

TRANSPORTATION

Alternatives



You decide. You make the choice of which mode of transportation you will take. You say that you considered driving, taking transit, walking or cycling. You made your decision based on how far you had to go, how much money you have and how fast or comfortably you wanted to travel.

The majority of Americans “choose” to drive, but I contend that the choice was made for these people long ago. Somebody allowed the development of low density suburbs, an urban form that by its nature cannot be accessed easily by transit, foot or bicycle.

Some politicians decided to provide free infrastructure and give a tax break to homeowners that effectively allowed new homes in the suburbs to be cheaper than in the city. Then, their parents “chose” to live in the boonies, back when their money was tight. The fact that older parts of the city seemed “congested” (too many cars) had something to do with their decision, as well as the theory that the suburbs were a better place to bring up kids.

Low-density, spread-out development forced us into creating a passenger transportation system based on only one mode: the private automobile. You had no choice.

An Analogy

So, instead of being offered toast or cereal or home fries for breakfast you were offered eggs. Lots of eggs. Every morning. Whenever you turned on the TV, different egg companies were showing you expensive ads. All your friends ate eggs. You were laughed at when you wanted something other than those damn eggs.

Even still, it made you angry that when the toast actually came (irregularly), it was cold and soggy. Cereal was technically available, but it was only ever Grape Nuts. Finally, the home fries were too expensive to ever make it to your plate.

So you decided to like eggs. You loved eggs, and you said that you wouldn't eat anything else but these white things with goo inside. You ignored the cholesterol aspect and the risk of salmonella, and besides those egg ads are really cool and sexy.

You know what you have left? No choice and all your eggs in one basket. And that's dangerous.

—Ed Drass

Hey
You!
You In
The
Car!

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Transportation Alternatives

published by Transportation Alternatives, a 4,500 member New York City-area citizens' group working for better bicycling, walking, public transit, and fewer cars.

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Cover Photo: Traffic Calming Rally in West Brooklyn by Ken Zirkel

November

7 Thurs. 6:30 pm. "Ride the Cube" AKA Wedge Ride or Bike Party mass ride and skate. Meet at Astor Place Cube at 8th and Lafayette Streets. 212-802-8222.

12 Tue. 7 pm. Bronx Chapter Meeting. Mosholu-Montefiore Community Center, 3450 DeKalb Ave. at Gun Hill Rd., The Bronx. 718-653-2203.

14 Thurs. 6:30 pm. Light it Up! Rally for a Safe Williamsburg Bridge Bike Path. Meet on Manhattan side of bridge. Bring all sorts of lights. 212-475-4600.

20 Wed. 6:30 pm. Brooklyn Committee Meeting. Interested in making Brooklyn a better place to ride, walk and skate? Join us at the Rock & Road Bike Shop, 1304 8th Avenue (13th St). Refreshments and advocacy will be served. Topics include Car-free Prospect Park, downtown Brooklyn traffic calming, Williamsburg Bridge, and bike lane plans. Call Jesse Kalb 212 475-4600.

December

1 Tue. 6-8pm. Auto-Free New York. "New Directions for Auto-Free New York". One Washington Square Village, Apt. 5D. Call 212-475-3394 for more information.

5 Thurs. 6:30 pm. "The Wedge" Bike Party mass ride and skate. Meet at Astor Pl. Cube at 8th and Lafayette Sts. 212-802-8222.

6 Fri. 6:00-8:00 pm. T.A. Holiday Meeting. International transportation reformers Jon Orcut and Karen Overton present the politics of transportation in South Africa. Plus, meet T.A.'s staff and board and learn about T.A. Enjoy holiday food and drink and good company. The Puffin Room, 145 Broome St. (Between B'way and Crosby, lower Manhattan.)

12 Thurs. 6pm. Auto-Free Central Park Committee Meeting. Patsy's Pizza, 61 W 74 St.

15 Tue. 7pm. Bronx Chapter Meeting. Mosholu-Montefiore Community Center, 3450 DeKalb Ave at Gun Hill Rd., The Bronx. 718-653-2203.

My wife, a medical student, just finished a month-long stint working in Bellevue Hospital's emergency room. Every night over dinner she had more sad stories about little kids, older people and just plain average folks hit by cars — tales about pedestrians and bicyclists whose luck ran out. In the New York area alone, about fifty people are hit by cars every day. In fact, over the last fifty years about one million New Yorkers have been hit and hurt by cars, and more than 17,000 have been killed.

Cars hurting and killing thousands is not an act of God. Cars dominate our streets because we allow them to. In Copenhagen, the people decided in the early 1970's that the air would be cleaner, neighborhoods quieter, and streets safer for bicycling and walking if the automobile were reined in. We have the power to do the same thing here. But it will take our unflagging optimism, determination and resources to make it happen.

Before Rudolph Giuliani became mayor in 1993 the common wisdom was that crime in the city would never go down. Today that same wisdom holds that traffic jams and heavy traffic are inevitable and that bicycling will always remain a fringe activity for only the most intrepid. We disagree. We have the power to make the

Mayor fight back the automobile as he has fought back crime.

This year Transportation Alternatives took some important steps towards making the Mayor face up to the damage that the automobile has inflicted on us. With the help of fed-up citizens in west Brooklyn and the Neighborhood Streets Network, we've firmly installed "traffic calming" in the public debate. Community leaders are beginning to understand that reducing traffic means just that — fewer people driving. We've also continued pressing for the basic improvements needed to encourage more cycling.

At every turn, you, our members have given us strength. In the next few weeks you will be receiving an end-of-year appeal for support from T.A. Be generous. As a member you've shown you care about our goals of creating a more bikeable, walkable, livable city. Dig deep and help bring that vision a little closer. We are counting on you.

Here's to better biking, walking and fewer cars in the new year.


John Kaehny
Executive Director

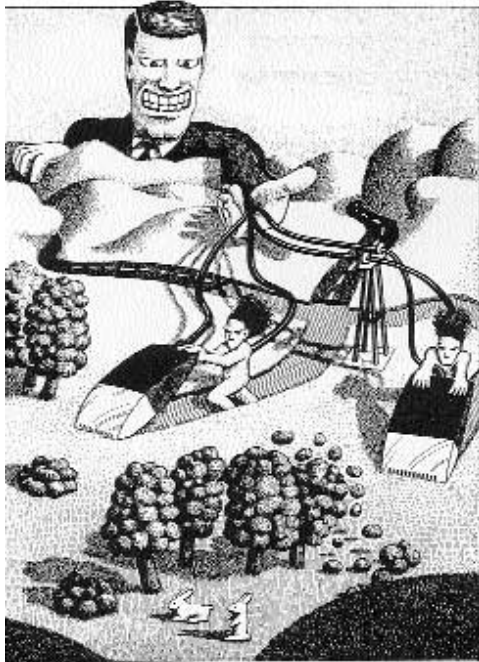
One
Million



Thanks Charlie!

"Taxi Mayhem" in the Sept/Oct issue was based on research and a piece in the Tri-State Transportation Campaign's *Mobilizing The Region* written by former T.A. president and research director Charles Komanoff. Our apologies for neglecting to credit Charlie's work.

PRESSURE POINTS



Andy Singer

Highway Lobby Blames Crumbling Roads on Biking and Walking Money

The highway lobby in Washington is taking aim at Federal funding for bicycling and walking, money that has provided NYC with over \$65 million for new bike parking, bike lanes and pedestrian improvements. Amazingly, the Highway Users Alliance says that the amount devoted to bikes and pedestrians (less than 1% of the total) is partly to blame for the “national infrastructure crisis.” Their bogus claim was sharply rebutted by T.A.’s friends at the Surface Transportation Policy Project (STPP) in a study called *Crying Wolf*. STPP’s budget research revealed that nearly half of U.S. highway spending is devoted to highway expansion, despite the fact that about 20% of roads are in “poor” condition. The new highways then add to the maintenance bill. T.A., STPP, and the Tri-State Transportation Campaign are calling for bad roads and bridges to be fixed before new ones are built.

