

TRANSPORTATION

Alternatives



Earth Day Bike Action
Central Park at 5 Ave. and 59 St.
Tuesday April 22 at 6PM

Taste of the Future



New Yorkers are slowly getting to know the joys of streets without autos. The banning of traffic on Fifth Avenue for four successive Saturdays proved so delightful to pedestrians and so generally harmless to merchants that Saturday closings have now been tried out twice on Lexington Avenue and on Eighth Street in the Village, with one-day experiments scheduled for thoroughfares in Brooklyn, Queens and Staten Island.

The pleasure of pedestrians in these early experiments has been unmistakable and understandable. On these same streets they had habitually inhaled lungs-ful of carbon monoxide, strained to talk and be heard above the screeching of machinery and leaped for the curb to escape taxis poised to swoop down on them the second the light changed — or a second sooner.

Instead of this commonplace nightmare, they now find themselves strolling, breathing, talking in conversational tones and threatened by no machine

more formidable than the colorful mini-trains left over from the World's Fair. By-products of the relaxed atmosphere, one businessman reported, were congenial customers and a courteous sales staff, both rare phenomena in Manhattan.

While business was not everywhere improved, only an occasional merchant reported it appreciably off. Those on Madison Avenue, in fact, were so "inspired" by the Fifth Avenue experience that they requested and received the privilege of having their own street regularly closed to traffic on Tuesday evenings, starting next month.

Since the "general concept of street closings," Mayor Lindsay says, is now "firmly established as city policy," it is reasonable to raise a fundamental question. Surely the problem of auto pollution will not be solved by eliminating it on Fifth Avenue only to double it on Lexington. And just as surely the nerves of New Yorkers will not be soothed by turning a single mile of a single street into a pleasant mall for a single day of the week. Isn't the real purpose of this new policy to prepare people

for the day when the private car will be permanently banned from much of the central city? It surely ought to be — and not just to prepare them, but to give them enough taste of a traffic-free city to stimulate a popular demand for it in the not-so-distant future.

The New York Times editorial, August 18, 1970

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

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Cover Photo: Ken Zirkel

March

18 Tues 6 pm. Queens Committee Meeting. T.A. Office.

18 Tues 7 pm. Earth Day Organizing Committee Meeting. T.A. Office.

18 Tues 7pm. Bronx Chapter Meeting. Mosholu-Montefiore Community Center, 3450 DeKalb Ave at Gun Hill Rd. Call 718-653-2203.

19 Wed 6:30 pm. TA Benefit Auction Organizing Committee Meeting. TA Office.

24 Mon 6pm. Auto-Free New York meeting. See the future of the East Side: the Transit Authority presents its East Side Alternatives study. T.A. Office.

April

2 Wed 6 pm. Union Square Committee meeting. T.A. office.

5 Sat 7-11 pm. Brooklyn Benefit at the Montauk Club in Park Slope, 8th Ave. and Lincoln Place. Call TA Office for info.

8 Tues 6:30 pm. Brooklyn Committee meeting, call 212-629-3311 for location.

11 Fri 6:30 pm. Open House/General Membership Meeting at TA Office.

22 Tues 6 pm. Earth Day Bike Action. Meet at 59th St. & 5th Ave. entrance of Central Park.

28 Mon 6 pm. Auto-Free New York meeting. T.A. office. Call 212-475-3394 for topic.



Earth Day Bike Action

ASSERT YOUR RIGHT TO BIKE

Tuesday, April 22, 6 PM 5th Ave. entrance To Central Park.

Bring flowers and signs of life.

Around the world the bicycle is the symbol of environmental friendliness. Even car companies put bicycles in advertising to greenwash their gas guzzlers.

All this belies the everyday reality of NYC riding, where most of us ride alone in a sea of careening cars and trucks. The Earth Day Bike Action is a symbol of our solidarity as bicyclists—a chance to spend some time together, enjoying our strength of numbers. It is also a chance to clearly link bicycling and the environment in the public eye. To T.A. and other urban environmentalists, the fight starts with saving our cities.

Can you imagine the destruction of scarce open space and wetlands and the sheer amount of pavement 7.5 million New Yorkers scattered suburban-style would consume? The fact is, city dwellers are already doing their part by consuming less of everything, including energy and oil. The problem is that our city and many others are being destroyed in significant part by the automobile and the social dynamic it helps create. Even here, by far the least auto-dependent part of the country, motorized traffic is choking our economy, polluting our air, and crushing our neighborhoods.

