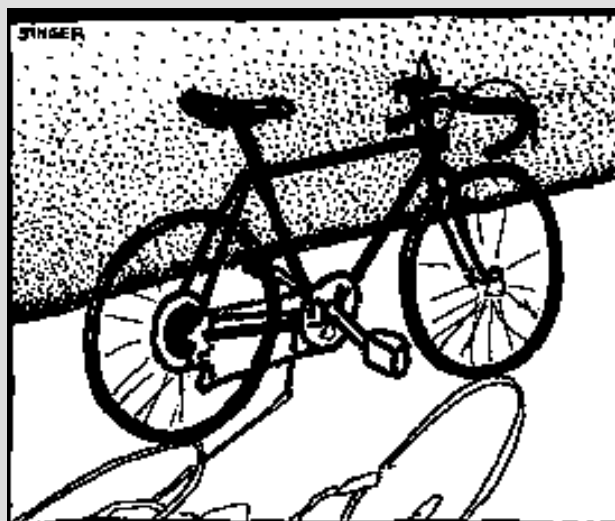
### REQUEST-A-RACK

Want to see a bike rack outside your favorite store? All you have to do is ask! The NYC DOT CityRacks program is installing bicycle racks through requests only. Anyone can request a bike rack—a merchant, community group, or individual. Just call the CityRacks office (212-442-7705) and request an application.

T.A. is also working with DOT to loosen the restrictive guidelines under which racks can be installed.

### SHORE FRONT BIKEWAY

The eastbound side of Shore Parkway between 73rd and 108th Streets will be closed to motor vehicle traffic until September 2. The two-lane stretch of road, which runs parallel to the Boardwalk, is smooth and clean, providing the ideal surface for cycling and blading.



# Reclaiming the Streets



## No Progress On Dangerous Crossings

Last summer, T.A. and the *Daily News* teamed up to expose the city's ten most dangerous locations for pedestrians. A cover story put the pressure on DOT and an editorial asked "What's DOT Waiting For?" It added, "What's needed is fast, lifesaving action." Nine months later, T.A. revisited the ten most dangerous intersections and found no evidence of change.

The *News* also wrote, "DOT plans to study this idea to death—of more pedestrians, no doubt." DOT did indeed promise to study the intersections. At a January Mayoral press conference, former Commissioner Elliot Sander announced the "Share The Road Safely" program, which among other things, promised to analyze the 12 most dangerous locations for pedestrians within three months, and implement the recommendations within one year.

Paul Harrison

But these intersections need improvements now!

°At the crowded corner of 42nd Street and 8th Avenue, a left turn signal still makes it impossible for pedestrians to cross without being menaced by turning cars.

°At 125th Street and Malcolm X Boulevard, the city has neither installed sidewalk extensions nor changed traffic lights to allow pedestrians to cross safely while all vehicles are halted at this primary Harlem intersection.

°The "Hub," a center of Southern Bronx commerce, remains a confusing mess—restricting one block of Melrose Street to buses only would create a more predictable intersection.

°At the busy corner of the Lower East Side's Chrystie and Grand, no progress has been made to limit turns or widen sidewalks to ease crossing.

**What's  
needed  
is fast,  
life-  
saving  
action.**

Christopher Lynn, DOT's new commissioner must make pedestrian safety a top priority. Dangerous intersections are the best place to start. The agency should install temporary changes by the end of the summer and stick to a schedule for permanent changes. The city's pedestrians need more than new signs and longer traffic lights: only if all of New York's most dangerous intersections are physically re-designed will New Yorkers feel safe crossing the street.

**Write to: City Council Transportation Chair Noach Dear. Ask him to hold a hearing on DOT's progress and make it clear that the Council expects safety improvements to be installed on or before schedule. City Council, City Hall, New York NY 10007**



Paul Harrison

The corner of 33rd and Park tied for most dangerous in the city. DOT's traditional response? Ban pedestrians! City intersections must be designed for pedestrians first, then cars. Only then will our death and injury rates plummet.

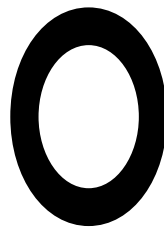
## Albany Update

Thanks to T.A. and the NSN's advocacy of neighborhood traffic relief and pedestrian safety, two innovative bills are moving through the state legislature. The first, A9057, would allow cities and villages to set speed limits as low as 15 mph (the lowest now is 25). Assemblymember Deborah Glick (D-Manh) introduced this bill at the request of the Neighborhood Streets Network.

T.A. is working with Glick on a second bill, A6290B, to help localities create "pedestrian safety zones," or traffic calming areas. It would also compel drivers to yield to pedestrians in any part of a crosswalk. In New York, unlike many other states, a driver may now zoom past someone in a crosswalk as long as the pedestrian is not on the driver's side of the road. The new law will make it clear that pedestrians own the right of way.



**T.A.'s Bronx Chapter rode recently to protest the summary ending of Car-free Grand Concourse Sundays. After more than 5 years of successful fun and sun, Mayor Giuliani has ended the summer-long event. T.A. is organizing community support to convince the mayor that the Bronx needs Car-free Sundays. Call Rich Gans at 718-653-2203 to help.**

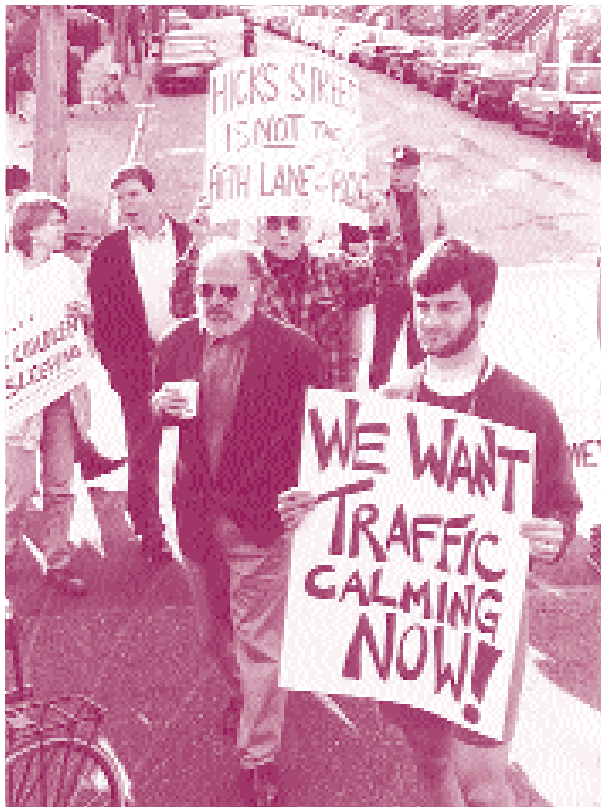


## Brooklyn Cries, "Traffic Calming Now"

One hundred Brooklyn residents gathered on the steps of Sacred Hearts and St. Stephen's Church in Carroll Gardens on the morning of Thursday, April 25 to "Reclaim Our Streets from Traffic." Organized by a coalition of the Neighborhood Streets Network, the Carroll Gardens, Cobble Hill, and Brooklyn Heights Associations, and Transportation Alternatives, the outraged residents blocked the morning rush hour, demanding "Traffic Calming Now!" and protesting motorists' use of neighborhood streets as thru-ways.

The pedestrian force occupied Hicks Street, which is often overrun by cars and trucks escaping the clogged B.Q.E. Carroll Gardens Association President Buddy Scotto and Brooklyn Heights Association President Judy Stanton urged residents to fight back against traffic, which will worsen dramatically during the upcoming reconstruction of the Gowanus Expressway. Participants called on Mayor Giuliani and the Department of Transportation to reduce traffic on their streets and start installing traffic calming measures now.

