

# TRANSPORTATION

## Alternatives

Queensboro Bridge:



**THE FIGHT IS ON !**

*Inside: Megastores   Union Square   D.A. Negligence*

Volume 3, No. 1   January/February 1997   Published by Transportation Alternatives

# CRIMINAL NEGLIGENCE

September 3, 1996  
 Mr. Leroy Frazer Jr.  
 Chief, Special Prosecutions Bureau  
 Office of the District Attorney of  
 New York County

Dear Mr. Frazer:  
 I learned today that a local businessman and acquaintance of mine, Mr. Mike Regina, died on Aug. 15 from injuries he sustained when he was struck by a motor vehicle traveling at high speed in reverse on Lafayette Street, across the street from his auto body shop at 62 Prince St. The accident occurred on Friday, Aug. 9. Has the driver been charged with a crime?  
 Charles Komanoff

October 3, 1996  
 Dear Mr. Komanoff:  
 NYPD records show that the driver was not arrested in connection with this accident.

Vehicular accidents generally are first investigated by the Police Department, which makes the initial determination as to whether or not violations of the New York State Penal Law are found. If the police do not make an arrest, the matter is forwarded to the District Attorney's Office for possible prosecution.

Thank you for taking the time to share your concern on this matter.  
 Leroy Frazer Jr.

October 9, 1996  
 Dear Mr. Komanoff:

I understand that a response to your Sept. 3 letter has been mailed to you. I hope you find it to your satisfaction. I understand your concern that people responsible for vehicular homicides should be prosecuted and you can rest assured that, when warranted, this office will vigorously prosecute those who have violated the law in this manner. Once again, thank you for your concern.

Robert M. Morgenthau  
 District Attorney

October 17, 1996  
 Mr. Robert M. Morgenthau  
 District Attorney, New York County

Dear Mr. Morgenthau:  
 I have your letter of Oct. 9 as well as an Oct. 3 letter from Assistant DA Leroy Frazer. While I appreciate the courtesy of these replies, I am not satisfied with their content. From what I know of the Aug. 9 crash, I am mystified as to why the driver has not been charged with Criminally Negligent Homicide. I ask you to take personal charge of this case. I also ask how it is that your office prosecutes drivers in only a very small fraction of pedestrian and bicyclist deaths in New York County.

Mr. Regina was struck by a motor vehicle traveling at high speed in reverse on Lafayette Street. Eyewitnesses believe the vehicle was traveling at about 25 miles per hour. The vehicle had to have been traveling at a high rate of speed to break several of Mr. Regina's ribs on contact and to throw him 15-20 feet in the air (causing his head to strike the pavement with such force as to precipitate his death from head injuries).

Does not the behavior of the motorist meet the standard for Criminally Negligent Homicide, which Executive Assistant District Attorney James M. Kindler defined as follows in a letter to me on Jan. 30, 1991:

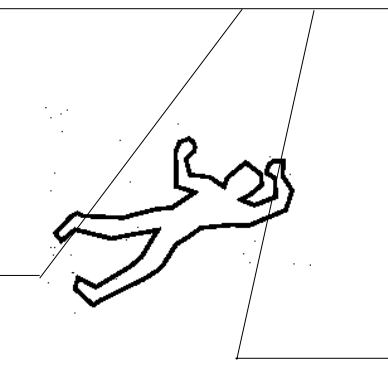
*The Penal Law defines "criminal negligence" as failure to perceive a "substantial and unjustifiable risk" under circumstances amounting to "a gross deviation from the standard of care that a reasonable person would observe in the situation."*  
 Penal Law §15.05

Does not operating a motor vehicle in reverse at an excess of approximately 10 mph on any well-traveled Manhattan street qualify as a gross deviation from the standard of care that a reasonable person would exercise? If you disagree, please tell me how, and why.

Each year some 60-70 pedestrians and half-a-dozen bicyclists die from collisions with motor vehicles in New York County. No more than a handful of such incidents result in prosecutions. While motorists aren't necessarily culpable in each incident, motorist behavior is at least a contributing cause, if not the primary cause, in many.

Can you square your commitment to justice and public safety with such a lackadaisical posture toward this ongoing carnage on our streets?

Charles Komanoff



November 27, 1996  
 Dear Mr. Morgenthau:

It is now 41 days since I last wrote you, inquiring why your office has thus far declined to prosecute the motorist who killed Mike Regina by driving into him in reverse at high speed on Aug. 9 of this year. And it is 12 days since your representative told me by phone that I would receive a reply "in a few days." No such reply has arrived as yet.

Charles Komanoff

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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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## January

**Wed. 8** Auto-Free New York Meeting. "Streetcars and the Streetscape," cosponsored by the Municipal Art Society. 6-8 pm, 457 Madison Ave, \$4.

**Thur. 16** Brooklyn Committee Meeting. Plan the spring Car-Free Prospect Park campaign and more. 6pm, Rock 'n Road Cycle Shop, 1304 8 Ave (13 St in Park Slope).

**Wed. 22** Union Square Committee Meeting. A bigger, better Union Square park calls! 6 pm, call 212-475-4600 for location.

**Mon 27** Auto-Free New York Meeting. 6-8 pm, call 212-475-3394 for location and topic.

## February

**Thur 13** Auto-Free Central Park Committee Meeting. Help plan the spring campaign. 6 pm, call 212-475-4600 for location.

**Fri 21** T.A. Mailing Party. Join us for food, drink and fun people as we send out the new T.A. mag! 6pm, call 212-475-4600 for location.

**Mon 24** Auto-Free New York Meeting. 6-8 pm, call 212-475-3394 for location and topic.

## March

**Tue 18** Bronx Committee Meeting. 7pm at the Mosholu-Montefiore Community Center, 3450 DeKalb Ave at Gun Hill Rd. Call 718-653-2203 for more information.



New Year, New Office, New Faces

T.A. is ringing in the New Year by moving from our East Village home. As I write, T.A. is near to signing a lease for a loft space on 17th Street near 5th Ave. We are leaving to seek airier quarters without the diesel fumes and crumbling conditions of our current office. It is going to be a big improvement for T.A.'s staff and the volunteers who spend their time in the office. We intend to share the space with our colleagues from the Institute for Transportation Development Policy (ITDP). ITDP shares our vision on an international scale.