If you want more funding for bicycling and walking, and to put the road lobby in its place, tell your Senators.

Senator Al D’Amato
7 Penn Plaza, NY, NY 10001

Senator Daniel Moynihan
405 Lexington Ave NY, NY 10174

(Or call the League of Women Voters for other legislators 212-677-5050).



Ken Zink

“Summer Hours” (weekday car-free hours) will soon be over. They end November 6, and return in Central Park on January 1. Prospect Park users have to wait until Spring. Both parks should have “Summer Hours” every day!

Politicos Press For More Car-Free Prospect Park

Councilmembers Ken Fisher and Stephen DiBrienza have added their voices to the hundreds of park users and neighbors calling for **year-round car-free hours** and **expanded early morning and overnight car-free periods** for Prospect Park. A representative for Councilmember Mary Pinkett, whose district also abuts the park, said she was still considering the proposal. The council members were encouraged to act by the heavy mail they’ve received from T.A. members in their districts and from the postcards handed out by T.A. volunteers at the park green market. Supporters are also calling on Brooklyn Borough President Howard Golden to show much-needed leadership and support for more car-free hours in the park. Golden is on record supporting year-round weekday car-free hours, but his vocal support of the proposal to the Giuliani administration is crucial.

The summer hours season (when the park is car-free on weekdays from 10 am-3 pm and 7-10 pm) is scheduled to end November 4.

T.A. and the councilmembers have gone a step further, asking that the park be car-free during overnight and early morning hours (7 pm to 7 am). This change would not affect peak-hour car traffic and would give walkers, joggers, skaters and cyclists more time to enjoy the park without cars. As important, it would establish the park as a park first, not a convenient speedway for automobiles.

To support more Car-Free hours in the park, write to:

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

Brooklyn Borough President Howard Golden
209 Joralemon Street
Brooklyn, NY 11201

Dumping Diesel?

New Yorkers, whose lungs now act as air filters for cancer-causing diesel particulates, might soon be breathing easier. Under heavy pressure from the Natural Resources Defense Council and other environmental advocates, the Metropolitan Transit Authority (MTA) says it will add 500 clean natural gas buses over the next five years to its 3,500-bus fleet. The buses will go into service in Brooklyn and Queens. The MTA will also buy 1,200 new diesel buses over this same period. The new diesels aren't as clean as the alternative fuel buses, but they produce 70-80% less particulate than the current diesel stinkers.

The city Department of Transportation plans to double its fleet of natural gas buses to more than 300, adding them to the franchise buses operated by Queens Transit and other outer borough carriers. The DOT seems headed toward a no-new-diesels policy — something the MTA is resisting. Unfortunately, no relief is in sight for Manhattan, the borough hardest hit by diesel soot. Problems with asbestos have stopped plans to create a natural gas bus depot in northern Manhattan. Just the same, it's long past time that the MTA stopped dragging its feet and kicked diesel buses out of Manhattan.

If you value breathing, write to:

Virgil Conway
President MTA
347 Madison Avenue
NY, NY 10017



Beth Glick

T.A. Holiday Meeting

Enjoy Holiday Food, Drink, and Good Company.

International transportation reformers Jon Orcutt and Karen Overton will present the politics of transportation in South Africa and lessons for us here.

Plus, meet T.A.'s board of directors and staff — share your ideas and questions.



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CYCLING NEWS

Mayor Pledges More Bike Route Miles, More Bike Racks

Mayor Giuliani has pledged in his annual Management Report to install fifty miles of new bicycle routes and 700 bike racks in 1997. The Mayor had promised six miles of routes and 33 racks for 1996, a goal the city says it has met with the St. Nicholas Avenue bike lane and 150 new racks. With more than \$35 million in Federal funds to promote bicycling, the city should have much more ambitious plans. What's missing is a will to spend money where it matters.

The city is prone to sticking racks and routes in out-of-the-way places where they're easiest to install rather than in obvious heavy-use zones. The central business districts of Manhattan and downtown Brooklyn suffer from a bike parking crisis, with piles of bikes locked to trees and onto railings.

Likewise, progress on installing new bike lanes continues to be painfully slow. The lanes most recently installed or planned (34th Avenue in Queens; and St. Nicholas Avenue, Lafayette Street, Hudson Street and 8th Avenue in Manhattan) have taken an average of almost two years from proposal and design to installation. At this rate, we won't see those 50 new miles for another 42 years!

Perhaps the bullish DOT head Christopher Lynn will bust a move for better cycling. Recently, however, the agency has shown signs of heading in the wrong direction. Monthly problem-solving meetings between T.A. and DOT bike and pedestrian planners have been suspended. The agency lacks a full-time bike coordinator, and the Mayor's office has released funds for only one-and-a-half of the five Federally-subsidized bike program staff positions.

Remember, the goal is to encourage cycling.

Here's what it will take to translate the Mayor's goals into action for city cyclists:

- Emphasize quality over quantity: 10 miles of new bike lanes on routes where cyclists need them most will be much better than 50 miles on lightly-traveled routes.
- Take credit for improving existing bike lanes with bike symbols, periodic enforcement sweeps and regular maintenance. And finish up all new bike lane projects that are already in the pipeline.
- Put racks first in high-demand areas where bike parking is sparse.
- Hire an experienced bicycle coordinator and use the money provided by the Federal government to bring the bike program staff up to strength.



Paul Harrison

At T.A.'s request, DOT extended the Lafayette Street bike lane south to Spring Street.



Williamsburg Bridge

If it ain't one thing, it's another...It seems that thieves keep swiping the power cables leading to the lights on the Williamsburg Bridge bike/pedestrian path, the latest infuriating explanation for the complete darkness on the bridge path. At T.A.'s urging, the commander of the 90th Police Precinct (who was appalled after his own pitch-black bike ride on the bridge), and Councilmember Ken Fisher's office have asked DOT to install secure lights and video cameras to monitor the bridge.

If you just want to ride in safety and are fed up with excuses, join us for the 2nd Annual "Light It Up" Rally on Thursday Nov. 14 at 6:30 at the Manhattan entrance. Bring lots of lights.

T.A. Defeats Helmet Law

City Council transportation chair Noach Dear introduced a bill this September that would have made helmets compulsory for all cyclists, in-line skaters and skateboarders. T.A. and a dozen other skaters and cyclists testified against the bill, calling it punitive, unnecessary and misguided. While T.A. advocates the use of helmets, requiring their use would discourage cycling and skating and would unfairly single out cyclists and skaters. (Far more head injuries would be prevented by requiring all motorists to wear helmets.) Further, a compulsory helmet law does nothing to address the cause of dangerous cycling in New York: dangerous driving.

T.A. instead recommended that the City Council take steps to reduce traffic, institute traffic calming measures, post "Share the Road" signs, and educate motorists as to the rules of the road—that cyclists and skaters have the same right to road space as their motorized counterparts.



Police to Target Bike Theft



T.A. and the NYPD have teamed up to fight bike theft. Last issue, we reported on the scope of NYC's theft problem, and based on that article and the hundreds of postcards readers mailed in, the NYPD has responded. Combat Bike Theft will incorporate an educational security brochure for cyclists, a pilot theft reduction plan in a high-theft precinct (with sting operations targeting traffickers in stolen bikes), and a better registration and recovery program.