Bicycling can help change that. Bicycles

offer a flexible and quick form of travel that, combined with good public transit, offer a clean and economical alternative to a keeping a car. In modern cities like Copenhagen, bikes comprise about a third of trips, up from only a tenth two decades ago. This didn't happen by accident. The Danes adopted policies that made cycling easier and got people out of their cars. Here, reams of plans and lots of lip service have been dedicated to bicycling (and an occasional random venture like the Koch 6th Ave. lane). The reality on the street is that cyclists are often beleaguered by reckless motorists and find it hard to find a safe place to park. In general, cycling is treated with contempt by the powers that be. Last fall's confiscation of the Queensboro Bridge bike lane is the latest example of cars accommodated at the expense of cyclists.

Not all is gloom and doom. Cycling continues to grow in popularity, and a giant building boom of new greenways will open up miles of car-free routes as NYC enters the next Millennium. T.A. is here to make sure that this progress doesn't falter. Join us April 22 for some fun and camaraderie, and to give the City a push in the right direction.

Sincerely,

John Kaehny,
Executive Director

Questions About Anything?

**Call the T.A. Infoline
212-629-3311**

RECLAIMING THE STREETS

CMAQ Process Confirms Brooklyn Neighborhoods' Worst Fears

Foes of traffic calming won another battle recently when New York's metropolitan planning organization refused to provide federal clean-air funds for Brooklyn Borough President Howard Golden's \$20 million Downtown Brooklyn Traffic Calming proposal. Golden submitted the proposal in response to a series of pro-traffic calming rallies held last summer by neighborhood groups, T.A. and the Neighborhood Streets Network.

A byzantine program of bureaucratic maneuvers on the part of the City Department of Transportation (DOT) and other members of the planning group left Borough President Golden, Councilman Ken Fisher and community groups feeling that the proposal had not been killed on its merits. Instead, it appears that the project died from a reluctance to allow a project with significant community control and funding for traffic calming. When rejecting the project, planners cited several excuses that had not been raised before, despite more than three months' consultation with supporters of the plan. The DOT withdrew the project without conferring with Golden, who was an equal co-sponsor.

Golden took the issue all the way to the Mayor, but Giuliani was unwilling to overrule DOT bureaucrats. As a result, Brooklyn residents will be back out stopping traffic on the streets this election-year summer.

If you're outraged that the Mayor refuses to support reducing traffic in neighborhoods, tell him. Write to: Mayor Rudolph Giuliani, City Hall, New York NY 10007.

To help plan the summer's rallies, attend T.A.'s next Brooklyn Committee meeting (see page 3 for time and date).

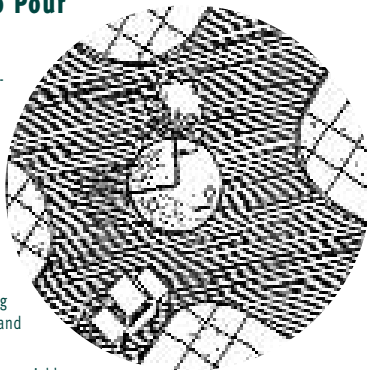


Lynn Pledges to Pour Concrete

Commissioner Lynn pronounced at the December pedestrian safety hearing that the DOT had plenty of cheap asphalt and concrete curbing—and he intended to use it. The Commissioner said he would add raised medians and mini-traffic circles to the department's traffic calming tool-kit of speed humps and chevrons.

If you have locations in your neighborhood where painted medians should be filled in, or where extra-wide streets intersections should be narrowed, write the Commissioner. Mini-traffic circles help with small, but dangerous, intersections—if you've got them, send him a list! Make sure he has heard from you before spring, when the warm weather needed to install these devices comes.

Send him a note at: 40 Worth St, NY NY 10013. Or, fax to 212-442-7007. Make sure to send us a copy!



TA Wins Assembly Hearing

In response to a request from the Neighborhood Streets Network and T.A., the State Assembly Transportation Committee held hearings on pedestrian safety and traffic calming in New York City last December. Representatives from more than 20 neighborhood groups, including several Network members, came out to call for 15 mph speed limits, safer streets and traffic calming. Among those City and State officials who spoke, William Stupp, Commissioner of the Department of Aging, gave especially poignant testimony—his mother was recently killed by a car.

City DOT head Christopher Lynn argued that the DOT had made progress toward safer streets, and highlighted the agency's speed hump program and efforts to create a pilot "Residential Safety Zone" in each borough. However, the commissioner avoided discussing the Network's joint effort with Assembly member Deborah Glick to get 15 mph zones legalized, and the DOT's efforts to curb dangerous driving continue to fall short. Where Montgomery County, Maryland installed more than 1,000 speed humps last year, New York City put in fewer than fifty.