We will need lots of help moving, as well as plastering, painting, and fixing up our new space. All help is extremely welcome, especially from electricians and folks skilled in carpentry, plastering, and dry wall. We can also use quality office furniture, especially chairs, shelving and file cabinets. Give us a call if you can help the moving or refurbishing crews. It will be a fun time!

Other big news is that two wonderful members of our staff are moving on to new opportunities. Margaret Sikowitz (right), T.A.'s dynamic administrative director has moved to an exciting new position with a fast growing film production company. Margaret plans to stay active with T.A. as a volunteer. Special thanks are due Margaret for creating the T.A. Benefit Auction, running the Century and spurring our membership growth. Also leaving is Jesse Kalb (left), T.A.'s bicycle program director. Jesse is moving on to head Scholastic, Inc.'s digital image archives. Among his many accomplishments, Jesse won new funding for bicycle projects and secured agreements for new parking garage access for bicyclists. He also spearheaded T.A.'s efforts to free Prospect Park from cars. We'll miss the homegrown Brooklyn sensibility Jesse brought to T.A. He will also continue to pitch in as a volunteer. Best wishes to them both and thanks for the of hard work and camaraderie.

Fortunately, T.A. has been joined by one of the best in the business. T.A. Administrative Director, Sharon Soons (center), comes to us from the Tri-State Transportation Campaign, where she held together the work of the 13 member groups and about one hundred affiliate groups. Sharon has come to learn about running a membership organization. She's looking forward to working with T.A.'s many dedicated and talented volunteers. If you have skills you can share, give Sharon a call.

Here's to better bicycling and walking in the year ahead. Happy New Year everybody!

John Kaehny  
Executive Director

P.S. T.A.'s Bicycle Program Director job is open. If you think you have the skills to lead T.A.'s bicycling advocacy efforts, send us a cover letter and resume. See the ad on page 10!

# NEIGHBORHOODS

## Brooklyn

### **Brooklyn Committee: Car-Free Prospect Park and Traffic Calming.**

Getting more car-free hours in Prospect park was the number one topic at last month's Brooklyn Committee meeting. Twenty five members met at the new Rock 'n Road Bike shop to meet people and discuss how to go about getting more car-free hours. The campaign for traffic calming was also discussed. Several people volunteered to get postcards signed and plans were made to have a fun Prospect Park event in the spring. For the date of the next Brooklyn meeting, see the calendar on page 3.

### **Downtown: Atlantic Center Shopping Mall Attracts Shoppers and Motorists**

The 400,000 square-foot Atlantic Avenue mall, opened in November, has already won praise for bringing life, jobs, and dollars into the heart of Brooklyn. Yet, to discourage people (especially teenagers) from socializing, the center was designed without public benches or telephones. "People come here to get good value and low prices," developer Bruce Ratner told the Daily News in November. "It's not a place to roam around."

Traffic around the center has gotten worse, and DOT plans to accommodate it by finishing a project that adds lanes to Flatbush Avenue by narrowing the sidewalks. The effect on Flatbush Avenue businesses should become apparent in the next few months.

## Bronx

### **Soundview: DOT Promises Ramps**

In response to a letter from T.A.'s Bronx Committee, DOT's Bronx Borough Office has promised to install asphalt ramps leading to bike paths in Soundview Park. Previously, cyclists had to dismount or attempt to jump the curb. (See calendar on page 3 for next Committee meeting date.)

### **Pelham Bay: Century Paths to be Paved**

After several requests from T.A.'s Bronx

Committee, the Parks Department has begun repaving paths through Pelham Bay Park. Much of the paving will occur on paths used by T.A.'s NYC Century Bike Tour.

## Queens

### **Jackson Heights: 34th Avenue Bike Lane Partially Complete**



DOT and the city Department of Environmental Protection have passed a major milestone towards the completion of the 34th Avenue bike lane. With sewer reconstruction work finished, a major section of the two-way lane was opened this fall. DOT plans to stripe the remainder in the spring. When done, the lane will run from 61st Street to Flushing Meadows Park, and will eventually be connected to the Queensboro Bridge.

## Manhattan

### **Greenwich Village: Eighth Street Overhaul**

In an effort to revitalize a major West Village street, advocates proposed that Eighth Street be narrowed and its sidewalks widened from about eight feet to fifteen. To make the street more pleasant for the 4,000 or so pedestrians who walk down the street each hour, the Village Alliance Business Improvement District plans to add trees, planters, and historic light poles to the newly-expanded sidewalks. The narrowed roadway

should also make the street safer by slowing unruly traffic. DOT has applied for funds to rebuild the street.

### **Midtown: Giuliani Pulls Back on Park Avenue Ped Mall**

Despite the success of the summer-season pedestrian mall on Park Avenue between 41st and 42nd Streets, the city has no plans to make the lunchtime traffic-free zone a permanent attraction. "It has been removed from review," a city aide told the *New York Post* in October. The city is making the Grand Central Partnership reapply for a temporary permit every year, although the GCP still hopes to win a year-round pedestrian mall and open a restaurant under the dingy Pershing Square Aqueduct.

### **Upper West Side: Call for Crackdown on West End Avenue**

Tour buses, commercial vans, and trucks are illegally using West End Avenue, and State Assemblyman Scott Stringer wants the Mayor to do something about it. Calling the residential street "the highway to hell," Stringer conducted a study and found that each week thousands of commercial vehicles barrel down West End despite an official ban on such traffic. Stringer has called for Giuliani to conduct a pollution study and boost police presence to bust scofflaw truckers.

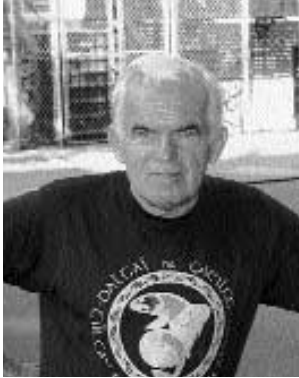
## Long Island

### **Lido Beach: Lido Boulevard Called "Killer Road"**

Five people have been killed and 250 cars have crashed in the last four years along a 3.1 mile stretch of Lido Boulevard, and neighbors are calling for an end to the car-nage. Local activist Stephanie Kaufman told Newsday that motorists ignore the 45-mile-per-hour speed limits. Kaufman believes installing more lights won't help. Rather, she and others advocate narrowing the six-lane speedway into a 4-lane road with a median strip. Others want the traffic slowed down to 25 mph with serious enforcement by county police.