The rally is the first of several planned citizen actions that will focus attention on intrusive, harmful levels of traffic. T.A. and the Network will soon stage rallies in the nearby neighborhoods of Boerum Hill and Brooklyn Heights. Later in the year, we will lead a city-wide Day of Action, to make it clear that neighborhoods all over the city want to be free from the tyranny of traffic.



Ken Zirkel

### New Traffic Calming Manual Available

Tired of too much traffic, danger, trucks, speeding, or car noise on your block? Traffic calming offers solutions, and now the Neighborhood Streets Network is offering a traffic calming primer. *Streets For People* describes traffic calming solutions and how to win them. For your copy, send two dollars for shipping to: NSN—T.A., 92 St. Marks Pl, NY NY 10009.



# neighborhoods

## Brooklyn

### East New York: Gateway "Auto" Estates

Developers are proposing a giant new shopping center and suburban-style housing tract for an overgrown landfill in a remote section of the borough. Gateway Estates is expected to generate about 30,000 car trips a day, further congesting the Belt Parkway and local streets. Because the transit-inaccessible project has been pitched as "affordable housing," the city plans to subsidize it with valuable housing preservation funds. Meanwhile, thousands of transit-served East New York lots and apartment buildings remain abandoned for lack of investment. Borough President Howard Golden and Community Board 5 support the development, while T.A., the Sierra Club, and other environmental groups testified against it at a recent meeting of the City Planning Commission.

### Windsor Terrace: Residents Fight Prospect X-Way Trucks

Residents of Windsor Terrace are pushing for the removal of the East 5th Street exit ramp from the Prospect Expressway because it floods the neighborhood with cars and trucks. Congressman Charles Schumer has joined the chorus of complaints, saying, "We need a major overhaul."

## The Bronx

### Soundview: Boro Prez Funds Greenway

Borough President Fernando Ferrer recently announced funding for a 1.5 mile bike and pedestrian path along the Bronx's southeastern waterfront through Soundview Park.

The path is an extension of the Bronx River Greenway, which will eventually stretch north past Woodlawn Cemetery.

## Manhattan

### Upper West Side: CB 7 Says Traffic Flow First!

In another example of vehicle movement winning priority over the safety of pedestrians and cyclists, CB 7 voted recently to ask DOT to remove a sidewalk extension at Columbus Ave and 94th Street. The board claims that the pedestrian safety devices reduce traffic flow and hamper the ability of large trucks to park on the street. That's just what the Upper West Side needs: more traffic flow.

### Little Italy: Mulberry Street Gets the Weekends Off

For the second straight summer, Little Italy has gained a pedestrian space off-limits to cars and trucks. Every weekend through Columbus Day, the three blocks of Mulberry Street between Broome and Canal will be open to pedestrians only. Deputy Mayor Fran Reiter gave final approval to the improvement, which is expected to boost business at restaurants and cafes.

## THANK YOU!

These local businesses are going out of their way to help Transportation Alternatives. In return, we encourage you to support them.

**Things-N-Stuff, 38 1/2 North Main, Port Chester, NY**  
Environmentalist Bill Huston's two passions, thrift stores & environmentalism are merged in this excellent second hand shop and he's been sharing the wealth with us!

**Earth General, 72 7 Ave, Brooklyn, NY**  
Local non-profits are benefitting from a great system that encourages patrons bring their own bag.



maps, and cue sheets. 18 speed rentals available - all-terrain or road bikes.

**BROOKS COUNTRY CYCLING & HIKING**  
140 WEST 83 STREET, NEW YORK, NY 10024  
(212) 874-5151

## TRANSPORTATION

*Alternatives*



## You Could Win \$250

Transportation Alternatives needs a new logo.  
If we use your logo, you'll win \$250 and our undying esteem.

The fine print:

1. The logo should reflect our expanding agenda which encompasses better walking as well as better cycling and mass transit.
2. All logos submissions must be mailed to T.A. 92 St Marks Place, New York, NY 10009. Fax 212-475-4551.
4. Winner must supply logo in both camera ready art and on computer disk.
5. Logo cannot be more than 2 colors including black.



### *Financial District: Wall Street Bullish on Walkers*

Citing security concerns, the Giuliani administration has banned cars from parts of Wall Street and Broad Street, opening more of Downtown to pedestrians. Although the main reason cited for keeping cars out was the threat of a terrorist attack on the Stock Exchange, the Department of City Planning and the Downtown Alliance had previously considered the change an enhancement to the area. The corner of Wall and Broad has long been a hive of pedestrian activi-

ty, with brokers taking a break from hectic trading and tourists seeking the heart of capitalism.

### *Union Sq: T.A. Volunteers to Organize Support*

Union Square is at a critical point. Subway construction has created the opportunity to expand the heavily used park into the excess street space that surrounds it on all sides. Most dramatic is a proposal to pedestrianize most of Union Square West. T.A. is working with the Community Board and businesses on a consensus plan. T.A.'s Union Square coordinator, volunteer Carter Craft, is also looking for people to get postcards signed and letters written at a greenmarket table. Call 212-255-5815 to help.

moving ahead with the project. Construction is scheduled for completion in May 1999.

### **Staten Island**

#### *Midland Beach: Midland Avenue Islands A Good Start*

Last year, DOT S.I. Borough Commissioner Jack Larson responded to community concerns about pedestrian safety by installing islands at a school crossing on Midland Avenue. T.A. visited the site, and found that the islands did slow down traffic, from over 40 mph to about 30 mph. Further traffic-calming improvements, such as speed humps or raised crosswalks, are needed to bring speeds below 15 mph and make the crossing safe for children.

#### *St. George: New Pedestrian Esplanade Opens*

Workers are putting finishing touches on a half-mile pedestrian esplanade on the waterfront next to the St. George Ferry terminal. The city and the federal government paid the \$6.4 million construction cost, and Staten Islanders hope the new park will attract tourists who ride the world-famous Staten Island Ferry, as well as Islanders looking for a car-free space.



Paul Harrison

### **Queens**

#### *Flushing: Main St. Construction Begins*

In the March/April "Neighborhoods," we reported that Councilwoman Julia Harrison opposed the Transit Authority's plans to rebuild the Main Street Station and widen sidewalks on Roosevelt Avenue. In an enlightened move, the Transit Authority dismissed her concerns about car access to the major transit hub and is

Barton **Slavin** ("cycling accident claims"); pickup from old boards

**Quadrachain** ad;

new copy

**Metro -pickup  
from boards**

# TOOLS FOR

**“The basic ingredients are kids and bikes. If you’ve got those two, you’re halfway there.”**

If you were faced with a pile of discarded bicycles and a bunch of energetic kids, you might try to put the two together and end up with a cleaner environment and a group of proud and skilled young cyclists. Transportation Alternatives’ Recycle-A-Bicycle program has done just that, and to help those interested in doing the same, founders Karen Overton and George Babiak recently published *Tools for Life*, a 72-page manual that describes everything from setting up shop to designing a curriculum.

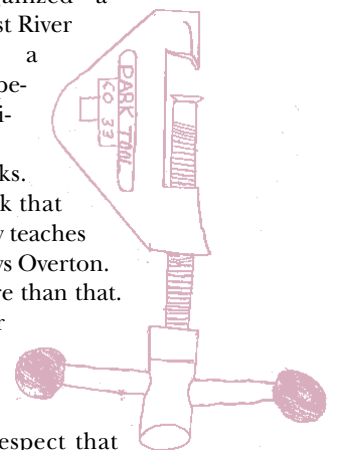
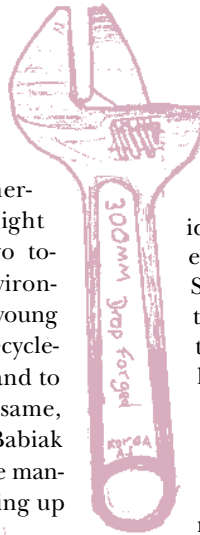
The idea for the book came out of demand. “We were getting at least five calls a day from people who wanted to start their own youth bike recycling program,” says Overton. “Finally, I thought it would save a lot of time for everyone if we just put all the answers to the questions in one book.” Having won a sizeable grant from the Environmental Protection Agency for editing and publishing costs, T.A. completed *Tools For Life* in April. With four thousand copies ready for distribution, the book illustrates T.A.’s role as a leader in environmental education. “When the kids saw a real book with their faces, names, and drawings in it, they were amazed,” recounts Overton. “I said, ‘You guys are famous! Your book is going all

over the country!’ Suffice it to say, it was a great day in class.”