Write to: NYPD Commissioner Howard Safir. Thank him for devoting police resources to fighting the scourge of NYC cyclists. One Police Plaza, New York, NY 10007

Interested in making Brooklyn a better place to ride, walk and skate? Topics include car-free Prospect Park, west Brooklyn traffic calming, Williamsburg Bridge and bike lane plans. Refreshments will be served.

JOIN
US

Wednesday, November 20, 6:30 PM + Rock and Road Bike Shop
1304 8th Ave. (13 St. in Park Slope) + Call Jesse Kalb at 212-475-4600

Reclaiming the Streets

Lynn Derails Downtown Brooklyn Traffic Calming

A series of traffic calming demonstrations in downtown Brooklyn this fall finally persuaded local politicians to act. After years of community groups' pleading for relief from overwhelming traffic, Brooklyn Borough President Howard Golden stepped forward this September with a \$24 million proposal to install traffic calming solutions in downtown residential and commercial areas. City Councilmember Ken Fisher quickly backed the proposal, which involves working closely with businesses and community groups to come up with the best strategies.

However, in early October, NYC DOT Commissioner Christopher Lynn pulled the plug on Golden's plan, announcing a major shift in objectives. Most striking, Lynn's plan eliminates the community participation and education elements of the Borough President's proposal. He also has abandoned efforts to reduce traffic, focusing instead on "improved traffic flow on major arterials," and unspecified traffic calming.

Third Avenue and Furman Street would be designated as high-volume arterial streets, endangering the neighboring residential communities with vastly higher levels of traffic. Fourth Avenue, already the most hazardous street to cross in West Brooklyn, would be altered to carry even more traffic.

Brooklyn officials and citizens' groups are appealing to Lynn and his boss, Mayor Giuliani, to reinstate the original plan. In fact, the Borough President has told Lynn that he would withhold funds unless the proposal was returned to its original form.

Lynn has repeatedly expressed his disdain for working with community groups. If downtown Brooklyn's transportation crisis is to be solved and community quality of life rescued, plans must go forward with broad-based community support. The Mayor may find that his new commissioner's plan to increase traffic and ignore communities will leave him bogged down in opposition—in communities that are home to many Giuliani voters.

Union Square

T.A.'s Union Square Committee continues to pressure the Mayor and Community Board Five (CB5) to expand Union Square by pedestrianizing Union Square West. The business community is fighting the idea, but has yet to make a rational case for their argument. CB5 avoided the question recently by experimenting with banning left turns at 14th and Union Sq. West—an experiment that was cancelled less than a week later when cops failed to properly enforce the rule and businesses complained. Because of the fiasco, departing CB5 Chair Nick Fish even went as far as suspending the transportation committee chair, but conflict of interest questions have been raised because Fish's lavish going-away party is being paid for by one of the expanded park's biggest opponents. T.A. will call on the new chair to stop the board's waffling by either taking a vote on reiterating the board's support for the plan, or for a full-scale experimental closing of Union Sq. West.

To get involved, call Union Square Committee Chairman Carter Craft at 212-475-4600.



Ken Zittel



Mulry Square Improvements Need Neighborhood Support

As an experiment in pedestrian safety, the city modified traffic patterns in Mulry Square (7th Ave & W. 11th St.) last December. The DOT reversed West 11th Street, installed temporary corner sidewalk extensions and added an all-pedestrian phase to the traffic lights. To voice their views on whether the experiment worked, West Village residents will come out to Community Board Two's (CB2) traffic strategies subcommittee meeting on November 28. If the board votes in favor of the changes, DOT will make the experiment permanent, replacing paint and plastic with concrete and steel.

Some residents are concerned that the West 11th Street reversal has shifted traffic to West 9th and West 13th Streets, two Village streets already overwhelmed with cars. Reducing traffic on those two streets and the whole area should be next on the Board's agenda.

T.A. members are encouraged to come out and stand in favor of retaining the Mulry Square pedestrian safety improvements (call 212-475-4600 for location). Or, fax a letter of support to CB2 at 212-254-5102.

Speed Humps a Hit but Still Need Help

Neighborhood Streets Network members and DOT Commissioner Christopher Lynn agree that speed humps have solved some speeding problems in communities across the city. "This is fantastic...we have a ton of kids on our street," says Joy Rouso of the James/Ful/Gates Block Association in Clinton Hill. "I wish they'd put in more."

At a recent City Club meeting, the commissioner offered to install a speed hump at F.I.T. on 27th Street, and crews began work the next week.

Although the humps do seem to be working, they still need refining. By State law, the humps have been designed for 30 mph traffic, a speed much too fast for most of the city's residential streets. (Someone hit by a car going 30 mph has a 40 percent chance of dying. At 15 mph, that risk drops to 7 percent).

DOT needs to enhance the effectiveness of the speed humps with 15 mph residential speed limits. DOT has yet to put its weight behind State legislation that would do just that.

Write to: DOT Commissioner Christopher Lynn, 40 Worth St., NY NY 10013. Ask him to get behind 15 mph speed limits so that DOT can really reduce speeds on local streets.



Speed hump built at F.I.T. less than a week after speeding complaints were first registered.



Jeff Pront

Mulberry Street Dinner Mall A Success

Summertime evening and weekend pedestrianization of Little Italy's Mulberry Street is an unqualified success, with restaurants reporting a 20-50 percent increase in business. New York needs more places to stroll and eat without honking horns and exhaust fumes.

Write to: Mayor Rudolph Giuliani, City Hall, NY NY 10007. Thank him for helping make the Mulberry Street mall happen in the first place. Tell him that his Office of Special Events should be encouraging Mulberry Streets all over the city.

Red Light Cameras Stuck Behind the Yellow

The Department of Transportation has installed twelve additional red-light cameras—the high-tech spies that catch scofflaws running lights. Although the DOT has the green light to put in twenty more, (for a total of 50), the agency seems to have lost enthusiasm despite their huge success. Since December, 1993, the \$50,000 a piece cameras have brought in over \$1.2 million each in violations revenue. They have also saved lives.

Perhaps our new "get it done" DOT Commissioner can look into why the next 20 cameras haven't yet been ordered, and why the department isn't asking the state legislature for permission to buy hundreds more.

Write to: Christopher Lynn, DOT Commissioner, 40 Worth St, NY NY 10013. Ask him to move forward aggressively with this successful program.





neighborhoods

Brooklyn

Fulton Ferry: Park Coalition Sues Port Authority. The Brooklyn Bridge Park Coalition has filed suit against the Port Authority to stop them from leasing a historic Brooklyn pier to a lumber company. The coalition, which is trying to preserve Brooklyn's waterfront and ensure public access, claims that the PA shouldn't be leasing to a lumber firm because lumber sales isn't a maritime business — a restriction that the PA's charter limits it to. The PA is also claiming that it isn't subject to environmental laws, an idea that Brooklynites obviously have a problem with.

Bronx

Western Bronx: New North-South Bicycle Route. At the October T.A. Bronx Chapter meeting, city bike planners said that a bike lane connecting the Moshulu-Pelham Greenway to the Macombs Dam Bridge is under consideration. The lane would extend along

Goulden Ave. to University Ave. to E.L. Grant Highway to Jerome Ave. to the bridge. Traffic counts are being performed to see if the lane is feasible.

Northeastern Bronx: Moshulu-Pelham Extension Planning Starts.

The Parks Department is starting to work with the community to plan a federally-funded three-prong bike connection from the Moshulu-Pelham Greenway to Orchard Beach, City Island and the Westchester line. If connected to the DOT's proposed Macomb's Dam Bridge Bike Lane, cyclists will be able to ride from Manhattan to Westchester on dedicated bike lanes and paths.