# VOLUNTEER PROFILE

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



**John McLaughlin**

**Occupation:** Retired meat manager for food store

**Neighborhood:** Long Beach, Long Island

**T.A. member since:** May, 1995

**Why joined T.A.:** I've been a cyclist — and walker — for many years, and when I heard about T.A., I thought its vision for the city was in line with my views.

**Volunteer activity:** I like to do the office mailings and membership renewals.

**Hours per week:** About two hours on average.

**Reason for getting involved:** Since I'm retired, I've had time to volunteer for different organizations. I used to be a volunteer museum guide and I worked with children's groups, so when I learned about T.A. I thought I'd give a hand. It's a good cause, and I think it deserves volunteers. I really like the people I've met at the office. I've found that when you work with people who are dedicated, it's easy to do the same and give back a little.

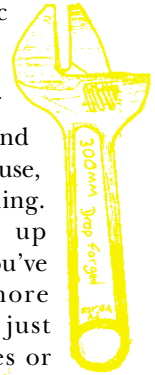
## What You Can Do

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

# 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!



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 Westside 96th/Barry 563-7321 Canal St. at 6th Ave. 234-2588  
 Crown 92-84 Queens Blvd. (Near L.E. Fogo Park) 718-478-3338

**NEWS FLASH:**

# T.A. is Moving!

We need volunteers to help with moving, and with renovating our new space.

If you can help with plastering, painting, dry wall installation, or just moving things around, we could use your help.

We especially need help from electricians.

In return, you'll get good food and drink while hanging out with fun people.

To sign up, call Sharon at 212-475-4600, or e-mail us at [transalt@echonyc.com](mailto:transalt@echonyc.com).

# RECLAIMING THE STREETS

## Assembly Moves On Neighborhood Streets Agenda

Reacting to pressure generated by the Neighborhood Streets Network and Transportation Alternatives, the State Assembly will hold a hearing on December 10th on the topics of establishing slower residential speed limits, increasing spending on pedestrian safety, and making it easier for communities to adopt traffic calming measures. Bills previously introduced by Deborah Glick, chairperson of the Critical Transportation Choices Commission, would allow cities and towns to use 15 mph speed limits, make drivers yield to pedestrians in crosswalks, and establish legal support of traffic calming. Neighborhood groups, city and state officials, and civic groups are expected to testify.

These changes are central to the Neighborhood Streets Network, a 35-member city-wide coalition of neighborhood groups and block associations working to preserve and improve neighborhood quality of life through traffic calming. The Network unites civic groups to give them more clout, both to solve their own problems and to improve conditions in neighborhoods city-wide.

Consideration of the Network's goals by the State Legislature shows that the negative effects of speeding, noise, danger and excessive through-traffic on neighborhood streets is a city- and state-wide issue that elected officials are beginning to take seriously. (For more information about the Network, see the July/August '95 T.A. magazine or call 212-475-4600.)

## Downtown Brooklyn Proposal Sets Precedent of National Importance

T.A. members, Neighborhood Streets Network members, and Brownstone Brooklyn residents braved the morning cold on November 21st to protest the sacrifice of Brooklyn neighborhoods to through-traffic.

Stopping traffic for the fifth time in six months, they kept up the pressure on Brooklyn's elected officials. Borough President Howard Golden responded by submitting a proposal for federal funding to solve traffic problems in a way that would be a national model for community participation and planning.

Golden's proposal to use Federal Congestion Mitigation and Air Quality (CMAQ) funds would, for the first time in New York City, live up to the possibilities outlined in the watershed 1991 ISTEA transportation spending law. The \$24 million plan would

involve massive public outreach and participation in drawing up a traffic calming plan for downtown Brooklyn and the surrounding residential areas. Twenty million dollars would be reserved for actual construction of traffic calming.

In our last issue, we reported that the proposal was under threat because the City DOT had changed it to focus on increasing traffic flow and had eliminated community participation. But, because of efforts by Golden, City Councilman Ken Fisher, and community groups, it is likely that DOT will return to a version close to the original proposal.

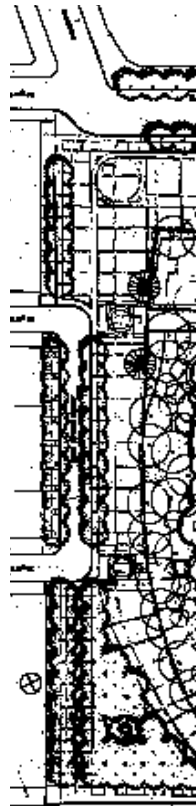
With a new emphasis on pleasant and safe conditions for pedestrians, quality of life and business conditions will improve. Commercial developers may even free themselves from the idea that new construction must include new parking and more cars—an idea that threatens to stop construction in downtown Brooklyn, New York's third largest business district.

## Union Square Expansion— Let's Get Going!

Manhattan Community Board Five must stop stalling. The community strongly supports plans for a bigger park. However, time is running out to get the MTA to rebuild Union Square West as a pedestrian area. The board has refused to have a straight vote on the Phase Two plan or to outline a process for deciding the questions at hand. T.A. is calling for a two-month test of Phase Two in the spring and a deadline for a permanent decision on whether or not to make Union Square West into a pedestrian paradise. (See the calendar on page 3 for the date of the next Union Square Committee meeting.)

### An Apology

In our last issue, we criticized Manhattan Community Board Five for having a going-away party for Chairman Nick Fish at a restaurant owned by an opponent of a pedestrianized Union Square West. The party was paid for by attendees and board members, not the restaurant, as we stated. We apologize to Board Five, to Nick Fish and to Steve Hanson, the restaurant owner, for implying any conflict of interest. There was none.



The Parks Department's "Phase Two" plan for Union Square would turn Union Square West into a pedestrian paradise and almost double the size of the park.

Ken Zirkel



Residents and elected officials call for traffic calming at the fifth traffic-stopping rally.

# PRESSURE POINTS

By Brian Ketcham, P.E.

**N**ew York City officials and developers of megastores, whether they be Home Depot, Caldor's, or Wal-Mart, claim megastores are the future of retail and that New York City simply must accommodate them. They claim megastores will add jobs, lower prices for consumers and increase sales tax revenues without hurting nearby small businesses. They also claim megastores will actually reduce traffic. The history of megastores across America is quite the opposite.