Recycle-A-Bicycle (RAB) first came into being in May, 1994, when T.A., with the help of the Manhattan Borough President’s office and the Children’s Aid Society, opened up shop at Intermediate School 218 in Washington Heights. Since then, T.A. has expanded the youth education program to three other school-based locations, in East Harlem, Williamsburg, and Park Slope. Though not the first of its kind, RAB stands out as the largest program and the first to work through schools. A national model, RAB has already inspired similar programs in Philadelphia, Albany, and Boulder. With the publication of *Tools For Life*, more will pop up around the country.

So far, more than 500 students have learned how to transform rusty clunkers into trusty rides. The hands-on atmosphere also teaches them self-discipline, patience, respect, and cooperation, values sometimes hard to grasp in the traditional classroom. The children, between ten and thirteen years old, also learn that by rebuilding bikes, they can strengthen their communities. In the past, RAB has given recycled bikes to a summer day camp, a pediatrics center, and an urban youth project in Harlem.

The kids also learn about taking an active role in preserving the environment in and beyond their neighborhoods. A mother whose daughter participated in RAB single-handedly organized a clean-up of the East River esplanade, and a group of students petitioned the principal at I.S. 218 to install bike racks. “Most people think that Recycle-A-Bike only teaches technical skills,” says Overton. “But it’s much more than that. These kids are our future, and we hope we’re giving them the means to embrace and respect that future.”



Tools by Hector Maldonado, Juan Alvarado, Fernando. Photos by Ken Zirkel.

# LIFE

## A How-To Guide from Recycle-A-Bicycle

By Delphine Taylor

*Tools for Life* begins by asking, "Have you ever walked along a New York City street on garbage night?...Have you ever walked into a classroom where the students are excited about their work?" According to Overton and Babiak, the answers are yes and yes. In nine chapters, the authors recount the evolution of RAB, offering practical advice on organizing (whether to make an alliance with a community group or go it alone), staffing (you'll need an expert mechanic first and foremost), creating an efficient and safe workshop, collecting and storing used bicycles, fundraising, and structuring the repair course. The book also includes a detailed tool order list, copies of job descriptions, a directory of similar programs, and an extensive bibliography. On the final pages are a final exam and useful forms that can be copied, including certificates of completion and signs of shop rules (Number 1: Respect your instructors, your classmates, your tools).

Though the book's strength is its completeness, its charm lies in its conversational style and memorable anecdotes. "We wanted to describe our learning process," says Overton. "It's just as important to know what we did wrong as what we did right." In the chapter entitled "Nuts and Bolts," they suggest storing recycled wheels on a simple wheel rack, that "looked so much more professional than the piles of wheels that our credibility at the school was bumped up a notch or two." To ensure that

tools wouldn't disappear, they hung them on a board, drew outlines around them, and labeled them. Not only were the students able to put the tools back, but they remembered the names as well.

The center of the book, literally and metaphorically, contains a detailed description of RAB's eight-session repair class and the "Earn-A-Bike" program. After completing the course, which runs from fixing a flat to understanding

and adjusting gears, students can put in extra hours to get their own bikes. "It would be cruel to dangle bikes in front of kids and not offer them a chance to earn one," the authors write. To keep students motivated and focused, the authors recommend decorating the walls with words of wisdom. One popular poster reads, "Remember, you are the doctor...and the bicycle is the patient!"

A wonderful resource as well as a pleasure to read, *Tools for Life* captures the optimism and energy of Recycle-A-Bicycle and the authority of Transportation Alternatives. It serves as proof that a sound idea, backed up with ingenuity and hard work, can turn a simple machine into a vehicle for change.



FOR A COPY OF *TOOLS FOR LIFE*, SEND \$3 FOR SHIPPING TO: T.A.—R.A.B., 92 ST MARKS PL, NY NY 10009

### Donating Bikes

*Tools for Life* tells of the time a very old man shuffled into the Washington Heights workshop towing his broken-down bike. The room fell silent—an extremely rare event—when the man said he'd walked his bike from Jersey City, across the George Washington Bridge, more than twelve miles, just to donate it to RAB.

Although RAB will accept bikes in every state of disrepair—the real clunkers are stripped for parts—ideal donations are sturdy one-, three-, and ten-speeds that have simply gone out of style but are still in good shape. If you've got a couple of Schwinn in your basement, or a BMX in the back of your kid's closet, RAB would be happy to take them.

### How To Help

Volunteer time working with youth (basic bike mechanic skills required,) or make a donation of bikes, parts, tools, and helmets. We use, re-use, and recycle everything. T.A. cannot pick up donations unless you've got fifteen or more bikes. Otherwise, just drop off your bikes or other donations at one of the four RAB sites. Please call for specific locations and drop-off hours. To schedule volunteer time, call the RAB bike shop closest to you.

### WHO TO CONTACT:

*General R.A.B. Information*  
Call 212-777-8531

*I.S. 218 in Washington Heights*  
4600 Broadway (corner of 196th St.), Manhattan  
Summer Schedule: Tuesday - Saturday mornings  
Heather Nelson, RAB Instructor 212-569-2880

*P.S. 109 in East Harlem*  
215 E. 99th St., Manhattan  
Summer Schedule: Closed, will open at beginning of school year.  
Luis Rodrigues, RAB Instructor 212-568-1216

*Park Slope Mini School at P.S. 146*  
330 18th St., Brooklyn  
Summer Schedule: Closed, will open at beginning of school year.  
Vince Canziani, RAB Instructor, Good Shepherd Services 718-788-0666

*Eastern District High School*  
850 Grand Street, Brooklyn  
Summer Schedule: Tues. - Thurs. 10-1  
Bronwen Mauch, RAB Instructor 718-369-0941

# T.A. AUCTION A BIG DEAL



Ken Zirkel

Abbot Jackson offers up a restored 1950's Schwinn.

**Sold!** To all the lucky winners at Transportation Alternatives' First Annual Spring Benefit Auction, this was the word of the evening. The auction was a tremendous success, far exceeding our expectations. A fantastic group of volunteers pooled their talents, bringing together an excellent selection of donations. We had a great turnout, and of course, our stellar, smooth-talking auctioneer, Abbot Jackson, made the evening complete.

Highlights included the heated bidding for the timeless, classic Spaceliner, donated by our friend, Mike Trost, and the nail-biting raffle drawing for the brand new Trek, donated by Bicycle Habitat.

We'd like to thank all of the merchants and individuals who made the evening possible.

These businesses are our friends and supporters; please patronize them.

A Bicycle Shop, Mario Badescu Salon, Bicycles Unlimited, Breakaway Courier, The Brooklyn Museum, Carnegie Hall, Chelsea Piers, Chicago City Limits, Claire's, Cross it off Your List, Gotham Bike Shop, The Jewish Museum, Kathleen's Bake Shop, Kelly & Ping's, Kingsbridge Tool, Larry & Jeff's, Mary Ann's @ Chelsea, McFeely's, The Museum of Modern Art, New York Knicks, Nyack Bicycle Outfitters, Oznots, Park Slope Copy Center, Pavilion Movie Theater, Precision Bicycle Shop, Quadrachain, Sekada Salon, Sido Middle Eastern Restaurant, Sony Theaters, Smokey Joe's Cafe, Starbucks Coffee, Symphony Space, Walter Reade Theater

Special thanks to these businesses for their especially generous contributions:

Bicycle Habitat, Frank's Bike Shop, The Gap, Metro Bicycle Shops, Patagonia, Porto Rico Coffee, Sid's Bike Shop, Toga Bike Shop, Union Square Cafe

Thanks also to the crew at Recycle-a-Bicycle for supplying a huge stock of bikes.