Manhattan

Midtown: 47th Street Diamond District Ped Improvements.

Forty-Seventh Street is the center of the U.S. diamond industry, but you wouldn't know it walking down Sixth Avenue. In an attempt to give the area a more distinctive feel and

improve pedestrian conditions, the Diamond District Merchants Association, the Manhattan Borough President's office and the City Economic Development Corporation (EDC) have teamed up to redesign the streetscape. The result will be wider sidewalks on 47th street, corner sidewalk extensions (neck-downs) and distinctive light pylons with illuminated "diamonds" on top on the neckdowns. The project will allow the district's true colors to shine.

Lower West Side: Abate says Hudson Park Cost Estimates in Outer Space.

A new report by State Senator Catherine Abate's office shoots a hole in the State Government's proposition that a park along the West Side will be too expensive to build without significant commercial development. By comparing the state's cost estimates to similar NYC Parks projects and independent estimates, Abate's office



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—New York Times, JAN 1996

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found that a park could be built from Chambers Street to 59th Street for \$113.7 million less than the State's \$294 million estimate. The difference would more than cover the \$81 million the State claims it needs to raise from commercial development, allowing the construction of a pure park.

West Village: It Keeps Going and Going and Going. The Hudson Street Bike Lane will not be painted until the 1.2 mile Hudson Street reconstruction project, which started over five years ago, is finished. The latest delay is a tardy order of custom-ordered pipes. Barring further underground surprises, the street should be done and bike lane created by late November.

Queens

Northern Queens: One-Way Bridge Tolls Would Tangle Traffic. MTA Bridges and Tunnels study revealed that one-way tolls on the Throgs Neck, Whitestone and Triborough would result in increased traffic and pollution and less revenue. Neighborhoods near toll-free bridges on the East River, the study says, would bear the brunt of the diverted traffic. Bridges and Tunnels

President Michael Ascher said that the study puts the question of one-way tolls to rest. But the issue remains a cause celebre for the *Daily News* editorial page and other centers of populist know-nothingism.

Staten Island

Richmondtown: Greenbelt Threatened. Concern over a road by-pass has reached new heights in this historic neighborhood. Community groups contend that Borough President Guy Molinari's road building plans threaten a local greenbelt and will lead to a torrent of new traffic from the south shore of the island, where plans are afoot for massive road building and sprawl-type development.

New Jersey

Statewide: No Bike/Ped Staff For NJ. In October, T.A., the Tri-State Transportation Campaign and 20 other NJ cycling and civic groups sent a letter to Governor Christie Whitman calling on the cycling Governor to order the NJDOT to hire a cycling advocate. The position has been vacant since June, but despite the need for someone within the

bureaucracy to coordinate the myriad local initiatives, the State DOT Commissioner has not been willing to make the effort to hire one person.

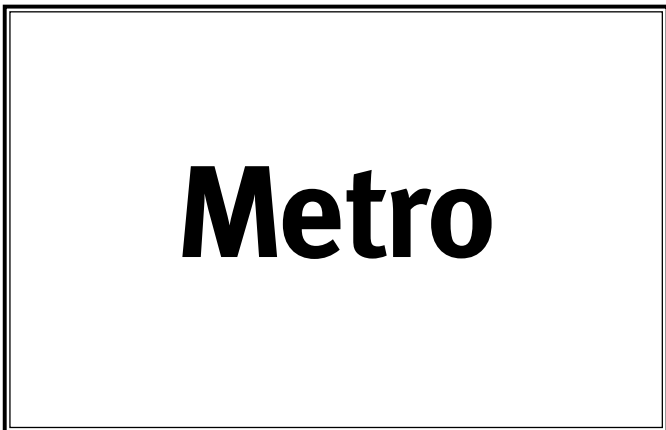
Lower Hudson Shore: New Transit.

While New York City chokes on traffic and can't get its act together to build the one mile 42nd Street trolley, New Jersey Transit is starting construction on its visionary 26 mile Hudson-Bergen Light Rail Transit System. It will connect Bayonne to Ridgefield via the waterfront with links to Manhattan ferries. The first 9.2 miles are scheduled to be built by 2000, with the remainder to be built by 2005.



Slavin

Quadra





Ride of the Century

The 1996 NYC Century Bike Tour attracted cyclists of all shapes and sizes, of all ages, ability levels, and experience. With this, the seventh annual, tour, a grand total of 11,500 riders have pedaled and puffed through New York's most scenic neighborhoods and parks, collecting miles and memories for the benefit of Transportation Alternatives and all New York cyclists. Here is a sampling of comments collected at the end of the exhilarating ride to give a sense of how some of you experienced New York by bike.

1996 Century Stats

- Total number of riders: 2,800
- Total number of volunteers: 420
- Time first volunteer arrived in Central Park: 3:30 am
- Time first Century riders left Central Park: 6:30 am
- Time first riders returned to Central Park: 11:30 am
- Time last rider returned to Central Park: 8:31 pm
- Number of Boston-NY AIDS riders who ended up at Century finish: 30
- Number of cyclists sighted with antennae on helmets: 24
- Number of beluga whales sighted: 4
- Number of bagels consumed: 4,620
- Pounds of peanut butter: 65
- Pounds of grape jelly: 30
- Oranges eaten: 1,400
- Bananas: 6,300
- Chocolate chip cookies: 1,050
- Tootsie rolls: 7,200
- Animal crackers: 4,800
- Number of bridges crossed: 13
- Number of parks visited: 13
- Estimated minutes of downpour: 45
- Actual distance of Century ride: 106 miles



“Mark course better.” — John Rodriguez

“Course well marked and marshalls very helpful.” — Jake Dresler

“First time, not the last.”

“All hail the special NYPD-guided tour of Queens!” — Keith Sprouz

“We got lost!” — Jay Maggio (NYPD)

“We had a real good time.” — Edward Vasquez (84th Pct., NYPD)

“A good test of a 53-year old.” — Ted Tedesco

“I quit smoking two years ago, and last year I finished the Century at 9:55 pm. This year I got back at 7:37 pm. I’ll shave two more hours off next year.” — William Velasquez

“Can we avoid streets with potholes? My

Century!



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CNC Bicycle Works



“My gold lamé sandals held up—I have 6,438 miles on them!” — Lillian Munsky

“Ran into my husband.” — Kathy Kichula

— Lyndsey Horner

“Wow.” — Hillary Kunins

“Well Done. Get the mayor, the borough presidents, and city councillors to do at least 25 miles.” — Ibrahim Seedat

“Need more beer stops.” — Paul D. Law

“My bike broke and my girlfriend left me.” — Anton Srdanovic

Volunteer Profiles

In the last issue of T.A. magazine, we introduced two volunteers whose work for T.A. has been instrumental in propelling the organization forward. Below, we present two more out of the hundreds of volunteers who support T.A. in a variety of ways.



Andy Staub

Occupation: Decorative painter and gilder

Neighborhood: Williamsburg, Brooklyn

T.A. member since: April 1991

Why joined T.A.: When I lived in Astoria, I heard about T.A. when bike access to the Queensboro Bridge was in question. I got involved in T.A.'s weekly protests because the bridge bike lane was my only route into Manhattan.

Volunteer activity: My favorite thing is to paint banners and signs. I've also participated in demonstrations — especially Auto Free Parks and Williamsburg bridge — and helped out at mailing parties.

How many hours per month: About 10 hours per month.

Reason for getting involved: I feel pretty strongly about T.A.'s goals, so if I can use my talent to help out, then I'm happy to do it. I always have a great time when I come into the T.A. office.