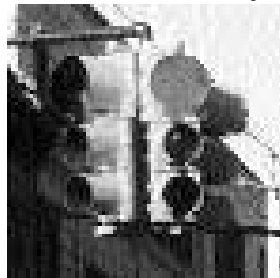
Unlike Seattle and Portland, New York still lacks a systematic approach to calming neighborhood streets and dangerous intersections. Commissioner Lynn will have to create one if he wants his traffic calming efforts to be more than a quickly forgotten series of pilot projects.

City Waits for 15 MPH Speed Limit Law

As car speeds rise, so does the crash rate, noise levels, and an atmosphere of chaos. But New York State law prohibits localities from doing anything about it, outlawing speed limits below 30 mph. The state legislature has reacted to calls for change from all over the state by introducing no less than fifteen bills allowing more local control over speed limits. One of those bills, A3969, is in direct response to demands from members of the Neighborhood Streets Network.

Introduced by Assemblymember Deborah Glick, the bill would allow New York City complete control over city speed limits. Unlike legislation introduced last year, A3969 only applies to the city, making it more palatable to legislators. The Giuliani Administration has yet to take a position on the bill, but recent actions by DOT show a desire to respond to community concerns about speeding and danger. DOT has created five "Residential Model Safety Zones," relying on pedestrian and driver education, strict NYPD enforcement, and other changes that would reduce crashes. The ability to establish 15 mph speed zones would dramatically enhance the effectiveness of these zones. A strong message of support from the administration is needed to get this bill passed. **Write to: Mayor Rudolph Giuliani, City Hall, New York NY 10007. Ask him to actively support A3969.**

Larger lenses on red lights make it harder for motorists to "miss" red lights.



New signs alert drivers that they are entering a safety zone.



Psychedelic Chevrons Slow Drivers

The DOT is experimenting with using optical illusions to slow down speeding cars. Chevron markings painted on the road "convince drivers that they are traveling faster than they really are" and "create the impression that the road is narrowing," according to a study by the American Automobile Association. Data from six locations in Japan show that chevrons reduced crashes by nearly 40%. DOT Commissioner Lynn proclaimed that "this is a proven, simple and inexpensive way to slow down drivers who are approaching dangerous intersections or residential neighborhoods at high speeds." **If you've got speeding drivers in your neighborhood, ask for chevrons: Commissioner Christopher Lynn, NYC DOT, 40 Worth St, New York NY 10013.**

Straphangers Needs Vols To Survey

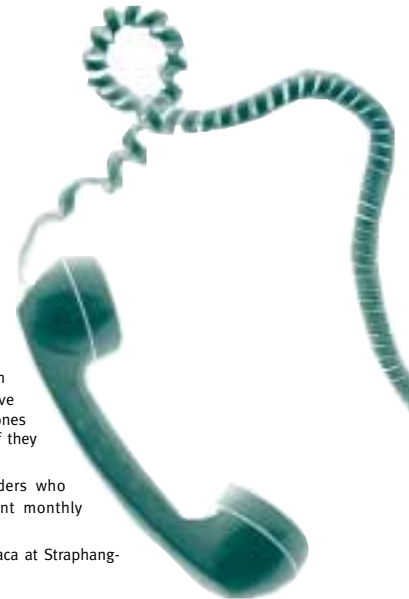
The Straphangers Campaign needs volunteers to:

- Survey telephones in the subway. All you have to do is check the phones in your station to see if they are working.
- Register subway riders who are in favor of discount monthly and weekly passes.

To help, call Mauricia Baca at Straphangers 212-349-6460.

T.A. Gets Times Attention

Prompted by T.A. after the hearings on pedestrian safety, the *New York Times* ran two lengthy articles last December about the city's deadliest intersections and the DOT's failure to tackle the problem of chaos on the streets. The *Times* also described many of the solutions—such as sidewalk extensions and traffic circles—that T.A. has long been advocating, and criticized the DOT for failing to spend the tens of millions in available federal money to implement such pedestrian-friendly projects. "It's the Department of Transportation, not the Department of Traffic and Cars," T.A.'s Paul Harrison was quoted. "They should be paying half their attention to people. It's an agency that for a long time has focused on moving traffic."