—Margaret Sikowitz

## Sports Injury ad for Dr. E. Toran;

shoot and place  
new ad from camera-ready copy

### ASKTA—"SPEED OF LIGHT"

ASKTA is Transportation Alternatives' moderated mailing list on the internet. T.A. uses this list to send out advisories on the latest issues and campaigns to our members. Subscribe today for T.A. bulletins or to ask us questions about campaigns. You can also write to T.A. directly at [transalt@echonyc.com](mailto:transalt@echonyc.com)

To subscribe to ASKTA, send email to [LISTPROC@ECHO.NYC.COM](mailto:LISTPROC@ECHO.NYC.COM) containing the following: SUBSCRIBE ASKTA YOUR NAME



### EBIKES "ELECTRONIC COMMUNITY"

Since 1993, the EBIKES mailing list has provided a forum for cyclists in the NYC metropolitan region. Find out what's going on in NYC cycling. To subscribe to EBIKES, send email to [MAJORDOMO@PANIX.COM](mailto:MAJORDOMO@PANIX.COM) containing the following: SUBSCRIBE EBIKES. If you would rather receive the DIGEST version, send SUBSCRIBE EBIKES-DIGEST instead.

# Commuter of the Month

## Ellen Fader

BY SHANE NEURINGER

Ken Zirkel



**Occupation:** Advertising Executive.

**Age:** 43

**Commute:** About two miles each way. From East 74th Street and 2nd Ave into Central Park to 55th and 6th Ave. "It's phenomenal, my little piece of country in the city. In the spring, it's great to smell the different things that are blooming."

**For how long:** 15 years.

**Why:** I used to walk when I worked closer to where I live. Then I got a job that was further and walking took too long. I saw people roller skating—they didn't have

rollerblades back then—and I said, "Wheels, now that's a good idea." When I started biking, I was addicted.

**Best thing about bike commuting?** Instead of being aggravated because I'm in a crowded subway or a stalled cab, my ride home becomes a restful, unwinding time of day. I do my best and most creative thinking on the bicycle. It's a real chill-out time for me, like meditating. When I get out of work and get on the bicycle it's like being able to breathe again.

**Most frustrating?** Very often cabs don't pull all the way over to the curb and the passenger will just fling the car door open without looking. It drives me crazy.

**Commuting bike:** A Rollfast clunker, about 20 years old. It's my third one. I started out with a Schwinn that got stolen. I buy whatever I can get second hand at yard sales.

**Clothes:** Whatever I wear to work. If it's raining I wear a big rain slicker and a nor'easter Cape Cod hat.

**Seasons:** All year 'round. Rain or shine. The only thing that stops me is snow. If there's more than a half inch, I don't chance it.

**Recreational riding:** Either all around town or upstate in the "Gunks."

**Safety precautions:** I wear a helmet. It's easy to space out and just enjoy riding, but I try to concentrate on the traffic and obey the traffic rules. I try not to hot dog and weave in and out. It's not worth it. Bicycling is such a pleasure that it's not worth taking my life into my own hands by being stupid.

**Lock:** Now I'm up to the Club. I've had bikes stolen with Kryptonite and chain link locks that weigh more than I do. So far I've made it a year with the Club.

**Parking:** Next door to the office at a health club's outdoor rack.

**Worst commuting story:** Being grabbed by a cabbie. He reached out the window and went to grab for me and damn near knocked me off my bicycle.

**What would make NYC cycling safer?** Enforce the traffic laws. Stop double-parking and get drivers when they jump red lights. The city needs to send a signal that it's not okay to disobey the law in this town.

# Eccosport ad

new copy

# Breakaway courier

system ad; pickup  
from old boards

# Precision



# Nuts and Bolts

**S**o it's summer and you're going out. Why not take your bike? Fine, but you gotta lock it up outside. Relax. Secure on-street parking requires common sense and good locks.

## THE LOCK(S)

Your first, "don't mess with me" lock, should be either a heavy duty chain (St. Pierre's Quadrachain or Kryptonite's New York Chain, both about \$100) or Kryptonite's New York U-Lock (\$80-\$100). Other u-locks are cheaper and lighter but just won't hold up.

Your second lock can be a lesser u-lock or a heavy duty braided cable at least 1/2 inch thick.

If you ride to the same spot every day, leave your locks there. If you must carry your locks, wear the chain around your waist.

## RECOMMENDED LOCKING TECHNIQUES

**Option 1:** Remove front wheel and loop chain through the frame, both wheels and the object you're locking to. Or, use a cheap u-lock to secure the second wheel. **Pro:** About as secure as you can get. **Cons:** About as heavy as you can get. Front wheel removal is a drag.

**Option 2:** New York U-lock through frame and the object you're locking to. Loop a heavy cable through both wheels and attach to the lock. **Pro:** Lightweight choice, fast locking time, still very secure. **Con:** Cable is minimal protection for wheels.

**Option 3:** New York U-lock through the frame's rear triangle and the locking object.

# Locking Up

Put second u-lock through frame and front wheel. **Pro:** More wheel security than the u-lock/cable combo. **Con:** Heavy.

## WHAT YOU LOCK TO

Look for a bike rack, parking meter or signpost. **DO NOT** lock to construction scaffolding—it can be dismantled with a wrench. Lock up in a visible, highly trafficked area.

## WHAT TO RIDE

Use your head. You don't need a "steal-me" red Gary Fisher for the three-mile ride to the store. If you can fit a clunker second bike in your apartment, make that your "lock-up" bike. If you've only got room for one, relax. You can lock a good \$500 bike on the street if you're careful. Secure the seat with a length of bike chain and think about bolt-on wheels.

It may sound obvious, but we'll say it anyway—always lock your bike. Tales abound of bikes left standing outside "just for a second." Bike theft is a crime of opportunity. Don't invite it.

—Jesse Kalb

Fader  
open road  
cycles ad  
new copy



# AUTO-FREE

# WORLD



## WANTED: SINGLE GUY, FAST MOVER, GOOD WITH CLUB

VIENNA, Austria: Two Austrian researchers suggest that men who walk faster are more attractive to women. In much the same fashion that a peacock displays his fan, more desirable men signal their superiority by walking at a brisk pace.