Rich Gans

Occupation: Computer specialist

Neighborhood: Norwood, The Bronx

T.A. Member Since: August 1993

Why joined T.A.: I heard of T.A. through Bikes not Bombs, then rode to work during Bike To Work Week. T.A. board member Ann Sullivan approached me and a friend at the Union Square Park breakfast, and I was impressed with T.A.'s friendly and outgoing style.

Volunteer activity: Head of T.A.'s Bronx Chapter, founded in November, 1993. We organize rides, hold clean-ups of bike paths, and do outreach and lobbying for T.A. issues.

Hours per week: 10, some weeks more, some less.

Reason for getting involved: I feel strongly about The Bronx and want to improve cycling conditions in my borough. Alternatives to the auto are important for quality of life in the city. One of my biggest satisfactions as Bronx Chapter head has been getting people to participate. I've met many wonderful folks through my work at T.A.



What You Can Do

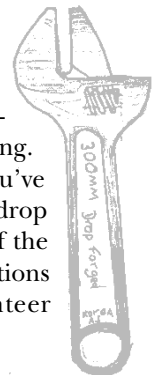
If you want to help but are not sure what to do, we'll match your talent to our needs. Give us a call at **212-475-4600**. Here are a few areas that need your help: Adopt-A-Bridge • Auto-Free Parks • Bike Parking • Direct Action • T.A. Benefit Auction • NYC Century • Mailing Party • Neighborhood Committees • Recycle-A-Bicycle • T.A. Magazine

Toran

Recycle-A-Bicycle

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 **212-777-8531!**



Don't Miss The Next T.A. Bronx Chapter Meetings:

November 12 and and December 15

7 pm at the Mosholu-Montefiore Community Center,
3450 DeKalb Ave. at Gun Hill Rd., The Bronx.

Call 718-653-2203 for more information.

Commuter of the Month

Hillary C. Hedges

BY SCOTT STEPP



Ken Zirkel

Occupation: Venture capital

Age: 25

T.A. member since: January 1996

Reasons for bike commuting: I sit in an office about ten hours a day, and if it weren't for my bike ride I would have little opportunity to connect to the outside world. Because I have an hour and a half on the bike every day, I'm actually able to notice the seasons.

Commute: From West 10th Street in the Village to Fort Lee, NJ. I go up 10th Avenue and Riverside Drive, then over the G.W. bridge. It's 11 miles each way, and it takes me 45-55 minutes. I shower

at the office, and keep most of my work clothes at work.

Bikes: A Bianchi road bike. I also have a Schwinn "world tourist" with a huge basket for doing errands.

Bike Parking: In the building's parking garage, chained to the guard rail between the cars. I very rarely park my bike on the street. When I do, I sit where I can see it. One time I watched two guys walk up to my bike, and while one leaned against it, the other one worked on cutting the cable. The whole thing happened at 3:00 outside of Hunter College. Thank goodness I looked up from what I was doing and ran outside. The mistake I made was locking the bike against some scaffolding behind a row of parked cars, out of sight from most pedestrians.

Seasons and weather: The heat, wind, rain and cold are all manageable with the right clothing. I can't handle accumulated snow. It's a real problem in the winter, when they don't pave the path on the G.W. bridge.

Special equipment: In the deepest cold I swear by my "windstopper" pile jacket. A light is always good, and a reflective vest.

Mr. Tuffy tire liners are essential. I carry my things in a pannier that I clip onto my bike rack.

Best bike experience: I love it when the first real spring day rolls around. I ride through the side streets of Washington Heights and see the streets full of kids playing, and hear the Mr. Softee truck on the corner. I'd never see that sort of scene traveling in the subway or on the highway.

The worst: The scariest was when I encountered a strung-out crazy in the middle of 10th Avenue. I think he fancied himself a toreador, and after fencing a bit with me he grabbed onto the back of my bike and ran after me for a while.

Advice: Take it easy until you develop a sixth sense about car behavior, and don't be afraid to ride aggressively. You have to go for breaks in traffic whenever possible, otherwise you just get stuck with the automotive pack, and are more likely to get squashed. It's important that people see you — I always make eye contact with people who are turning in front of me, and make sure they see me before I proceed.

4th Street
Food

Open Road

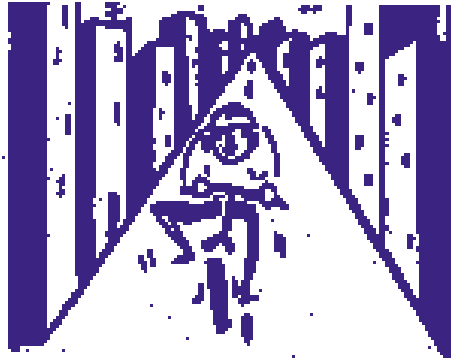
An occasional report from the street and beyond

bike traffic update

Is the city trying to save electricity or something? Complaints from all corners of Gotham flood the phone lines about **no lights in public places**. Prospect Park, the Williamsburg Bridge, the Queensboro Bridge have all resembled a cup of **black-no-sugar** the last few months.

Speaking of shortchanging cyclists, it seems the city is also skimping on paint. Rider J.R. asks why they haven't painted any bike logos in the recently extended **Lafayette Street bike lane**, more recognizable now as the double parking/taxi hailing lane...

Dunno which is worse, though: dark-as-a-dungeon bridges or \$100 fines for riding through a red. Now, we're not advocating lawless behavior (and if you run a red with a cop standing there **you're a ninny** anyway), but let the punishment fit the crime! Fining a car driver the same as a cyclist for running a red is like having the same punishment for sidewalk spitting as for toxic waste dumping. Keep your eyes peeled for



news of a T.A. effort to change the state law for illegal cycling.

Pavement scout D.T. says upper Riverside Drive (to 165th) is smooth like a baby's behind...Boston Road north of Burke Ave. is likewise a much better ride since repaving, according to Bronx man-on-the-street R.G.

How do you plow through a pack of pedestrians on the Upper East Side and not get vilified as a marauding Hun? If you're **JFK Jr.** and the peds are a gaggle

of paparazzi blocking the way to your wedding reception, **that's how...** Although it happened too late for us to include in this issue, we don't imagine the costumed bike messengers who raced in the "Necropolis '96" Halloween courier race would've gotten away with it...A decidedly friendlier bike ride was, and is, "The Wedge," the rolling bike party that meets the first Thursday of every month at the Cube, Astor Place and Lafayette. Check it out on **Nov. 7** and **Dec. 5**, 6:30 pm for a mellow tour of downtown hipster-land.

Here's hoping the **City Council** has gotten the message about **mandatory helmet laws**. A dozen cycling and skating advocates crowded Council Chambers in September to oppose the proposed law, which would have been another in a series of **punitive ordinances** against cyclists and skaters. The council only seems able to **restrict, regulate and harass cyclists** without making it any safer out here.

1/8

Breakaway

Auto-Free Times

CNC Bicycle Works



1101 First Avenue New York, NY 10021

Mon.-Fri. 8:30 - 8:00

Tel: 212-230-1919

Sat.-Sun. 9:00-6:00

Fax: 212-230-1425

Major Credit Cards Accepted



AUTO-FREE

WORLD



Pricing Pioneer

William Vickrey, emeritus professor at Columbia University and pioneer of peak-load pricing, died Friday, October 11, three days after winning the Nobel Prize in Economics. Vickrey, who was 82, suffered a heart attack while driving. His untimely death robs road-pricing advocates of an energetic ally with a powerful bully pulpit.