I am not enough of a social scientist to quantify the far-reaching effects on vital urban neighborhoods. However, I have been told that the Home Depot at Aqueduct Race Track in Queens killed off more than a dozen nearby mom and pop hardware stores. As an environmental and transportation engineer, however, I can quantify the cost of the traffic that megastores will attract.

## Megastore. Megamess.

New York City is proposing up to ten million square feet in new megastore development, most to be located in manufacturing zones in The Bronx, Queens and Brooklyn. Virtually all will be in auto-dependent locations. Ten million square feet (about 185 football fields) of new auto-dependent retail space will attract up to 700,000 new vehicle trips on weekdays. This will add another half billion miles of vehicle travel to New York's already clogged streets—producing about a 10% increase in overall traffic.

The economic, societal, and environmental consequences of another half billion miles of travel (in terms of added congestion, lost productivity, increased traffic accidents and increased pollution) comes to nearly \$1 billion a year. These are costs that are generally ignored—swept under the rug by developers, political leaders and government bureaucrats. These hidden costs of car and truck use currently total about \$25 billion a year in total citywide, half borne by low income residents who do not own a car.

New Yorkers should understand that adding ten million square feet of megastore retail space in auto-dependent areas will result in another ten people killed each year, another 1,800 people injured in traffic accidents, and another 7,400 autos damaged each year. The cost of these additional crashes alone will total more than \$350 million a year in damages not covered by auto insurance.

Ten million square feet of megastores will also increase New York's air pollution, darkening our skies with nearly 18,000 additional tons of carbon monoxide, along with 1,000 tons of hydrocarbons and 700 tons of nitrogen oxides. The latter two pollutants combine in sunlight to form ozone. Today, New York falls far short of meeting the standards for ground level ozone set by the EPA. Building megastores with mega parking lots will push New York even further from compliance.



Ken Zirkel

Are the so-called benefits that New York officials and megastore developers claim worth these costs? If host communities really understood this economic reality—that for every dollar in benefits there are \$10 in hidden costs imposed on each host community—would they accept, without question, a megastore? Would our city officials?

Unless megastores are built in dense neighborhoods with convenient mass transit access and *without* significant parking capacity, they will burden their host community with huge numbers of cars which, in turn, will impose huge liabilities. It can be done: Bed, Bath and Beyond on 6th Avenue and 18th Street is an 80,000 square foot success without a single parking space.

In accepting megastores, New Yorkers had better recognize this reality and plan for the environmental, economic, and equity consequences. We must not abandon the environmental review process. We cannot continue to ignore the full cost of our actions.

**Write to: Peter Vallone, Speaker, NYC City Council, City Hall, NY, NY 10007 Tel: (718) 599-3658 Fax: (718) 492-6334**  
**Ask him to make sure that megastores aren't put in isolated industrial areas, where they'll lead to unnecessary traffic growth.**

# CYCLING NEWS

## T.A. Mounts Campaign To Save QBB Bike Path

Rally, Fax/Postcard Blitz, and Lawsuit All Part of Effort

Over 200 people rallied at a November 12 T.A. action to restore the bicycle and pedestrian path of the Queensboro Bridge (QBB). In late October, the Department of Transportation (DOT) announced a partial ban on cyclists and pedestrians from the Queensboro Bridge. The decision by Commissioner Chris Lynn to open the bike lane to cars from 3-8 pm weekdays was prompted by the general uproar caused by DOT's disastrous attempt to reroute bridge traffic. The South Outer Roadway of the bridge, the dedicated cyclist and pedestrian lane since mid-1993, is supposed to become the permanent bike/ped lane in late 1999, when reconstruction is done. Given DOT's history of renegeing on its promises, however, we must keep the pressure on to assure the lane is not given over to cars. In 1990, T.A. members successfully fought a City attempt to deny full-time cyclist and pedestrian access, staging 30 T.A. demonstrations and winning a landmark lawsuit.

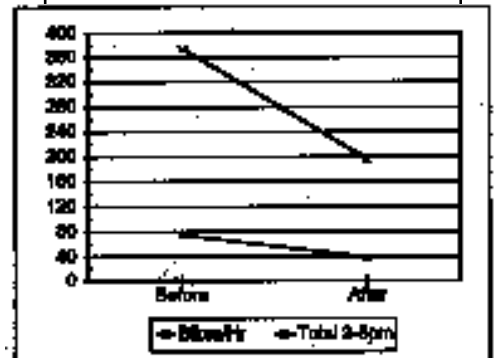


We Need You To Write, Fax and Call Your Council member!

Since the rally, T.A. has mounted a grassroots campaign to persuade the city to reinstate the bike and pedestrian lane. Thanks go out to all the people who have written letters, sent postcards, handed out flyers and stood in the cold counting cars, bikes and pedestrians using the bridge. Numerous people in Queens and Manhattan have begun to act as liaisons to their local elected officials and community boards. Deputy Mayor Rudy Washington recently asked T.A. why he was getting so many postcards about the bridge. Keep 'em coming!

T.A.'s efforts have already persuaded Borough Presidents Claire Shulman (Queens) and Ruth Messinger (Manhattan), Manhattan Community Boards 6 and 8, and City Council member Gifford Miller to ask for restoration of the bridge path.

### 48% Decline In Bikes Using Bridge Since Closing



Source: Transportation Alternatives and DOT counts, Nov. 1996

### Mayor Giuliani: The Grinch Who Stole the Bike Lane

Rather than address the problem of too many cars, the city has bent over backwards to accommodate more driving and more traffic. Are Giuliani and Lynn suffering from some kind of delusion in which they believe that by expanding the auto-carrying capacity of roads and bridges they will reduce traffic? Or, is it all pure politics in which the Mayor is pandering to his increasingly car-dependent supporters outside of Manhattan?

Promises From:  New York City Department of Transportation

February 22, 1995

...The construction of the outer roadway achieved in two stages. Due to an accessibility for bicyclists and pedestrians during the entire construction period. After construction of the outer roadway will be dedicated to bicyclists and pedestrians.  
—Peter Pizzuco, P.E., Assistant Comr

Either way, the result is the same: bicyclists and pedestrians who are part of the solution to car congestion and pollution get punished, while motorists flocking to free crossings like the Queensboro Bridge are rewarded with more pavement and more space.