Better-educated and more-affluent men with more prestigious jobs walked faster than less-advantaged guys—even when they had light schedules. It all harkens, the psychologists argue, to the days when guys hunted and footspeed translated into full tummies for their families, making fast men more desirable mates. —*Pednet*

## PEDALING NOT PERMITTED

TEHERAN, Iran: Muslim activists attacked men and women cyclists at a sports complex near Tehran amid a growing religious debate over whether women should be allowed to ride bicycles. Police called to the scene did not intervene as scuffles erupted between the attackers and people at the complex, the only such center where women are allowed to cycle on segregated tracks. According to Muslim religious law, women must be covered from head to toe in public. Islamic scholars have pronounced that women should abstain from cycling because it is “indecent” and “provocative.” —*Pednet*

## DRIVING BY CANDLELIGHT

CAMBRIDGE, Massachusetts: In a new MIT poll, Americans were asked which of these inventions they could not live without. The results:

1. Automobile 63%
2. Light bulb 54%
3. Telephone 42%
4. TV 22%
5. Aspirin 19%
6. Microwave oven 13%
7. Blow-dryer 8%
8. Personal computer 8%

—*Newsweek*

## BRITS WALK LESS

LONDON, England: The Pedestrians Policy Group claims that the average distance walked by Britons has fallen by a fifth compared to 20 years ago. But the decline is even more marked in children aged 11 to 15. The average distance they walk has declined by a third in the same period. Citing National Travel Survey reports, the group found that the average Briton walked 248 miles outside the home in 1975. By 1994, the figure had fallen to 199 miles. The group said that Britain is rapidly adopting the North American attitude to feet. “In the USA less than one in 12 of all trips are on foot, compared to one in three here. If current trends continue, the UK will be the same within 20 to 30 years.” —*Pednet*

## DO AS I SAY, NOT AS I DO

WASHINGTON, DC: President Bill Clinton claims to have said these words to Chinese President Jiang Zemin:

“It might surprise you to know what I think the greatest threat to our security you present is. The greatest threat to our security that you present is that all of your people will want to get rich in exactly the same way we got rich. And unless we try to triple automobile mileage and to reduce greenhouse gas emissions, if you all get rich in that way we won’t be breathing very well. There are just so many more of you than there are of us, and if you behave exactly the same way we do, you will do irrevocable damage to the environment. And it will be partly our fault, because we got there first and we should be able to figure out how to help you solve this problem. I think that other countries will support your development more if they don’t feel threatened by the environment.” —*New York Times*

## HERE’S YOUR CHANGE

WASHINGTON, DC: The Federal Transit Administration reported that for every dollar that local officials spend on mass transit, residents get back about five dollars in economic benefits. The New York region spent \$4.2 billion on mass transit in 1994, and received about \$20 billion in benefits like cheaper fares, better neighborhoods and business centers, and less traffic. —*New York Times*

## BIKE BAN ABROAD

HO CHI MINH CITY, Vietnam: The three-wheeled pedal taxi known as the cyclo is slowly being driven off the streets of the Vietnamese capital. Police are enforcing a new edict banning the city’s 37,000 cyclos from the city center. No such ban has been placed on private cars and trucks. —*Pednet*

## MORE ROADS LEAD TO MORE CARS

ALBANIA: The World Bank recently spent 79.5 million dollars to build roads in Albania. Since 1992, the number of cars in the small Balkan nation has risen from 5,000 to 160,000. —*Pednet*

## RAVAGED BY WAR, RECOVERING WITH WHEELS

JALALABAD, Afghanistan: After a decade of war, with some ten million landmines still buried here, 450,000 Afghans live without lower limbs. In response, California bicycle activist Howard Williams started BAAR (Bicycles for Afghan Amputees’ Rehabilitation) to provide modified bicycles to amputees and other disabled Afghans. So far, BAAR has donated 1000 bikes, and wants to do more. For information, call 415-931-5901. —*Sustainable Transport*



“I think we’re going to have to get a second car.”

Matt, The Spectator, London

# Bike Shop Directory

Transportation Alternatives members receive discounts at the following metro area bike stores. Letters following store names indicate which items are discounted. Be sure to bring your T.A. membership card.

**A: Accessories**  
**B: Bicycles**  
**C: Clothing**  
**P: Parts**  
**R: Repairs**  
**S: Skates**  
**\*: No Sale Items**

## Manhattan

A Bicycle Shop 10% ARCP 349 W 14 St  
Bike & Exercise 10% ACPS 242 E 79 St  
Bicycle Habitat 8 1/4% ACR 244 Lafayette  
Bicycle Renaissance 8% ARCP 430 Columbus  
Big Apple Pro Bike 8% ABCPRS 846 9 Av  
Canal St Metro 8% ACPRS 417 Canal  
Conrad's Bike Shop 8% ACRP 25 Tudor City Pl  
Different Spokes 8% ACP 240 7 Av  
Eddie's Bike Shop 10% ABCPR 490 Amsterdam  
Emey's Bike Shop 10% ABS 141 E 17 St  
Frank's Bike Shop 10% APR 553 Grand St  
Gotham Bike Shop 10% ACPR 116 W Broadway  
Larry & Jeff's 8 1/4% ACPR 1) 1400 3 Av  
2) 1609 2 Av  
Metro Bicycle Store 8% ACPRS 1311 Lexngtn Av  
14 St Metro Bikes 8% ACPRS 332 E. 14 St  
Midtown Bicycle 10% ACPR 360 W 47 St  
96 St Metro Bikes 8% ACPRS 231 W 96 St  
Precision Bicycle 10% ABCPR 143 W 20 St  
Sid's Bike Shop 8% ABCPR 564 2 Av  
Sixth Ave Bicycles 8% ACPRS 546 6 Av  
Toga Bike Shop 10% ACPR 110 West End Av  
Victor's Bike Repair 8% ABR 1 Bennet Av  
Village Wheels \*10% ABCPRS 63 E 8 St

## BROOKLYN

Ace Cycles 10% ABCPR 1116 Coretelyou Rd  
Arnold's Bicycles 10% ACPR 4218 8thAv

Bay Ridge Bike 10% ACPRS 8916 3Av  
Bicycle Land 10% ACR 424 Coney Island Av  
Bike Shop, The 10% ACPR 240 Smith St  
Brooklyn Bike 10% ABCPR 715 Coney Island Av  
Brooklyn Heights Bike 8 %ACP 278 Atlantic Av  
City Line Bike Ctr 10% ABCPRS 1199 Liberty Av  
Cycle Sport Center 10% ACPRS 8232 18 Av  
Don Ruben Bike Shop 8% B 376 Mother Gaston  
Dyker Bike Store 8 %ACPRS 1412 86 St  
Ferrara Cycle 8 %ABCPRS 6304 20 Av  
Larry's Cycle Shop 5% ABCPRS 1854 Flatbush Av  
Open Road Cycles 10% ACPR 256 Flatbush Av  
On The Move 10% ACPS 400 7 Av  
P & H Bike 10% ABCPRS 1819 Coney Island Av  
R&A Cycles 10% ACPS 105 5 Av  
Roy's Sheepshead 15% ACP 2679 Coney Island Av  
Sizzling Bicycles 8% ABCPS 3100 Ocean Pkwy

## STATEN ISLAND

Art's 10% SACP 500 Henderson Av  
Bicycle Medic 10% BSACP 871 Father Capodanna

## BRONX

Bronx One-Stop 10% ABCPRS 571 Courtland Av  
Eddie's Cycle 5%A 10% P 2035 Grand Concourse  
Sid's Bike Shop 10% ACPRS 215 W 230 St  
Westchester Bike 10% ABCPRS 2611 Westchester

## QUEENS

Astoria Bicycle 8% ABCPR 35-01 23 Av  
Bill's Cycles 10% 63-24 Roosevelt Av

Bill's Ozone Park 10% ABP 108 Liberty  
Bike Stop 8% ACPRS 37-19 28 Av  
Buddy's 10% ACPR 79-30 Parsons Blvd  
Cigi Bicycle Shop 10% C 42-20 11 St  
Giusti Bicycle 8% ABCPRS 90-09 37 Av  
Glen Oaks Cycle 10% ABCPR 248-01 Union Tpk  
Grand Bicycle Center 10% BR 70-13 Grand Av  
Gray's Bicycles 8% ABCPR 82-34 Lefferts Blvd  
Herman's 10% ABCPRS 8019 Jamaica Av  
Queens Discount Bike 10% ACPR 92-64 Queens Blvd

## LONG ISLAND

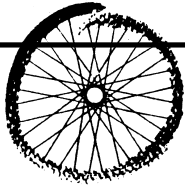
Woodmere Cycle 10 %ACPS 1065-67 Broadway  
Valley Stream Bike 10% ACPR 96 E. Merrick Rd