PRESSURE POINTS



Mayor Silent as Community Protests State Gowanus Project

Community leaders in western Brooklyn want to hear from the Mayor. City Hall is ignoring their biggest concern--what the State Department of Transportation intends to do with the Gowanus Expressway. Mayor Giuliani and the City DOT have yet to issue comments on State's myopic plans to rebuild the highway without seriously examining other possibilities.

Rebuilding an elevated Gowanus Expressway would be a nightmare project. It would suck up close to \$1 billion, take six to ten years to complete and divert thousands of cars to already clogged Brooklyn streets. A report by a local business group showed that the majority of Sunset Park businesses would move to New Jersey if the State DOT proceeds with its plans. Real alternatives exist: the Regional Plan Association has nearly completed a \$75,000 feasibility study that looks at replacing the highway with a tunnel from Bay Ridge to Red Hook. Staten Island elected officials, including Borough President Guy Molinari and Councilman John Fusco, want to consider a rail line over the Verrazano Bridge.

T.A., the Gowanus Expressway Community Coalition and several elected officials have called on the State DOT to: perform a Major Investment Study (MIS); fund a community engineer and; seriously examine replacing the elevated highway with a tunnel while improving mass transit.

An MIS would look at the possible options for the entire travel corridor. The study would assess how these options would affect the economy, public health and the environment. Although a highway tunnel and the Mayor's recent proposal to build a rail freight tunnel under the harbor would require an MIS by federal law, the State DOT still refuses to begin one. Starting a study now could shave as much as two years off either project.

The Mayor can stop the State from going ahead with the highway project by vetoing the Transportation Improvement Program, a list of all construction projects in New York and its suburbs. Westchester Executive Andrew O'Rourke recently won an environmental review of a project by simply threatening to veto the list. The Mayor needs to exercise leadership rather ignore the 400,000 Brooklynites whose lives and futures will be seriously affected by the decision.

Let the Mayor know that you want an MIS, not a new copy of an elevated highway that was a disaster the day it opened:

Mayor Rudolph Giuliani
City Hall
New York NY 10007



Your AAA Membership At Work

The American Automobile Association (an organization that many Americans, including T.A. members, belong to and imagine is simply a provider of maps and road side services) is working hard to eliminate Federal funding for bicyclists and pedestrians. According to the Tri-State Transportation Campaign's *Mobilizing the Region*, AAA is running a disinformation campaign. While claiming that Federal spending on transportation "enhancements" (a category mainly used for bike/ped projects) is diverting money from motorist safety and is a "luxury," AAA fails to mention that less than 1% of Federal surface transportation funds are used for non-motorized travelers. About 50% of Federal highway dollars are used for highway expansions. AAA's claims are especially hard to stomach given that 15-20% of U.S. traffic fatalities are walkers and cyclists while virtually all Federal safety spending is dedicated to motorists.

Locally, AAA has actively obstructed T.A. traffic calming and auto-reduction proposals, opposed legislation allowing cities and towns to set their own minimum speed limits and ranted against NYC bridge tolls that support public transit. Still proud to call yourself a member?

Write/fax AAA NY and tell them to start supporting funding for bicycling, walking and public transit.

AAA

1415 Kellum Place
Garden City, Long Island 11530
Fax: 516-873-2355

Battle Brewing Over NEXTEA Funds

The forces of evil are lining up to crush the progressive aspects of the Intermodal Surface Transportation Efficiency Act (ISTEA) as it comes up for Congressional renewal this year. ISTEA has meant hundreds of millions of dollars for cyclists and pedestrians, including about \$45 million in NYC. Dubbed "NEXTEA," the new law will allocate over one hundred billion dollars worth of Federal transportation funding past the year 2000. Led by the Highway Users Alliance, the oil and motoring lobby have taken aim at bicycle and pedestrian funding. Leading the good guys is the Surface Transportation Policy Project (STPP), a coalition of transportation reformers, environmentalists, urban groups and bicycle advocates, including T.A. and the Tri-State Campaign. While New York area politicians strongly support bicycle and pedestrian funding, T.A. must be vigilant to ensure that bike/ped funds aren't traded away in a last minute frenzy.

Write a short note or postcard to your Senators and tell them to work for a bicycle and pedestrian friendly NEXTEA.

Sen. Moynihan
405 Lexington
New York, NY 10174

Sen. D'Amato
7 Penn Plaza #600
New York, NY 10001

METROPOLITAN

from *Mobilizing the Region*

THE REGION

Freight Tunnel Gets Mayoral Backing

In early February, Mayor Giuliani (often derided in these pages for his pro-auto perspective) won praise from transportation reformers for supporting the construction of a trans-NY harbor freight tunnel linking New Jersey with Brooklyn and Long Island. Championed by the Regional Plan Association, the tunnel, according to a Department of Economic Development report, would take thousands of heavy trucks off city streets. It would also boost the local economy by allowing the cost-effective, bulk shipment of freight into declining manufacturing areas in the City and Long Island. While some critics knocked the plan as a mayoral ego-storm, it showed a willingness to think about public investment in long-overlooked transportation improvements.