Vickrey's work helped persuade electric utilities in Britain and the US to charge premium fees for peak usage and to offer off-peak discounts, in order to allocate costs efficiently and defray costly new capacity. Highway congestion pricing in Singapore and Southern California also owes much to Vickrey.

—Mobilizing the Region

Car-nage

The World Health Organization recommends that preventing traffic accidents become an international health priority. The reason? By 2020, the toll of life and limb on the road will rank as the third greatest cause of death and disability worldwide (in second place in developing countries). The report also says the situation will get worse before it improves, because mortality rates per vehicle tend to be greatest when motorization is proceeding most rapidly, as it is today in much of the world.

—New Scientist



Yankee Road-Hogs

ANNUAL CAR KM PER PERSON

	1980	1990
US Cities	9,042	11,133
Australian Cities	5,851	6,671
Canadian Cities	6,008	6,374
European Cities	3,620	4,573
Wealthy Asian Cities	923	1,487

—Newman & Kenworthy

Finally

In California, the Bank of America together with citizens' groups and a state agency, has called for an about face away from auto-dependent suburban development. "Unchecked

sprawl," its report finds, "has shifted from an engine of California's growth to a force that threatens to inhibit growth and degrade our quality of life." —Washington Post

The Asphalt Farm

Forty-five years ago, Los Angeles was the top-producing farm county in the United States. Today, 70 percent of its land is devoted to cars. The same fate is in store for California's Central Valley, the country's richest agricultural area, unless policies change, says the American Farmland Trust. It projects annual losses resulting from urban sprawl of \$3 billion in agricultural sales and local government deficits of \$1 billion. A more compact growth pattern would halve the losses and turn the deficits into small surpluses. —Washington Post

The Mommy Lane

A study of British cities found that for reasons of both crime and infrastructure (not wholly unrelated), the number of children who could walk to school alone fell from 80 percent in 1970 to 8 percent last year. Meanwhile, National Travel Survey data indicate that nearly a fifth of rush-hour traffic is parents driving children to school. —Local Transport Today

Oil Slicks

Automakers and gasoline producers topped the list of big spenders on Capitol Hill in the first six months of 1996. The Ford Motor Company, who doled out \$3.48 million in the first half of the

year to make them number one, has 15 lobbyists to sway Congress on legislation including the Clean Air Act. Next in line at the cash machine were Tenneco, Inc., an auto parts and gas pipelines manufacturer, followed by the Atlantic Richfield Company and Amoco. —Roll Call

Traffic Calming Works

YORK, England: The city of York has implemented a powerful traffic calming plan. Here are the results, as measured by the difference between 1981-1985 and 1990-1994:

Casualties	York	UK
All Casualties	-40%	-1.5%
Pedestrians	-36%	-15%
Cyclists	-29.5%	-12%
Car Passengers	-16%	+16%
Car Drivers	+2.5%	+41.5%

—Local Transport Today

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

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.

Manhattan

A Bicycle Shop 10% ARCP 349 W 14 St
 ANewGen Bikes *10%ABCR 832 9 Av
 Bike & Exercise 10% ACPS 242 E 79 St
 Bicycle Habitat 8 1/4%ACR 244 Lafayette
 Bicycle Renaissance 8% ARCP 430 Columbus
 Canal St Metro 8%ACPRS 417 Canal
 C 'n C Bicycle Works 8%ABCPRS 1101 1 Av
 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 1690 1st 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 10%ACPR 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 Sheephead 15%ACP 2679 Coney Island Av
 Sizzling Bicycles 8%ABCPS 3100 Ocean Pkwy

STATEN ISLAND

Bicycle Medic 10% BSACP 796 Castleton Av

QUEENS

Astoria Bicycle 8%ABCPR 35-01 23 Av
 Bill's Cycles 10% 63-24 Roosevelt Av
 Bill's Ozone Park 10%ABP 108th St & 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

Grand Bicycle Center 10%BR 70-13 Grand Av
 Gray's Bicycles 8%ABCPR 82-34 Lefferts Blvd
 Queens Discount Bike 10%ACPR 92-64 Queens Blvd

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

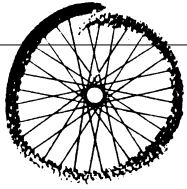
LONG ISLAND

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 Tpke
 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

Swift



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. Roll-on service (no box needed) at most stops on "Vermont" trains between Washington, DC & St. Albans, VT—call for reservations.

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. Bikes allowed on the following lines: North Jersey Coast, Raritan Valley, Man/Bergen, Port Jervis, Northeast Corridor. 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. No bikes on holidays, same days as Metro-North. 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 provide your own box or bag.

Carey Transport—No bikes.

Sunrise Coach Lines—516-477-1200; \$10 per bike, travels in luggage bay.

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.

Aneugen

Quick Trak

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. To subscribe to ASKTA, send email to 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@EBIKES.ORG containing the following: SUBSCRIBE EBIKES. If you would rather receive the DIGEST version, send SUBSCRIBE EBIKES-DIGEST instead.

LETTERS

Dear T.A.:

I just read the Sept/Oct issue of *City Cyclist* and thought it was excellent. I even faxed the DOT to try to get the path along the Hudson widened (as you suggested). Anyhow, my boyfriend commutes to work/school everyday, and he wants to become a member of T.A but you didn't have any information in the magazine about joining (or maybe I missed it). Let me know how to join.

P.S. I really liked the Commuter of the Month!

Judy

Judy:

In every issue of Transportation Alternatives and City Cyclist is a postage-paid envelope that serves as a membership application. If you can't find it, just call the office at 212-475-4600, and we'll gladly sign you up. —Ed.

Dear T.A.:

If you change the t-shirt from "one less car" to "one less stinker" I'll go for a \$50 membership.

Sam Abrams
Rochester, NY

Sam:

We agree with your sympathies, but someone might think you've just changed your eating habits rather than your commuting habits. —Ed.

Dear T.A.:

It is with great disappointment to myself and to the world at large that I've had to succumb to society's pressures and reapply for my driver's license. I don't own a car and never drive. I rely on buses, subways, trains, my feet and bicycle to get around our fair city.

I haven't had a driver's license for almost a year. That's quite a different lifestyle for one who grew up in suburbia and has had a license for 3/4 of my life.

At first I thought not having a driver's license was a statement about how I view transportation and how our society

should function. Now, not having a driver's license has just become a pain in the butt. So, I'm sorry to all my T.A. friends, but DMV here I come!!!

Caren Cohen
Manhattan, NY

Caren:

We have some good news and some bad: You don't need to have a driver's license to have a valid I.D. The state offers non-driver identifications for people like you who don't want to be identified as motorists. The bad news is, you still have to go to the DMV to get it! —Ed.



It should not be all
that difficult to wire
the steering wheel so
that a recording
comes on to advise:
"SIGNAL ALL TURNS!"

Dear TA:

I am a member of T.A. because I support your vision of a city where cycling is usual, not radical. We'll get the support necessary to realize that vision when the public sees cyclists as people like themselves.

So I'm disheartened when you celebrate the "Best commuting story" of your "Commuter of the Month" (Sept/Oct '96) in which two cyclists pound on the hood of an occupied car, then grab the car keys and throw them in the sewer!

Guerrilla tactics won't rid our city of cars. But demonstrating disregard for law and property will perpetuate the popular image of the biker as an outlaw.

T.A. cannot bring cycling into the mainstream by congratulating the reckless behavior of cyclists.

Blaine Palmer
Brooklyn, NY

Dear T.A.:

I was dismayed to read that in Joyride #13 ("To Hal and Back," July/Aug '96) the author directs the cyclist to ride against traffic (not once but twice), to cut through a gas station, and to avoid a bike path (Ocean Parkway) in favor of a busy avenue (Coney Island Avenue).