## NEW JERSEY

Academy 10% ABCPS (Palisades Park) 54 Grand Av  
Amber Cyclery 10% ACPR (Teaneck) 764 Palisade Av  
Bikemasters 10% ABCPR (Engelwood) 11 Bennett Rd  
Bike Shop 10% ACP (Saddlebrook) 108 Rt 46  
Bikeworks 10% ABCPR (Rochelle Park) 383 Rochelle Av  
Clifton Speed 10% ABCPRS (Clifton) 1074 Main Av  
Cranford Bike 10% \*ABCPRS (Cranford) 103 N Union  
Cycle Infirmary 8% AC (Clifton) 754 Van Houton Av  
Four Sons 10% ABCPR (Wayne) 1154 Hamburg Tpk  
Highland Park Cyclery 10 %ACP 337 Raritan Av  
Marty Reliable 10% ACP (Morristown) 173 Speedwell  
RG's Bicycle 10 %CP (Bayonne) 890 Bway  
Rte 15 Bike 10% ABCPRS (L. Hopatcong) State Hwy 15  
Strictly Bicycles 10% ARCP (Fort Lee) 521 Main St  
Tenafly Bike Workshop 10% ACPR 175 Country Rd

folding bike ad

cyclist route net-  
work ad. pickup  
from old boards



# Bikes Aboard

*Many local transit companies offer bike access. Always call ahead, and always be courteous.*

## Trains

**NYC Subway**—Bikes permitted at all times; be considerate.

**Amtrak**—800-872-7245; bicycles travel only in baggage cars and not every train has a baggage car. Not all lines offer baggage service. If the train you want doesn't have baggage service, put the bike on an earlier train with baggage service and pick it up when you arrive. Bicycles must be boxed, \$5 fee each way.

**Metro-North**—212-532-4900; need permit, call or pick one up at Grand Central. \$5 one-time fee. No bikes during rush hours (call for times for your station) and on the following: New Years Eve and Day, Mothers Day, Saint Patrick's Day, Rosh Hashana Eve, Yom Kippur Eve, Thanksgiving Eve and Day, Christmas Eve and Day. Bikes permitted at all times on weekends.

**PATH**—800-234-PATH/201-216-6247; need permit, call for application. No bikes 6am - 9:30am, and 3pm - 6:30pm weekdays and 1pm - 7pm Saturdays. No restrictions Sundays and Holidays.

**SEPTA**(Philadelphia)—215-580-7365; need a permit, available at any station, \$5 one time fee. No peak travel allowed, check schedule for peak times.

**Long Island Rail Road**—718-558-8228; need permit; get mail-in application at any station, \$5 one time fee. Same restrictions as Metro-North.

**New Jersey Transit**—201-491-9400; need permit for train, no bikes on buses. Permit is free at Penn Station, at Track 10 in Hoboken, or by phone. Collapsible bikes always permitted. No regular bikes during am rush hours to NY and pm rush hours to NJ. Bring two bungee cords to secure bike.

## Buses

**Short Line**—800-631-8405; Hudson River Valley. No fee, take off front wheel, rides with luggage.

**Adirondack/Pine Hill Trailways**—800-858-8555; serves the Adirondacks. No fee, travels in luggage bay if space available, must be boxed or bagged (supply

your own) and cannot exceed 8"x32"x60". No guarantee that a connection carrier will accept it.

**Red & Tan Lines**—No bikes.

**Peter Pan**—800-343-9999; national service. No fee, travels in luggage bay, take off front wheel.

**Miami Express**—212-781-7954; serves Jacksonville, Orlando, Miami. Collapsible or boxed bikes only, \$0.50 per pound.

**Martz Trailways**—800-233-8604; serves Philadelphia, Poconos. No fee, but provide your own box.

**Liberty Lines**—No bikes.

**Hampton Jitney**—800-936-0440; serves the Hamptons. \$10 per bicycle, travels in luggage bay.

**Greyhound**—800-231-2222; national service. Must provide your own box, travels in the luggage bay. All connections accept the bike boxed. \$10 each way fee, regardless of connections.

**Academy**—212-971-9054, 212-962-1122; serves Jersey Shore. No charge, travels in luggage bay.

**Bonanza**—212-947-1766; national \$3 per bicycle, travels in luggage bay.

**Trailways**—800-858-8555; no fee, must box or bag (provide your own).

**Carey Transport**—No bikes.

## Ferries

**New York Waterways**—800-533-3779; Bikes OK always, \$1 fee, limit 2 bikes per boat on the following routes: Weehawken to W 38 Street, Hoboken to World Financial Ctr. Lincoln Harbor to W 38 Street; Jersey City to W.F.C.; Queens-Hunters Point to E 34 Street; Liberty Science Center to W.F.C. No bikes allowed between Port Imperial-Weehawken and Wall Street.

**Express Navigation**—800-262-8743; \$3 fee: Pier 11: Manhattan to Highlands, NJ; Atlantic Highland, NJ; and Bay Ridge Brooklyn.

**Staten Island Ferry**—718-815-BOAT; no extra charge, enter on Lower Level.

**Fire Island Ferries**—516-665-3600; no bikes on ferries, must be sent over on infrequent cargo boat.

## FREE BIKE REPAIR CLASSES!

### T.A. Members Only

As if you needed another reason to be a Transportation Alternatives member!

**Tuesday, July 30**

**Wednesday, August 28**

Arrive at 6:30 pm,  
classes start promptly at 7 pm.

**The Patagonia Store**  
101 Wooster Street, near Prince Street

**Space is limited: you must call to register!**

212-475-4600



# Co-op Ad

# JOYRIDE

By Leah Dilworth

#13

**Do you have a great ride you'd like to share with our readers? Send in your turn sheet—if we use it, we'll send you a T.A. "One Less Car" t-shirt!**

## To Hal and Back

From City Hall in Manhattan to Jacob Riis Beach, Rockaway. This easy-going ride, designed by the legendary Hal, is perfect for a summer day. The 40-mile round-trip avoids heavily trafficked streets and is appropriate for beginners or anyone interested in experiencing a more mellow New York.

**CROSS** the Brooklyn Bridge and continue straight (across Tillary) on Adams St.

**PAST** Atlantic Av, turns into Boerum Place.

**LEFT** on Dean St.

**RIGHT** on Third Ave.

**LEFT** on Third Street to Prospect Park.

**ENTER** park.

**RIGHT** on the park roadway.

**CONTINUE** to Coney Island Ave. exit.

**RIGHT**, traffic circle, to Coney Island Ave.

**RIGHT** on Coney Island Ave.

**RIGHT** on Beverly Rd.

**LEFT** onto Ocean Parkway bike path.

**CONTINUE** for about three miles.

**LEFT** on Avenue T to Marine Park.

**CROSS** Stuart Ave. and hop curb into park.

**RIGHT** on asphalt bike-ped path in park.

**CONTINUE** for about a one quarter circuit around softball diamond to corner of E. 33rd St. and Avenue U.

**CROSS** Avenue U.

**LEFT** on bike path paralleling Avenue U (five short blocks).

**RIGHT** on E. 38th St. (go wrong way one block).

**LEFT** on Ave. V (four short blocks).

**RIGHT** on Hendrickson St. (one block).

**LEFT** on Hendrickson Pl. (one block).

**RIGHT** on Flatbush Ave. bike path.

**CONTINUE** to Marine Parkway Bridge.

**CROSS** bridge. (On weekends bridge pathway is crowded with people fishing. Consider walking bike on ascent and descent but riding over middle, which is clear.) At base of bridge pathway, turn

**LEFT** on 169th St.

**CONTINUE** to Jacob Riis Park and Atlantic Ocean!

**On return, reverse directions until Prospect Park.**

**ENTER** park from Coney Island Ave.

**RIGHT** on park roadway.

**CONTINUE** to Grand Army Plaza exit.

**LEFT** on Union St.

**RIGHT** on 3rd Ave.

**LEFT** on Pacific.

**RIGHT** on Boerum Place (cut through gas station).

**CONTINUE** on Adams to Brooklyn Bridge.

# BIKE WEEK '96

This year's newly expanded Bike Week broadened the week-long celebration to include the joys of riding EVERYWHERE. And it was a huge success!