NEW YORK

Groups Ask For More Transit, Not Roads

A coalition of leading New York state civic and environmental groups, including T.A., the Environmental Defense Fund, Straphangers Campaign, and Natural Resources Defense Council have asked Governor Pataki to spend State transportation dollars on rebuilding crumbling roads and bridges and completing big ticket transit links rather than starting new roads. The groups applauded the Governor's commitment to bringing the LIRR into Grand Central Station and asked him to show the same leadership with overall transportation spending.

NEW JERSEY

Whitman Highway Mania

According to Governor Whitman's latest budget, the "Garden State" is planning to spend big bucks on yet another highway building binge. A full quarter of new highway capital funds are slated for expanding highways. In February, leading New Jersey environmental groups, including the NJPIRG, Tri-State Campaign and Environmental Defense Fund asked Governor Whitman to fix existing roads and bridges and stop fueling the sprawl that is gobbling up the state's remaining open space. They also called on Whitman to increase the state's paltry efforts to help cyclists and pedestrians. NJPIRG can use your help. Call 609-394-8155.

CONNECTICUT

Gov. Says Cut Gas Tax, Junk Transit

Connecticut Governor John Rowland wants to eliminate three major Connecticut train lines and replace them with buses to save money after the state's gas tax is cut by 5 cents. The Waterbury and Danbury Metro-North lines are on the block as is the new Shore Line East. The cut in the gas tax will cost the state \$65 million and save the average Connecticut motorist \$75 a year. The Connecticut Fund for The Environment will be leading the campaign to keep Connecticut on track. If you can help, call CFE 203-787-0646.



T.A. Moves- Thanks to our Volunteers

Carl Biers
Susan Boyle
Alan Brick
"Laughing" Bob Brown
Karen Cissel
Howard Chynsky
Chris Doyle
Clarence Eckerson
Alex Gorla
Angus Grieve-Smith
Elsa Haas
Lisa Hiden
Brian Hoberman
Alan Jacobs
Diana Jervis
Jesse Kalb
Dara Kiese
Mack Kojima-Allen

Shinobu Kojima-Allen
James Langergard
Rick Lee
Rick Muller
Karen Overton
Jon Orcutt
Jeff Prant
Tom Reape
Hal Ruzal
Margaret Sikowitz
Gian Claudia Sciara
John Spiciarich
Andy Staub
Delphine Taylor
Steve Tibbits
Michael Trost
Janice Yuvan
Ken Zirkel



Sure, there's still lots of unemptied boxes, but we're back to work for truth, justice and the T.A. way!



Steve Tibbits demonstrates supreme strength as he finesses the move of one of many TA file cabinets.



Proving once again that a folding chair has many uses, Alan Brick tackles building the big storage closet.

Transportation Alternatives is moving up. Finally out of our basement digs on St. Marks Place, we're high up on the twelfth floor on 30th Street — right across from NYPD's Traffic Control Division.

The new office has much more light, more room, great views and no more bus fumes. Not only is it easily accessible by subway and train, but cyclists can lock up safely in the parking garage across the street.

Thanks to the many talented and dedicated TA member volunteers who made the new T.A. office a reality. We could not have done it without you.

Even before the move, we gathered at the new space at 115 West 30th to tackle the painted floors. Many grueling hours of sanding and scraping paid off—the wood floor looks great. After composing an elegant and practical design on paper, architect and artist Chris Doyle rolled up his sleeves with the rest of us and followed instructions from expert craftspeople Rick Muller and Janice Yuvan and electrician John Spiciarich. Framing, wiring, and finally putting up walls was a major endeavor, and preparing the walls for paint required a great deal of patience and finesse. Mix master Andy Staub chose bold colors and orchestrated the painting while providing a cornucopia of music as resident DJ.

Come to our Open House/Membership Meeting April 11th, at 6:30 pm. Visit with fellow members and staff...and see the results of many volunteers' hard work.

Thanks to Everyone Who Helped!



"Do we really need to keep this?," John Kaehny ponders as Diane Jervis offers her expert legal advice.



There's nothing like sanding floors on a cold, winter day! Sweating it out are Mac Kojima-Alen and his wife Shinobu.