### Broken Promises and Distortions

- DOT has reneged on three years' worth of written and verbal promises that the Queensboro Bridge would have a full-time bike and pedestrian lane during all phases of construction. See the excerpts below.
- Both the Mayor and Commissioner Lynn repeatedly misled reporters by claiming that only 50 bicyclists and pedestrians an hour would be affected and that the lane would carry 1100 cars in their stead. In reality, the lane was carrying up to 140 bicyclists and pedestrians an hour (even in November) and well over 1,000 a day. Now, thanks to the ban, about 400 cars an hour are using the bike lane. Clearly, the Mayor's claims were hugely inflated: instead of 22 times more cars than bikes and peds, as the Mayor claimed, *not even* three times as many cars are using the lane per hour than bikes and peds were before the ban.
- T.A. has sued the NYC Department of Transportation over its actions banning bikes and pedestrians from the Queensboro Bridge weekdays from 3 PM to 8 PM. The lawsuit, filed by T.A. attorney Rick Muller, cites a violation of the City Charter, which requires agencies to hold public hearings before making substantial policy changes. The city is flouting the law by its failure to notify the public or hold hearings on the decision.

The case is being heard in NY State Supreme court. T.A. is seeking a preliminary injunction against the city, which would force it to restore 24-hour bike and pedestrian access until a full hearing is held in mid-January. The substance of the lawsuit is based on the successful 1987 T.A. suit against the city when then-Mayor Ed Koch banned cyclists from midtown Manhattan.

### Act Now to Restore Your Path

T.A. and the cyclists and pedestrians unjustly robbed of their path need you to write, fax and call your city council member. Just a short note asking "what are you doing to restore the Queensboro Bridge bike lane?" is extremely helpful—especially if you live on the East Side of Manhattan or anywhere in Queens. If you need contact information for your representatives, call T.A. Anyone who can help out T.A.'s Queens Committee should also call the T.A. office at (212) 475-4600 so we can put you in touch with Committee Chair Michael Pomanakis.

Contact your city council member, plus Speaker Vallone and Borough President Shulman:

**Peter Vallone**  
**Speaker, NYC City Council**  
**City Hall, NY, NY 10007**  
**Tel: (718) 599-3658**  
**Fax: (718) 492-6334**

**Claire Shulman**  
**Queens Borough President**  
**120-55 Kew Gardens, NY 11424**  
**Tel: (718) 286-2870**  
**Fax: (718) 286-2885**

Remember to Ask Them:  
What Are You Doing *Right Now* to Restore the QBB Bike and Pedestrian Lane?



June 17, 1996

Queensboro Bridge: Reconstruction of the north outer roadway is scheduled to begin this September and is anticipated to be completed in December 1997. Bicyclists will be provided with continuous 24-hour access on the south outer roadway during this time. Following completion of the north outer roadway, the south outer roadway is scheduled for reconstruction through December 1999. Cyclists will have 24-hour access on the north outer roadway during this time....

—Peter Pennica, Chief, Plans and Surveys

r roadways (in the current project) will be an alternating construction scheme, bridge pedestrians will be maintained during the r completion of the construction, the south to bicyclists and pedestrians....

Commissioner

# COMMUTER OF THE MONTH

## Cathy Wassylenko

BY DELPHINE TAYLOR

**Occupation:** Scenic designer and painter

**Neighborhood:** Clinton Hill, Brooklyn

**Commuting history:** About twelve years. I'd been riding recreationally, and other cyclist friends urged me to take the plunge and cross over into Manhattan. I'd always believed that riding there was safer on the weekends, but I soon came to realize that weekday drivers are, if nothing else, more used to bikes than the Sunday drivers.

**T.A. member since:** Also twelve years

**Current commute:** Over the Brooklyn Bridge and over to the west side to the 20's or the 50's, depending on where I have to work. It usually takes me from 35 to 45 minutes, no more.

**Bike:** A 10-year-old Nashbar road bike, doctored up a bit with a Brooks saddle and a rack—nothing flashy.

**Helmet:** Never. I enjoy the freedom of my head. I don't even wear a hat in winter. I also think that if I were to be hit by a car (it's happened twice already), it's not my head that gets injured.

**Locking:** If I must lock outside, I just use one U-lock. The road bike doesn't appeal to thieves, so I'm not really worried



about it. Once, my husband and I went the flea market on 25th Street and we locked our bikes together with one lock. When we came back, someone had stolen his mountain bike—and left my old road bike alone!

**Bikes stolen:** Two mountain bikes. Both had been locked outside with just one U-lock. But in one case, the thief unscrewed the pole from the sidewalk and stole the bike with the lock intact.

**Advice:** Before you start commuting, get lots of practice on your bike. You should

be a safe and competent cyclist. Take it easy, especially at first, and don't take any chances, given the erratic behavior of drivers and pedestrians.

**Weather:** I don't ride in the rain or snow, unless I get stuck at work and need to get home.

**Worst story:** I was hit by a drunk driver who ran a red light in Brooklyn. When I told the police where the driver had gone—she had scurried into a large apartment building—they told me that they couldn't go in there, it would be impossible to find her. The license plate on the car was just numbers scrawled on a piece of cardboard. And of course, when I tracked down the owner (who wasn't the driver), he had no insurance. At least I'm here today to talk about it.

**Reasons for riding:** I love not being down under. I think of riding as a very social, interactive way to get around. I get to see a lot, meet lots of people, and get exercise for free. All in all it's a good deal. After a day's work—even with my physically demanding job—I find hopping on my bike uplifting. There's no better way to end the day.

Ken Zinkel

CITY ADVERTISING

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## Transportation Alternatives Bicycle Program Director

Transportation Alternatives (T.A.) is a 4,500 member, New York City, environmental transportation advocacy group which promotes bicycling, walking, public transit and fewer cars. The Bike Program Director is lead advocate in T.A.'s efforts to encourage bicycle transportation in the NYC area including: indoor and outdoor bike parking, bridge access, and bike lanes.

**Qualifications:** Commitment to cycling and environmental transportation. Dynamic personality — we need a leader. Ability to organize advocacy campaigns and work closely with volunteers, and public officials. Strong writing and public speaking ability a must. Minimum of four years post-college experience required. Salary: \$27-\$31k with benefits.

Send cover letter and resume to:  
Bike Search, Transportation Alternatives, 92 St. Marks Place, New York, NY 10009. ( Please don't call.)