I bike to work most days and realize that it is not always easy to obey all the rules, but we should try. Cyclists who ride against traffic and cut through gas stations put themselves and others at risk. T.A. should be at the forefront of encouraging riders to bike safety, follow traffic rules and set an example. Joyrides should be for fun and not worry about "cutting corners" for the sake of a marginally quicker ride.

Robert Flynn
Brooklyn, NY

Robert:

Your points are well taken. T.A. certainly does not condone breaking the law for the sake of efficiency. We do feel that there are occasions

when cyclists can use their sleek and unobtrusive selves to their advantage while wending through tricky spots in the city (such as cutting through gas stations, with caution, of course). — Ed.

Dear Taxi and Limousine Commissioner McGrath-McKechnie:

I read about your recent decision to add another recorded announcement to NYC taxis concerning passengers buckling seat belts. This is a good idea, as the way some drivers operate their vehicle, seat belts are advised.

However, may I suggest that this not be the only addition to these announcements? It should not be all that difficult to wire the steering wheel so that a recording comes on to advise: "SIGNAL ALL TURNS!" whenever a turn is made without the turn indicator lever being activated. As far as I remember, signaling is not optional in

NYC. Similarly, a recording, attached to the speedometer, could come on whenever 30 mph is exceeded stating, "THE SPEED LIMIT IN NYC IS 30 MPH, AND 45 ON HIGHWAYS."

After a while, of course, the drivers and passengers would spend the entire time listening to "advisories." Isn't it about time NY instituted some real training courses in safety, courtesy, geography, et cetera? I think about London, England as a model. You are not afraid of taxi owners, are you?

Your leadership on these issues is vital. I await your reply.

Paul Sheridan
Brooklyn, NY

Dear Councilmember DiBrienza:

I am writing to urge you to extend summer hours in Prospect Park, and to close the park to cars overnight and during the early morning.

As an avid walker, jogger and cyclist, I can't tell you how valuable it is to have a Park in Brooklyn that is an oasis from the ubiquitous, unrelenting automobile. I have used the Park during nearly every hour of the day, and there are always people skating, jogging and cycling on the Park road. I'm sure they feel the same way. The Park ought to be kept as free of cars for as much of the day as possible.

I jog early in the morning, as well, before work. A lot of people do. Unfortunately, this is the most traffic-clogged time of the day. Please also support keeping cars out until later in the morning (if they have to be there at all).

Thank you for your attention to this matter.

Karl P. Greenberg
Brooklyn, NY

Classifieds

Sale: 95 GIT LTS dual suspension Mtn. bike. Paid \$3,000 Best offer. And Blackburn Mag Trackstand Paid \$180. \$140 or best offer. Robert (718) 336-4550.

Sale: Alan 21" 18 speed, aluminum, road bike. Shimano 105 and 600 components. Must sell, very good condition. \$650 or best offer. Call Paul (718) 777-1796

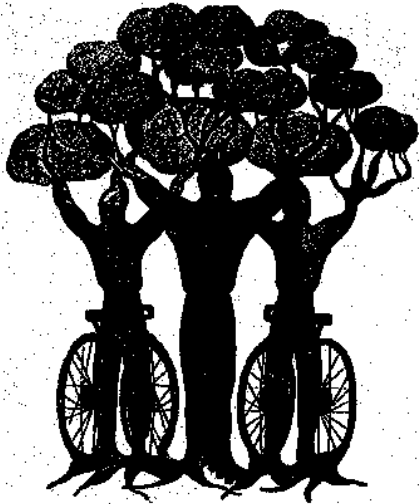
Sale: 1991, 57 cm Merlin road bike; Campy Ergo Record components; Time; Fork; customized extras. Never raced, excellent

condition. No pedals. \$2200 or best offer. Mark (212) 666-2375.

Sale: Italian 12 speed road bike. Red, Bianchi frame, Campy components. Was raced in Rome. With four new sew-up tires. \$250. Also Jandd commuter panniers, big beefy with shoulder straps. \$45 each. Call Ted: (212) 536-5868

Sale: Recumbent, Tour Easy brand, red medium frame w/ Zipper fairing, Exlnt cond w/ computer, \$1200 obo, Adam. h201-941-5270 w212-675-1700.

Classifieds are free to members. Members may mail or fax ads to T.A. by December 3 for the January/February 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.



Hate Cars in Central Park?

Join us to plan for next spring's campaign to gain more car-free hours in Central Park

December 12, 1996 — 6:30 pm
Patsy's Pizza — 61 West 74th Street
Call Paul at 212-475-4600 to R.S.V.P.

The Wedge

JOYRIDE

By "Fast Ed" Matthiack

#16

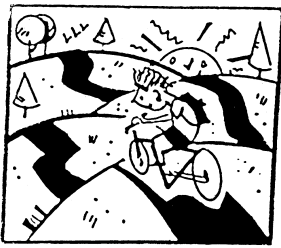
HOMeward BOUND



A 54.5 mile ride through central Jersey with beautiful parkland interludes in South Mountain and Watchung Reservations. You will travel from Newark, the state's largest city, to low trafficked rural areas. The ride is fairly challenging and has some good climbs. This is the ride that "Fast Ed" uses to travel to his mom's house. (Though that's about another 20 miles west of the finish at Raritan Station). You will need a New Jersey Transit bike permit (see page 19) to get home.

	Start Newark Penn Station	16.2	Left Glenside Ave.
0.0	Right Raymond Plaza West	17.1	Right Glenside Rd.
Then	Left Raymond Blvd.	17.8	Left Mountain Ave.
0.7	Left University Avenue	21.5	Cross Hillcrest Rd.
0.8	Right Springfield Ave.		Ahead Mountain Ave. (Route 622)
1.0	Bear Right South Orange Blvd.	25.2	Left King George Rd.
4.5	Seton Hall University (Big Climb)	25.7	Right Mountain View Rd.
7.8	Left Cherry Lane / Brookside Drive * (For South Mountain Reservation see note).	29.2	Right Liberty Corner Rd.
9.9	Left Old Short Hill Rd.	30.3	Left Valley Rd. (Route 512)
10.3	Right Millburn Ave	30.7	Left Church St. (Route 512) (Food, water convenience store on right)
11.1	Right Morris Ave.	34.6	Left Lamington Rd. (Route 202)
then	Left Baltusrol Way	34.9	Right Peapack Rd. (Route 512)
11.5	Left Temple Ave.	37.8	Left Main St. (Route 512)
	Ahead Baltusrol Way	38.1	Left Pottersville Rd. (Route 512)
12.1	Right Shunpike Rd.	41.2	Left Black River Rd.
12.5	Left Mountain View Rd.	45.2	Right Lamington Rd.
13.5	Left Tree Top Dr	then	Left Rattlesnake Bridge Rd.
13.8	Right Vista Way	49.4	Left Easton Tpk. (Route 614)
13.9	Left Fernhill Rd.	52.9	Right First Ave.
14.1	Left High Point Dr.	53.4	Cross Route 202
14.2	Ahead Summit La.	54.0	Left Somerset St.
15.0	Right Tracy Dr. (first right off circle) # (For Watchung Reservation see note.)	54.3	Left Thompson St.
		54.5	Left Raritan Station

* South Mountain Reservation, Essex Co. Parks Dept 201-268-3500 — formed in 1895 - no mountain biking allowed. No facilities.
Watchung Reservation, Union Co Parks Dept 908-527-4900 — formed in 1920 by purchase of 50 properties. Goal is to maintain area of county in natural state. Mountain biking is prohibited on the 50 to 100 miles of hiking trails. Facilities in Historical Village/picnic area.