Triple threat QBB lawyer, TA Board Member, and Contractor-Professor Rick Muller bestowed upon all in earshot a lesson in the fine art of "mud," as our new walls got prepped for paint.



Part-time staffer Andrew Megginson does not recommend trying this at home.



Architect Chris Doyle and painter Andy Staub join forces to impose their will on drywall.

Photos by Jeff Pratt and Sharon Soors

COMMUTER OF THE MONTH

Mark Consani

BY DELPHINE TAYLOR

Age: 33

Occupation: Supervising librarian for the New York Public Libraries

T.A. member since? 1991. I've since been involved in the Bronx chapter, helping mark the Century route, participating in parks clean-ups, and distributing T.A. magazine to all Bronx library branches.

How long commuting by bike? In the second grade, around Riverdale. I've since expanded my riding territory. During the transit strike in 1980, I rode my bike to high school, and in the past seven years I've commuted regularly to school and work.

Why commute by bike? I get a real kick out of biking to work. I drink less coffee because riding brings out a natural perkiness.

What's your commute? Eight and a half-miles each way, from Riverdale Avenue in southwest Yorkers to 125th and Amsterdam in Harlem. I go down Broadway,



over the Broadway Bridge, then follow the Century route down Riverside Drive. I like to ride back along the St. Nicholas bike lane to diversify my ride and to minimize the hills.

Equipment: I ride a Miyata hybrid, with front and rear lights, a side-view mirror, and a rear rack with panniers. I wear bike

clothes (shorts, shoes and jersey) and change at work.

Bike parking: I put my bike inside a locked utility room at the library, so I don't have to worry about bike locks. Of course, I allow all visitors to the library to bring their bikes inside and store them in an out-of-the-way place.

Bikes stolen? I had one stolen from another work location, from inside an auditorium where my bike was unlocked. Unfortunately, it was an inside job.

Reasons not to ride? If I'm too sick, or the bike needs repair, or I have meetings downtown and the subway is more convenient. Also, I don't ride in downpours or on icy roads.

Worst commuting story: I braked hard to avoid hitting two girls who ran out from behind an elevated subway girder, and I flew over my handlebars and landed on my head and shoulder. Then my bike hit me. Luckily, I escaped without any fractures.

Best: Last July, I set a commuting record: 36 minutes and 43 seconds. I was in good shape, my bike was in good shape, and I had no problems with traffic. Perfect.

Frustrations? Buses and taxis have very little respect for cyclists and are forever cutting me off to get a ride. I also hate cars that double-park in the bike lane.

Style: I've grown more conservative in my riding as I've gotten older. I used to be more aggressive, more carefree. I don't know if it's a function of age — maybe it's a 30's thing — or maturity or being married. My health and safety involves others now.

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CNC Bicycle Works



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Mon.-Fri. 8:30 - 7:30 Tel: 212-230-1919
Sat.-Sun. 9:00-5:00 Fax: 212-230-1425

CYCLING ACCIDENT CLAIMS

Legal Counsel, Representation and Litigation

"Twenty years of cycling experience has made me particularly aware of the injuries caused by road accidents."

My office represents fellow cyclists who have been injured by careless motorists... There is no charge to discuss your legal rights in any situation where you have suffered injury or damage. A fee is charged when representation is provided from the moment's Injustice Company.

For further information and complimentary consultation contact:

Stephen L. Skovitz, Esq.
(812) 833-8910



At What Price Progress?

Dhaka city is becoming yet another victim of the industrialized world's model of progress. The overnight explosion of high-rise buildings, air-conditioned cars and four-wheel jeeps (status symbol among the nouveau riche) in the capital of Bangladesh is extracting a heavy price on the city's air. A recent report detailing high levels of lead pollution set off alarms among commuters, many of whom wear white surgical masks to keep out the smog. Mayor Hanif prefers to remain positive: "Dhaka is on it's way to becoming a mega-city by the year 2000." —*Daily Star* and *Bhorer Kagoj*, Bangladesh

Deerly Beloved

Michael Giampa became the first person to be sentenced for vehicular homicide under tough new Philadelphia laws. Giampa's Pontiac Fiero hit and instantly killed bicyclist Angel Serrano. The force of the impact smashed the windshield, yet Giampa, who fled the scene, says he thought he hit a deer. The same excuse was given in an Ottawa court, but that judge was less harsh on the offender, a drunken policeman.