# AUTO-FREE

# WORLD



## THE THIRD WORLD'S HIDDEN KILLER

Traffic accidents kill proportionately more people in the developing world than in the industrialized world. Yet there are only three motor vehicles per 100 people in developing nations, compared to one vehicle per two people in the West. In New Delhi, 75% of people killed on roads are pedestrians, cyclists, and motorcyclists. —*New Scientist*

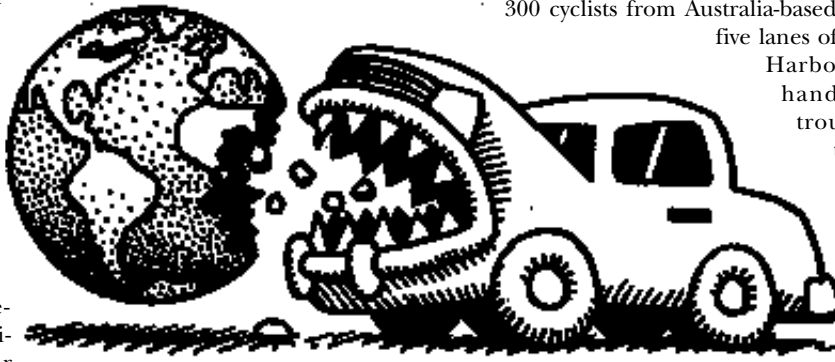
## GLOBAL JOYRIDE

Looking for more of a challenge than the usual TA 20 mile Joyride? Try this for size:

- Bike tour of Vietnam (Spring '97), e-mail gittel@twocats.com
- Mountain Biking in Taipei, e-mail dng1213@ksts.seed.net.tw

## LET THEM RIDE BIKES

During his 10 year military rule, General Ershad of Bangladesh ordered government workers to ride bicycles to work to protect the environment. On the other hand, he also ordered a complete replacement of the Presidential car entourage with a fleet of expensive, bulletproof limousines. —*Public er Mookh*



SINGER

## PROGRESS?

China has one of the highest rates of bike ownership. But recently, the government has begun discouraging bicycle use. Bicycle traffic has recently been banned on several major highways. Replacing those pesky bikes will be easy—the economic planning ministry has announced that it wants every family in China to have a private car. The private car fleet grew by 172% between 1990-91 and auto sales are projected to reach 1.1 million per year by 2000. —*SEEDlinks*

## NOW THAT'S TRAFFIC CALMING!

A Pennsylvania highway road crew repaved state road 895 directly over a dead deer near the town of Andreas. Across the ocean, a city official in Netherlands bought six sheep and put them on a busy road to slow down rush hour traffic. —*Funny Times*

## WAITING FOR THE MIRACLE CAR

In 1995, Greenpeace asked Swiss engineers to modify a Renault to create the Twingo Smile, a car with half the fuel needs of the original—giving the driver 81 miles per gallon. A year later,

Greenpeace paid a deposit at the Paris Auto Show to display a prototype of this "clean car", only to be told at the last minute that their space had been cancelled. Greenpeace's Stefan Krug said, "The auto industry is not interested in environmental cars." Renault replied huffily, "If we knew how to mass produce a car like that, we would have done it long ago." —*Le Monde*

## URBAN MALL WON'T FALL

Residents of Kalamazoo, Michigan recently voted down an initiative to replace a downtown pedestrian mall with a traffic-filled street. The 37-year-old mall is reportedly the first site in the nation where a street had been closed off to cars in favor of pedestrian traffic. Despite the media's gloomy forecasts for urban pedestrian malls, Kalamazoo wants to keep this mall in place. —*New York Times*

## AUSTRALIAN FOR "GET A BIKE"

300 cyclists from Australia-based CRITICAL MASS took over five lanes of traffic as they went over the Harbour Bridge. Police were on hand but did not make much trouble, as they were too busy trying to get out of a traffic jam! When they finally caught up, the police requested a route map for the next ride. Coming next: "Bike in Suits," an event which will send hundreds of bikers into downtown Sydney during the morning peak hour. The whole world is watching. —via the Internet from camerons@syd.csa.com.au

## BUMPER CROP

AutoWeek magazine recently ran this item:

"10, 20, 30, 40, 50 or more. Your bloody front bumper is running up the score...You can record exactly how much roadkill you've caused with little magnetic dead animals that you stick on your car door. Handy Dan's Roadkill Magnets come in dogs, cats, possums, raccoons, turtles, and MULES, all with their eyes X'd out. Very cute." —*AutoWeek*

## CARS UBER ALLES NO MORE

Cars have been banned from the inner courtyard of the baroque parliament building in Mainz, Germany, according to Die ZEIT. "The most beautiful places in the Republic are ruthlessly metaled-over, noised-over and stunk-over," the author writes. "Therefore, banish the autos, out of the old inner courts, away from the historic squares! And a salute to Mainz — for someone must start!" —*Die ZEIT*

—Compiled by Naeem "Bengali" Mohaiemen

# LETTERS



## DEAR T.A.:

I found out about T.A. when I saw twenty cyclists coming out of 92 St. Marks one night, and asked them what on earth was going on.

Bicycle, light rail, subway, pedestrian, open space, traffic calming and clean air advocates all have the same goal: improving the quality of life via breathable air and better non-automobile transportation infrastructure. Just think what could happen if there were real connections among all these interests (say, for starters, a common publication!) Each group would have a stronger backing and louder voice because of the association with the larger group. Individuals initially active in one particular field would be exposed to all of the groups.

Few of us travel exclusively by bicycle, subway or foot. Why not try to combine our efforts?

Daniel Lerch  
Brooklyn, NY

Dear Daniel:

As a member of the Tri-State Transportation Campaign, T.A. combines efforts with other organizations working toward the same goals. T.A. also contributes to Tri-State's weekly publication, Mobilizing the Region, which is sent to subscribers by fax or e-mail. If you're interested in reading MTR, fax a request to (212) 777-8157 or e-mail to [tstc@igc.apc.org](mailto:tstc@igc.apc.org) —Ed.

## DEAR T.A.:

In your July/August 1996 issue I read the following letter:

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

Now don't get me wrong. I am all for bike lanes. Central Park should be closed off to motor vehicle traffic permanently and patrolled by bike-riding cops. The streets between 6th Ave, University Place, 3rd St. and Houston St., should be a pedestrian

mall. Bike racks should be everywhere. But I live on St. Nicholas, and the bike lane is a traffic and pedestrian safety disaster. St. Nicholas has always been a bit of a speedway. The lights from 127th St. to 145th St. turn green at the same time, and speeding drivers try to make the full mile.