November / December

RIDES

Sat., Nov. 2. SLEEPY HOLLOWEEN. Ride to Sunnyside, the 19th century manor where Washington Irving, spent much of his life. Return via the Croton Aqueduct, a packed dirt trail, is likely; the sections we do will be suitable for road bikes. Bring: \$7 for admission to Sunnyside Manor, your favorite ghost story, and a Metro North pass (in case you want a quicker return). About 45 miles, some hills. Meet, 9am, Van Cortlandt Park, Broadway at 242nd Street, Bronx. Last stop on 1 9 trains. 5BBC 212-932-2300 x350.

Sun., Nov. 3. GOLD COAST PHANTOM. 30 to 60 miles to a destination yet to be determined. Call in Nov. for specifics. Meet 9 am, Cunningham Park, Union Tpke at 196 Pl., Queens. 5BBC 212-932-2300 x350.

Thurs., Nov 7. DOWNTOWN BIKE PARTY ("CUBE RIDE"). Meets 6:30 pm at Astor Place CUBE. Casual Ride thru downtown neighborhoods. 212-802-8222

Sat., Nov. 9. FJORDLAND, AKA 999 THE HUDSON RIVER. Carved by ancient glaciers, the section of the Hudson between Beacon and Peekskill is in truth a fjord. We follow the river south from Beacon, with views across the river to Storm King and Harriman Park. If it snows, bring skis; otherwise, damp or freezing weather will cancel. 30-40 miles, hilly. Meet at Grand Central Station information booth. 8:30 am. 5BBC 212-932-2300 x350.

Sun., Nov. 10. MOUNTAIN BIKES: SADDLE UP IN HARRISON. Repeated from October by popular demand: Share a ride—or at least a trail—with a horse or two. This is a mountain-bike-only trip from Harrison to Pelham. Like the horses, we will ride over a rough dirt trail, negotiating roots and rocks. No gonzo's, please. 20 miles of varying terrain. Metro-North pass REQUIRED (see page 19). Meet at Grand Central Information Booth at 8:15 am (Train arrives Harrison at 9:22 am). 5BBC 212-932-2300 x350.

Sun. Nov 10., BRONX TO CENTRAL PARK VIA QUEENS. Meet @ Metro North Botanical Garden Parking Lot, 10am. 30 Miles Roundtrip. Moderate pace. TATC Bronx Chapter 718-653-2203.

Sat., Nov. 16. EAST ISLAND. The nor'easter stopped us in October, so we're trying again with this scenic ride to East Island on Long Island's

North shore, formerly the private island of J.P. Morgan, Jr. Lunch on Pribil Beach, return via Sea Cliff. Scenic views and hills guaranteed. 50 miles, rolling with some steep hills. Meet Cunningham Park, Union Tpke. at 196th Pl., Queens, at 8:30 am. 5BBC 212-932-2300 x350.

Sat., Nov. 16. STARBUCK'S SOJOURN. If you know you are able to spin comfortably at 18+ mph and feel at ease when riding in a tight group, please join

RIDE RESOURCES

Bad weather cancels most rides.

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

CLIMB (CONCERNED L.I. MOUNTAIN BICYCLISTS) 516-271-6527

Five Boro Bicycle Club 212-932-2300 x350

WE'VE INCLUDED ONLY A SAMPLE OF THE 5BBC'S MANY RIDES, SO CALL FOR MORE INFORMATION. **YOU MUST**

WEAR A HELMET ON ALL 5BBC RIDES.

us for another visit to our favorite coffee haunt in Ridgewood, NJ. Since our aim is to ride together in a tight group, the trademark 5BBC "point-drop-sweep" system will not be needed. Cue sheet will be available to those who feel they may not be able to keep up (but want to try anyway). Bring pocket food, as there will only be the one stop in town (and that will be short) for coffee and a goody. Back in the city between 1 and 2 pm. 60 miles. Some minor hills. Meet 8:30 am, Plaza Hotel, 59th St and 5th Avenue. Led by Todd Brilliant and Beth Renaud (Call (212) 274-9463, but PLEASE not after 10 pm.) 5BBC 212-932-2300 x350.

Sun., Nov. 17. CITY ISLAND. Ride to NYC's own sea village-in the Bronx! About 25 miles, moderate terrain. Meet at AYH, Amsterdam at 103rd St., at 10 am. 212-932-2300 x350.

Sun., Nov. 24. BIKE to BRIGHTON for BORSCHT. Hal's very own ride to Brighton for a hearty, stick to your ribs meal. About 30 miles, and bring \$ for food. Meet 10am Washington Square Arch. TATC, 212-475-4600.

Sun., Nov. 24. PIERMONT, BEFORE THE TURKEY. Brisk (steady but not fast) pace with no unnecessary stops. Lunch in Piermont. A great way to get your mind off Uncle Charlie and Aunt Fran. Bon appétit!

Meet 9 am, Plaza Hotel, 59th St. and 5th Ave. 5BBC 212-932-2300 x350.

Thurs., Dec 5. DOWNTOWN BIKE PARTY ("CUBE RIDE"). Meets 6:30 pm at Astor Place. Casual Ride thru downtown neighborhoods. 212-802-8222

Sat., Dec. 7. HOLIDAY SHOPPING AT CAMP-MOR. Join us for a 45-mile, moderately hilly jaunt to Campmor in Paramus, New Jersey, one of the area's largest camping, hiking, biking & skiing outfitters. Bring a lock and bring or buy lunch. Meet at G.W. Bridge Bus Terminal, Ft. Washington Av & 178th St., at 9 am. 5BBC 212-932-2300 x350.

Sun., Dec. 8. FROSTBITE RIDE NO. 2. A ride of 20 to 40 miles, destination to be determined. Call 5BBC voicemail at (212) 932-2300x350 on Fri. or Sat. before the ride for more info. 9:30 am at City Hall, or 10 am at Prospect Park, Flatbush Ave. & Eastern Pkwy. 5BBC 212-932-2300 x350.

Sun., Dec. 15. GIVE ME LIBERTY, OR GIVE ME SCIENCE! It may be 15 flat miles and a ferry ride home, or it may be 40 miles with one BIG hill. Depends on the weather. We'll definitely check out Liberty Science Center in Jersey City æ "Where science equals fun." Bring a lock, money for lunch, \$9.50 for the science center, \$3.50 for the ferry (or maybe ferries) and dress for the weather. Steady rain or temperatures below 32 degrees will cancel. Meet at City Hall at 9 am sharp. 5BBC 212-932-2300 x350.

Sun., Dec. 22. FROSTBITE RIDE NO. 4: CHRISTMAS DECOR IN DYKER HEIGHTS. This Sun., Frostbite goes to Dyker Heights to take in the Christmas lights. Dim sum for lunch. Meet 9:30 am at City Hall, or 10 am at Prospect Park, Flatbush Ave. and Eastern Pkwy. 5BBC 212-932-2300 x350.



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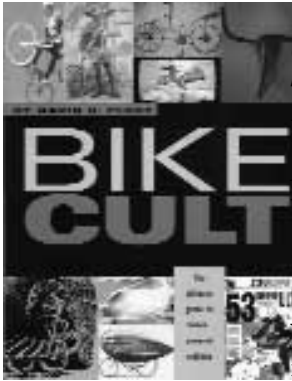
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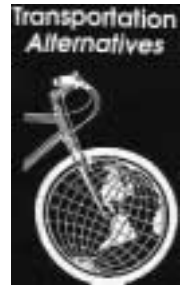


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