— *Philadelphia Inquirer*

Smog Dogs

A recent study in Bangkok looked at the lungs of 330 dead dogs and found that most of them had died from air pollution. About 70% had black spots on their lungs and many had developed lung cancer. — *London Cyclist*

Have You Been Hit by a Ford Lately?

A live pedestrian is more likely to buy a Ford than a dead one, so the Ford Motor Company has plans to create a pedestrian-friendly bumper system. The Detroit giant has charged itself with "developing technologies which provide increased protection to pedestrians while maintaining traditional styling and quality standards," according to the project abstract. "The ideal solution would be to detect the pedestrian at some point prior to impact and deploy itself, thus providing the necessary protection to the pedestrian during a collision...The ideal system will provide for repeated pedestrian impacts with minimal repair costs." The search for a safer bumper also comes from goading by the European Community, which is proposing legislation to require limits to the amount of injury a vehicle can

to pedestrians involved in a front-end impact at speeds below 25 mph. — *Pednet*

Into the Minds of Babes

Vanpires, a children's cartoon featuring evil vehicles that roam the planet in search of their beloved gasoline, should hit the tube this fall. Tracula, the monster truck, and his gang of greedy guzzlers will also be sold as toys. Though the producer, John Gentile, says there is no educational agenda behind Vanpires, the message of frightening four-wheelers wreaking terror should be hauntingly familiar. — *NYT Magazine*



In Dhaka, the whole family gets pollution masks!

Balance of the Sexes

On average, there are two males cyclists to every female cyclist on British roads. But in towns with cycle-safe systems, the females substantially outnumber the males. — *London Cyclist*

Red Road Ahead

The Prime Minister of Vietnam, Vo Van Kiet, hopes to turn the legendary Ho Chi Minh Trail into a 1,125-mile highway beginning next

year. The road was once a jungle passageway that moved weapons, supplies and troops from North to South during the Vietnam War. Though the prime minister has scaled back the original \$6 billion project, it will still require million of workers (who must "donate" ten days of labor per year) and a huge proportion of the country's national income. — *New York Times*

Road-Pricing Sage Passes

Greig Harvey, a leading transportation policy analyst and road-pricing advocate who also served as a senior scientist for the Environmental Defense Fund, died of a heart attack on February 14. He was 46. Harvey, who had been applying his travel demand model to the New York metropolitan area as a consultant for the Tri-State Transportation Campaign, was a major voice in transportation and land-use debates across the country. His influential work in road-pricing centered on the impacts of VMT (vehicle miles traveled) fees, congestion tolls and other charges on auto use. — *Mobilizing The Region*

Send submissions to naeem.mohaiemen@homebox.com

CYCLING NEWS

Ped Complaints Bring Red Light Rampage

Should a bicyclist have to pay \$2,000 for slipping through six red lights on a low-traffic street early in the morning? Not an idle question, given the torrent of punitive red light ticketing that has cyclists fuming over draconian fines. While it is pretty obvious that bikes are not cars, State Vehicle and Traffic Laws don't discriminate between the 2000-pound car and 25-pound bicycle when it comes to moving violations. Ironically, laws intended to deter dangerous drivers are being used to inflict crushing fees on less than cautious cyclists. While the police have not released specific numbers, anecdotal evidence suggests that the cops are on a bike ticketing blitz. T.A. has received a torrent of complaints about excessive fines and the T.A. staff has observed a regular red-light trap of six cops on 6th Avenue and 29th Street.

No one would argue that bicyclists should be above the law, but T.A. questions the fundamental fairness and good sense of forcing cyclists to obey traffic regulations intended for the higher speeds and characteristics of motor vehicles. Cautious, courteous cyclists agree that traffic signals can place cyclists into dangerous situations as packs of cars race off at the green and make sharp turns.

One solution that is to give pedestrians and cyclists a 4- or 5-second head start with the "walk" sign before the green. Another, currently being used in Idaho, is to have cyclists treat red lights as "yield" signs. One thing is for sure, the red light crackdown will not end until cyclists stop threatening pedestrians and start respecting them. Many cyclists ride like the worst motorists drive. T.A. has asked the police to stop unreasonable ticketing, especially at locations like the entrances to the Brooklyn Bridge promenade, where cyclists have a tough time getting on and off without slipping through the red.

Write/fax and remind the police that bikes are not cars, and to act with fairness.

**Commissioner Howard Safir
One Police Plaza
New York, NY 10038
Fax: (212) 374-0265**

What You Can Do When You Get A Ticket

It's easy to crumple up your traffic summons and bin it. The problem is that the City keeps good records and the penalty will keep compounding. Plus, the cops can arrest you the next time they catch you. Here are some common sense things to keep in mind if you get caught breaking traffic laws.