What used to be a heavily trafficked two-lane (in each direction) road is now a heavily trafficked (and high speed) one-lane where the bike lane is used as the passing lane. Having the sprint take place in one lane instead of two has exacerbated an already dangerous free-for-all. The bike lane has left a single car lane that is too wide for one car to occupy without leaving tempting passing space on one side, but too narrow for two cars to occupy together.

The lack of properly timed lights is the real problem on St. Nicholas for pedestrians and bicyclists alike. If St. Nicholas cannot be restored to two lanes in each direction while maintaining the bike lane, the bike lane should be erased.

Lewis Erskine  
Harlem, NY

Dear Lewis:

We understand your frustration—and fear—of having to face aggressive and irresponsible drivers in what you perceived to be a safety zone—the bike lane. We too believe that lights should be timed to discourage speeding.

We don't agree with your idea of restoring four lanes of traffic, however. Rather, we would advocate narrowing the car lane further by adding a zebra-striped buffer zone between the car lane and the bike lane, as now exists on Lafayette Street. This discourages drivers from ignoring the sanctity of the bike lane and slows speeds by preventing cars from passing at all. —Ed.

## DEAR T.A.:

A statement made by John Kaehny in the Nov/Dec 1996 issue cannot be allowed to pass without comment. In his column, he

compares the seemingly "inevitable" curse of "traffic jams and heavy traffic" to the "common wisdom" that "crime in the city would never go down" until "Rudolph Giuliani became mayor." He further writes "...the Mayor...has fought back crime."

This comparison is both gratuitous and false. The uphill struggle faced by advocates for a transportation policy relying on mass transit, cycling, skating and walking stands on its own. It does not need to be compared to anything, let alone an obviously self-serving claim by a politician about to seek reelection.

And whose "wisdom" is John referring to? Whatever one may think about Mayor Dinkins, crime decreased in his last two years.

While Mayor Giuliani has the right to try to convince the electorate that he alone has reduced crime, his potential opponents will dispute his assertions. T.A. should not be shilling for Rudy any more than it should have for Ed Koch, as it once did briefly in the '70s. Nor should it state political rhetoric as fact, even in someone's column. That role is more than adequately filled by *The New York Post*.

Bob Pfefferman  
New York, NY

John Kaehny replies:

Well said. My analogy was clumsy and inaccurate. The intent was to emphasize that New York's transportation mess is not an act of God and that things could be dramatically improved if our political leaders got to it. As for shilling for Rudy Giuliani, T.A. has tried to be fair. We praise the Mayor when his administration takes a progressive tact (a sadly infrequent occurrence) and criticize him when it doesn't. We've rated the Mayor's transportation policies as a D- the last three years running in Manhattan Spirit and have pictured the Mayor as a two-headed monster (with the Governor) in this publication for his assault on public transit.

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# JOYRIDE

By Mark Masuelli

#17

This quick (21+ miles) trip through Staten Island is a perfect ride for a mild winter Saturday. The riding is easy, and you get some great waterfront views of the north and east shores. Dress warm for the ocean wind! There are some sights that will surprise you, and there is an easy connection to the Bayonne Bridge (and Liberty State Park) just off Morningstar Avenue.

Staten Island Ferry is free toward Staten Island, 50 cents toward Manhattan. You must buy a bike ticket at the ticket booth beneath the Staten Island terminal, and board the ferry on the lower level vehicle entrance. The Manhattan terminal is just east of Battery Park—take Broadway downtown, or East River Park, and then South Street (bear left along the water just past the seaport).

Take Staten Island **Ferry** from Manhattan. When exiting, go **left** up ramp, **Right** on Richmond Terrace

**Continue** along waterfront, past Snug Harbor Cultural Center (1.8 mi.)

**Left** onto Morningstar Road, under Bayonne Bridge (4.3 mi.)

**Ahead** on Morningstar Road, becomes Richmond Avenue (5.2 mi.)

**Ahead** on Richmond Road, past Great Kills landfill and Staten Island Mall (8.8 mi.); watch for traffic

**Left** onto Arthur Kill Rd (look for big plastic gorilla at mini-golf course; 10.4 mi.)

**Right** onto Richmond Rd. (12.1 mi)

**Ahead** on Richmond Rd. to Old Richmondtown, a restored 18th Century village (12.3 mi.)

**Right** on Richmond Rd.

At fork, **bear right** onto Morley Ave. (13.3 mi.)

**Right** at "T" onto Richmond Rd.

**Follow** bike lane signs to Richmond Rd. around to the left (13.6 mi.)

**Right** onto Midland Ave. (pick up bike lane; 14.4 mi.)

**Left** onto Fr. Capodanno Dr. (15.7 mi.)

**Bear left** to Lily Pond Ave. (18 mi.)

**Continue** under Expressway, bear right onto School Rd. (18.6 mi.)

**Left** onto Bay Street (18.9 mi.)

**Follow** Bay Street to ferry terminal. (21.6 mi)

*Ride originally published in the Jan/Feb 1993 issue of City Cyclist.*

## Toran

### RAISE YOUR EXPECTATIONS

Do you want the most complete, attentive repair service, the most efficient ordering of parts and accessories, and the cleanest, smoothest bike on the block?

Have you been looking for an open, friendly place to meet other cyclists?

Wouldn't you like to learn how to maintain your bike and have access to the tools needed to do so?

How about renting a cycling video tonight?

**YES!**

**ROCK & ROAD**  
HIGH CONCEPT CYCLING

718.499.2514

1304 Eighth Avenue, Brooklyn, NY (between 13th & 14th)

Now offering bike repair classes—call for details!

# 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  
 A NewGen 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% *ACPR* 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 Coreteyou Rd  
 Arnold's Bicycles 10% *ACPR* 4218 8th Av

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 Sheepshead 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

**Ride the Cube!**  
 A weekly team ride with snacks through SoHo and the Village.  
 Jan 2 Feb 6  
 6:30 pm  
 1st Thurs every month  
 Astor Place Cube  
 (8th Street at Lefferts)  
 Mar 6 Apr 3  
 Ride Fax: 312-602-6222  
<http://www.abikes.org/ride/rvc/>

# Classifieds

*Classifieds are free to members. Members may mail or fax ads to T.A. by February 7 for the March/April issue. Transportation Alternatives, 92 St Marks Pl, NY NY 10009 (fax: 212-475-4551). Ads for bicycles, parts, and accessories only. Not for commercial use.*

**Sale:** Centurion Dave Scott Expert Triathlon 19.5 inch 105 Shimano 12 speed saddle bag Red Excellent Campy rear derailleur. \$275. 516-432-9116

**Homeless:** Fancy hardshell bike box for small frame road bike. ABS plastic. Missing nylon cinch straps. Free to good home. Guy 212-675-9136

**Sale:** Raleigh - British Bobby's Bicycle. The real thing, not retro. 28 inch wheels, rod-activated brakes. Great condition, \$200 O.B.O. Andrew 718-855-9191.