This year's festivities included a first: breakfasts with all five Borough Presidents. But there was more: a breakfast book signing with Dave Perry, author of *Bike Cult*, hosted by Barnes & Noble; a bike repair clinic held in the new Soho Patagonia store; valet parking at the newly re-opened Pavilion Movie Theater, Shea Stadium, and the Bronx Zoo.



## Thank you to everyone who made Bike Week a success:

Bronx Borough President

Fernando Ferrer

Brooklyn Borough President

Howard Golden

Manhattan Borough President

Ruth Messinger

Queens Borough President

Claire Schulman

Staten Island Borough President

Guy Molinari

Barnes & Noble, Chelsea

Superstore (6th Ave. at 21 St.)

The Bronx Zoo (The Wildlife Conservation Society)

City Councilmember John Sabini

NYC Department of Transportation

Patagonia, 101 Wooster Street

The Pavilion Movie Theater, Prospect Park West & 15 St., Brooklyn

**And the countless volunteers who, as always, are the unsung heroes of every T.A. event. Thank you.**



Special thanks to all our elected friends who stepped out for cycling. Borough Presidents Fernando Ferrer, Howard Golden, and Ruth Messinger (above) made appearances at their breakfasts, while Guy Molinari and Claire Schulman laid out spreads in their boroughs.

Photos by Ken Zirkel

# LETTERS

## Dear T.A.

About the St. Nicholas Avenue bicycle lane: I like it! Much better than St. Nick used to be. NICE!

Dan Convissor  
South Orange, NJ

## Dear T.A.:

I am deeply concerned by the traffic flow problems at both entrances to the Queensboro Bridge.

On the Manhattan side, the lower approach ramp has an inadequate turning radius for trucks and buses. I have witnessed westbound cyclists almost crushed between an oncoming bus and the concrete divider. This is a disaster waiting to happen!!! On the Queens side westbound approach, there is no access to the southern bike lane without going against traffic.

I hope the city will cooperate with T.A. in working out a constructive solution to these problems.

Robert Olsson  
Jackson Heights, NY

*Dear Robert:*

*We agree. T.A. has been struggling with the city for six years over an acceptable plan for the Queensboro Bridge. Starting in November, the South Outer Roadway (the current bike/ped path) will be closed for reconstruction and the North Outer Roadway will be used as the bicycle/pedestrian path.*

*T.A. has also proposed using the North Outer Roadway as the permanent bicycle/pedestrian path. See Cycling News (page 7) for a full QBB report.*

—Eds.

## Dear T.A.:

I must comment on John Kaehny's recent publisher's letter. It begins with a lengthy description of an NBA basketball play as the metaphor for the city's missed opportunities. This turns me off. I thought T.A. was about cycling, not basketball! Almost twice as many Ameri-

cans ride bikes for recreation/sport than play basketball. Furthermore, I think T.A. should challenge our consumption of media—such as nationally televised sports events—which are controlled by automobile advertising.  
Zoe Waldron  
New York, NY



I have witnessed  
westbound cyclists  
almost crushed  
between an  
oncoming bus  
and the concrete  
divider. (The  
Queensboro  
Bridge) is a  
disaster waiting to  
happen!!!

## Dear T.A.:

I've been a member for six months and I greatly appreciate the magazine. Three suggestions:

1. Institute a Bridge Update.
2. Configure the Joy Ride sections so that a cyclist can insert them conveniently in a handlebar map case.
3. Elaborate in your magazine about the volunteers you need.

Paul Lehman  
New York, NY

*Dear Paul:*

*We're taking your advice. See this issue's joyride. Next issue we will begin a volunteer profile section and detail our volunteer profile needs. We're still working out a format for a bridge update. Suggestions?*

—Eds.

## Dear T.A.:

A good friend of mine sent me an article about Bridge Pedal, a ride in Portland, Oregon that crosses all its major bridges. As a bicycling New Yorker, I thought it was interesting for two reasons:

First, I ride in the annual Five Boro Bike Tour, and every year I hear people lamenting the fact that it's the only big tour here in the city.

Second, all of the city except for The Bronx sits on islands—we have at least as many bridges as Portland!

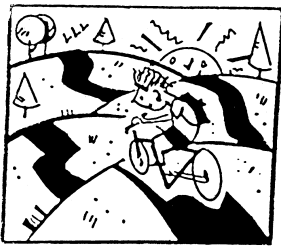
Do you think it might be possible to arrange for a similar tour here in New York sometime during the fall? That way we could have two major events here each year.

Fred Argoff  
Brooklyn, NY

*Dear Fred:*

*We already have a major ride in the fall—it's called the NYC Century! This year's Century will include 4,000 riders, and will cross most major bike-accessible bridges. It's on Sunday, September 8, so plan to be there. We'll look forward to seeing you.*

—Eds.



## July / August

# RIDES

**Thurs July 4.** Stars and Bikes Forever: Bring lock, lights for night riding, and money for food. About 6 miles, allowing lots of time to explore and picnic. Meet 5:45 PM at Wendy's restaurant, 14th Street between Broadway and University Place. 5BBC/NYCC (212)932-2300x350

**Sun July 7.** Ringwood State Park, MTB NJ NJMBC (201) 291-0690

**Sun July 14.** Over the GWB and River Road to Tallman St. Pk. Bring bathing suit! Meet at Metro North "Botanical Gardens" parking lot at 9am. TA Bronx Chapter, call Rich Gans 718-653-2203

**Sun July 14.** Surf's Up at Long Beach. 60 miles round trip, moderate pace. Meet at 9am Washington Square Park Arch. Bring Food & Water. Another day with the legendary Hal. TATC 212-475-4600.

**Sun July 14.** Lewis Morris Park MTB, NJ NJMBC (201) 291-0690

**Sun July 21.** Beach at Rye Playland. Bike from the Bronx to Connecticut, stopping to swim at the beach at Rye Playland on the way back. 35-40 miles, moderately hilly. Bring \$ for lunch. Meet 9:15 at Westchester Square stop on #6 train. 5BBC (212) 932-2300x350

**Sun July 21.** Hartshorne/Huber Woods MTB, NJ NJMBC (201) 291-0690

**Fri July 26.** Central Park Moonlight Ride. Meet 10 PM at Columbus Circle. Time's Up! (212) 802-8222

**Sat July 27.** Up and Down the North River. Lunch at North Hudson Park in North Bergen. Return to Manhattan by ferryboat from Hoboken (bring \$3). 25 miles; mostly flat with some rolling hills. Meet 10am at City Hall. Rain cancels. 5BBC (212) 932-2300x350

**Sun July 28** NYC Century Sneak Preview. Marshals ride. 75 miles of NYC Century, Manhattan, Brooklyn & Queens and/or Bronx. Start at City Hall, downtown Manhattan. TA: 212-475-4600.

**Sun July 28** South Jersey Sizzler, Carmel NJ. Mel Kornbluh (609) 451-5104

**Sun July 28** Mercer County MTB, NJ NJMBC (201) 291-0690

**Sat Aug 3.** The Princeton Event starts at Ryder University, Lawrence Twp NJ. 16-25-50-65-100 mi, plus rolling 35 and hilly 55. Water, snacks, SAG service. \$15 Princeton Freewheelers, PO 1204, Princeton NJ 08542. (609) 882-4PFW

**Sat Aug 10.** Queens-Brooklyn Mosaic. Experience the cultural fabric of the city with a tour of LIC, Hunter's Point, Greenpoint, Williamsburg, Fort Greene, Wallabout Bay and Brooklyn Heights. Lunch on the promenade. 20 miles, some hills. Meet 9 am, Plaza Hotel. 5BBC (212) 932-2300x350

**Sat Aug 10.** Trails of Plenty. Ramble along the Putnam Line and the Croton aqueduct trains of Lower Westchester and the North Bronx. 25 miles, mostly flat, but occasionally rough trail. Bring or buy lunch. MTB or hybrids only. No gonzos,

## RIDE RESOURCES

Helmets are recommended on all rides. Bad weather cancels most rides.

To list a ride, or your group, write:

RIDES EDITOR, T.A.,

92 ST. MARKS PL., NYC 10009.

TRANSPORTATION ALTERNATIVES TOUR CLUB 212-475-4600

NEW YORK CYCLING CLUB 212-886-4545

STATEN ISLAND BICYCLE ASSOCIATION 718-273-0805

TIMES UP! 212-802-8222

PAUMONOK BICYCLE CLUB 516-842-4699

COALITION OF NEW JERSEY CYCLISTS 609-665-8234

NORTH JERSEY MOUNTAIN BIKE CLUB 201-941-0039

BICYCLE TOURING CLUB OF NORTHERN N.J. 201-284-0404

**Five Boro Bicycle Club 212-932-2300 x350**

WE'VE INCLUDED ONLY A SAMPLE OF THE FIVE BORO'S MANY RIDES, SO CALL FOR MORE INFORMATION. YOU MUST WEAR A HELMET ON ALL 5BBC RIDES.

please. Meet 10 am, Van Cortlandt Park. 5BBC (212) 932-2300x350

**Sat Aug 10.** Tour parts of Manhattan & explore Roosevelt Island. Helmets Required, spare tube, lunch or money & money for tram ride. Meet 10am, Central Park Boathouse. Approx. 20 miles. Richard Fine 201-469-6959 & Ethan Brook 212-721-9521.

**Sun Aug 11.** Bathe in Bayville. 9th annual celebration of this beach ride. Bring swimwear, towel, and a lock. 50 miles, rolling with some steep hills. Meet 9:30 am, Cunningham Park 5BBC (212) 932-

2300x350

**Sun Aug 11.** Breakfast at Starbucks. Fast-paced ride for coffee at Starbucks in Ridgewood, NJ. Point-drop-sweep will be used, but riders must be able to spin comfortably at 18 mph. Bring your road bike and money for java. 55 miles. Meet 8:00, Plaza Hotel. 5BBC (212) 932-2300x350

**Sun Aug 11.** Waywayanda State Park MTB, NJ NJMBC (201) 291-0690

**Sat Aug 17.** Century Route Painting I. Meet at Metro North "Botanical Gardens" parking lot at 9am. TA Bronx Chapter, call Rich Gans 718-653-2203

**Sun Aug 18.** Ringwood State Park MTB, NJ NJMBC (201) 291-0690

**Sat Aug 24.** Century Route Painting II. Meet at Metro North "Botanical Gardens" parking lot at 9am. TA Bronx Chapter, call Rich Gans 718-653-2203

**Sat Aug 24.** Bum Rush to Bedford. This ride will not use point-drop-sweep, and we will stay together (which means stopping for flats) and will maintain a speed of at least 18 mph on the flats. Bring Metro-North pass in case of rain-induced bail-out. 90 miles. Meet 8:00, Plaza Hotel. Todd Brilliant. 5BBC (212) 932-2300x350

**Sat Aug 24.** Century Preparation 101. Marshal pre-ride. Learn the route. Start 8am, Central Park, East Meadow, 5 Ave @ 103 St. T.A.: 212-475-4600.

**Sun Aug 25.** Tune-up for the Century! 60 miles to Rockaway Beach. Two hour swim stop. Meet at Metro North "Botanical Gardens" parking lot at 9am. TA Bronx Chapter, call Rich Gans 718-653-2203

**Sun Aug 25.** Lewis Morris Park, NJ NJMBC (201) 291-0690

**Fri Aug 30.** Central Park Moonlight Ride. Meet 10 PM at Columbus Circle. Time's Up! (212) 802-8222

**Sun Sept 1** The last sneak pre-view! Century Pre-Ride covers full route. Marshals, don't miss this! 100 miles. Start 8am, Central Park, East Meadow, 5 Ave @ 103 St. T.A.: 212-475-4600.

**Sun Sept 8** The NYC Century Bike Tour. By Far and away the best way to see New York City! 20, 40 - 55, 75 and 100 mile route options. Call T.A. for your application, 212-475-4600.

## Classifieds

Suntour bar-end shifters (click shift) \$10/\$15; Brahma Zoom MB handlebars w/integrated bar ends \$20; MB standard stems \$7/\$10; Bata bike shoes, men's size 12 \$10; Vetta Supperlight saddle \$10; SR 22.2x100 standard 10-speed stem \$10; SR Qull pedals \$10; new Cannondale yellow handlebar bag for 10-speed \$10; MB chainrings for old standard new 44 and 26 \$10 or used 44 \$6. Donald O'Rourke (212)978-1187/(908) 566-2865.

58cm Cannondale Road Race frame w/steel forks. Metallic green; perfect condition. \$200. Dana (718)497-9002.

Brooks leather saddles. \$40/\$60. Polar heart monitor, Edge model, exlnt condition, \$75. John (516)432-9116.

White 58cm Cannondale 3.0 Criterion road racing bike,

many upgrades, Cinelli bar and stem, Avocet computer w/heart rate monitor, extra pedals, \$425 negotiable. Collectors' edition, one of 125 GT original cruisers, 26" tires, originally designed for team members to race on BMX tracks before the MB explosion, \$3000. Kevin Narvaez (718)435-0639/(917) 935-0669.

Thule car-top bike rack & bike supports. Also ski rack and lock. \$225. Mel (718) 261-9438 between 9-10 PM only.

Seeking to buy used Klein or Cannondale racing bike. Philp (212)769-8866.

1994 Bridgestone XO-1 (rare, super-versatile, 26" wheel, moustache, handlebar hybrid): 55 ct Merckx Orange, Almost no miles, in perfect condition w/a few upgrades

& extras. \$650 firm - a great deal! Tom (212) 777-5845.

18" GT Mountain bike, XT & LX componenets, mint condition/race ready. Costs \$1250, asking \$575. Also 56cm touring bike, fully loaded, mint. Cost \$950, asking \$425. Eric 212-927-2568.

Old 10 Speed Bridgestone Kabuki "Super Speed" touring bike. Short bike, men's style frame, drop bars. Good commuting bike for short rider (5 ft. tall owner). Ken 718-499-6475, \$50/neg.

Beginning cyclists living in Kings Hwy. area of Brooklyn seeking companion for weekday evening rides, 7pm. Please call Irma at 212-297-5217 during business hours to arrange.

Classifieds are free to members. Members may mail or fax ads to T.A. by July 10 for the September/October issue. Transportation Alternatives, 92 St. Marks Place, NY NY 10009 (fax: 212-475-4551). Ads for bicycles, parts, and accessories only. Not for commercial use.



# **NYC CENTURY BIKE TOUR**

20, 40, 75 OR 100 MILES OF THE  
BEST BIKING IN NEW YORK CITY.

**From shoreline to skyline, from  
Sheepshead Bay  
to Soundview, the Century unlocks the  
city and  
its secrets. This is a unique biking expe-  
rience.**

## **SUNDAY, SEPTEMBER 8, 1996**

**Call Transportation Alternatives  
for your application—Discount for  
early and group  
registrations.**

212-475-4600

INTERESTED IN HELPING?

**We need: Ride Marshals, Route Painters, Volunteers for  
Pre-Registration and Rest Stops and much, much more.**

Transportation Alternatives  
92 St Marks Pl  
New York NY 10009

*Forwarding and address  
correction requested*

Non-Profit  
Postage Paid  
Permit  
No. 1098  
New York, NY