**Sale:** Rhode Gear bike rack, Euro-Shuttle model. Carries 2 bikes. Front fork mount. \$90 O.B.O. 212-877-8150.

**Sale:** Bridgestone MB4 18 inch mountain bike, \$125 in NJ. Shimano Exage brakes, Shimano LX400 above bar independent shifters and derailleurs. Exage all-aluminum bottom bracket 46-36-26. Sun rims trued with a WheelSmith strain test gauge. Rear spokes rim and Specialized Shockmaster tire are new. Kalloy aluminum 26.2X 12 inch seat post, steel stem 135X1 inch aluminum bars, threaded eyelets for 2 water bottles, rack and fenders. Ritchie grips, Avocet seat, Dark Green. Phone (h)908-566-2865 (w)212-978-1187 Donald O'Rourke.

**Sale:** 1996 green 20 inch GT Timberline mountain bike. \$300 O.B.O. Dave 212-265-1727.

**Sale:** Dark blue 60 cm old-model Italian MASI road bike with Campy components \$900. Sendogan 212-642-6788.

**Info:** The Urban Outdoors Bulletin is a three-page electronic newsletter that covers the world of open space in the five boroughs. For a free e-mail subscription, write to davelutz@treebranch.com.

**Sale:** Specialized Allez red steel 3Rensho frame 58cm c-c 14 speed Shimano STI/Campy and Shimano parts \$800. 1972 chrome MASI Gran Criterium 58cm C-C all Campy record equipped \$800. Specialized Epic carbon with replaced frame 56cm C-C and HS, BB, seat and post \$500, full bike \$800, STI equipped \$1200. Old Campagnolo Record hi-flange wheels 27x1 1/4 with tires and Regina six-speed cluster \$100/set. Aluminum forks cut for 57cm frame \$60 each. New Vittoria tubulars: CX \$40, CX-Kevlar \$45, Pro Allweather with Kevlar \$55. ROCES five wheel inline skates, used twice, size ten \$120. Litespeed new 13cm titanium stem \$100. Alan 212-794-1109.

## Aneugen

## Quick Trak

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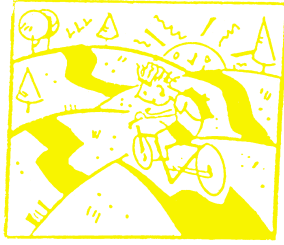
ASKTA is Transportation Alternatives' moderated mailing list on the internet. T.A. uses this list to send out advisories on the latest issues and campaigns to our members. Subscribe today for T.A. bulletins or to ask us questions about campaigns. You can also write to T.A. directly at [transalt@echonyc.com](mailto:transalt@echonyc.com)

To subscribe to ASKTA, send e-mail 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 e-mail to [MAJORDOMO@EBIKES.ORG](mailto:MAJORDOMO@EBIKES.ORG) containing the following: SUBSCRIBE EBIKES. If you would rather receive the DIGEST version, send SUBSCRIBE EBIKES-DIGEST instead.



## January / February

# RIDES

**Thurs. Jan 2.** Downtown Bike Party ("Cube Ride"). Meets 6:30 at Lafayette Street and Astor Place. Casual ride through downtown neighborhoods. Time's Up!, 212-802-8222.

**Sun. Jan 5.** Pluckemin Counterclockwise: 29 Miles in North Central NJ. Meet at Office Complex I, Burnt Mills Rd. off Rts. 202/206, Pluckemin 10:00 am. Morris Area Freewheelers 201-292-4797.

**Sun. Jan 12.** Jockey Hollow-Ironia. This is a scenic, but hilly, 33-mile ride through Mendham and Randolph Twps. in NJ and, with a few exceptions, free from the traffic you would expect. Meet at Jockey Hollow Visitor's Center off Tempe Wick Rd., Harding Twp, 10:00 am. Morris Area Freewheelers 201-292-4797

**Wed. Jan 15.** Loantaka-Liberty Corner. 29 Miles through the Great Swamp and Basking Ridge to Liberty Corner, returning thru Harding Twp. Meet at Loantaka Brook Reservation, South St., Morris Twp, 10:00

am. Morris Area Freewheelers 201-292-4797

**Sat. Jan 19.** Watchung Hills Short Ride. A short (27 miles) although challenging ride with a great view from Washington Rock. Meet at Bernardsville RR Station, Rt. 202, 10:00 am. Morris Area Freewheelers 201-292-4797

**Sat. Jan 25.** AJ'S TWO RIDE. 23 Miles along the bike paths of Loantaka Brook Reservation, thru Chatham and Summit, returning through the Great Swamp. A good ride for beginner cyclists. Meet at Loantaka Brook Reservation, South St., Morris Twp, 10:00 am. Morris Area Freewheelers 201-292-4797

**Fri. Jan 31.** Central Park Moonlight Ride. Meet 10 PM at Columbus Circle. Time's Up, 212-802-8222.

**Thurs. Feb 6.** Downtown Bike Party ("Cube Ride"). Meets 6:30 at Lafayette Street and Astor Place. Casual ride through downtown neighborhoods. Time's Up, 212-802-8222.

**Fri. Feb 28.** Central Park Moonlight Ride. Meet 10 PM at Columbus Circle. Time's Up, 212-802-8222.

### 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.**

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		DOWNHILL at:	X-COUNTRY at:
12/27-12/29	KILLINGTON 250 Double 220 Dorm	Killington	Mountain Top
1/10-1/12	GORE MOUNTAIN 185 Double	Gore	Garnet Hill
1/17-1/20 3 days	STOWE 330 Double	Stowe	Trapp
1/24-1/26	MT. SNOW 235 Double 215 Triple 205 Quad	Mt. Snow	White House
2/7-2/9	SUGARBUSH 215 Double	Sugarbush	Blueberry Hill
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