1. Be nice and reasonable to the cop. Best thing to do short of not getting caught.
2. Take a deep breath and pay the fine. It will save you time and aggravation in the long run.
3. Go to traffic court with a well reasoned case, mention safety issues, inequity of law and hope that the cop does not show-up. Nice, reasonable people have a chance of getting the fine reduced.
4. Hire a lawyer. It will cost you about \$200 and will probably get your fine knocked down. Look in Yellow pages for special breed of traffic lawyers. Not the thing to do unless your fine is big.
5. Subscribe to Askta@echonyc.com or ebikes@panix.com. You'll get plenty of expert help here.
6. Don't call T.A. and ask us. You now know as much as we do.

Penalty Per Offense Within 6 Months

That's right, per offense. If you get one ticket today and one in a month, you'll face a total of \$300 in fines.

- | | |
|---------------|---------------------------|
| First | \$100 |
| Second | \$200 |
| Third | \$300 |
| Fourth | Judge's discretion |





Bike Rack Push: April Fools or Real Deal?

The City Department of Transportation's CityRacks program is apparently gearing up to install large numbers of racks in April, May and June. (How large we don't really know, but the Mayor's Management Report says 700 this year.) After endless bureaucratic delays and false starts, cyclists could choose to remain skeptical. A better approach would be to demand that the DOT get it right this time. We are optimistic that racks will soon be sprouting: It's an election year and the CityRacks staff recently doubled to two full-time employees.

Send in Rack Requests

The CityRacks crew say they need your rack requests. Let's not give them any excuses. Send in the CityRacks brochure inserted in your T.A. magazine. The CityRacks people say that written requests get much higher priority than ones that are phoned in.

We need racks, not excuses, so let's get to it.



Five Good Karma Cycling Tips

1. Yield to pedestrians and be courteous (even if they are wrong and oblivious).
2. Always cross a pedestrian's path behind them and not in-front of them.
3. Don't ride the wrong way.
4. Get a bell to help warn peds of your approach.
5. Stay off the sidewalk (no if, ands, or buts). It bugs the hell out of walkers and frightens seniors.

Spring Surprise on Queensboro Bridge?

Last November, Mayor Giuliani banned cyclists and walkers from the Queensboro Bridge during their peak use period of 3PM to 8PM, declaring a "traffic emergency." The Mayor claimed that as many as 1,100 cars an hour would use the lane as opposed to only 50 cyclists and pedestrians. Last issue we took the Mayor to task for his misinformation. Now, City sources say that they are counting an average of slightly fewer than 400 cars an hour versus the 140 cyclists and pedestrians an hour that used it in the month prior to the closure. Warm weather is expected to bring a flood of cyclists and walkers to the bridge's already overcrowded bus shuttle service. City sources say there is a real chance the lane will revert back to its 24-hour car-free status.

Four hundred cars an hour is an indefensibly small number compared to the more than 10,000 plying the bridge each hour of the evening rush. T.A. cited this fact in our lawsuit against the City. It will be decided by Justice Beatrice Shainwit in April or May.

Write/fax Mayor Giuliani and point out that car-use of the lane has been very low, and that traffic is moving better than normal around the bridge, even when the lane is car-free on heavy traffic weekends.

Mayor Rudolph Giuliani

City Hall

New York, NY 10007

Fax: (212) 788-2975

NEIGHBORHOODS

Bronx

Bronx Chapter News

T.A.'s Bronx Chapter will meet March 18 to discuss campaign plans for the summer. Also on the agenda: Bike Week and this year's NYC Century Bike Tour. See page 3 for time and location.

Jerome Ave. at Fordham Road Neck-downs

Plans for sidewalk extensions at the corner of Fordham Road and Jerome Avenue took a small step backwards last month when the Daily News ridiculed the City for placing a fire hydrant in the middle of the street. The City moved the hydrant, but it will be put back by 1998, when the City builds the sidewalk extensions. Once built, bus riders will no longer have to wait in the middle of the street.

Brooklyn

Brooklyn Committee News

T.A.'s Brooklyn Committee met to discuss getting more support for extended car-free hours in Prospect Park, performing speed counts, traffic calming and the Gowanus Expressway. The next meeting will be April 8th, see page 3 for details. Bike Week will be discussed.

Brooklyn Heights Cops Crack Down on Sidewalk, Wrong-Way Cyclists

84th precinct cops are focusing on food-delivery cyclists in their push to enforce cycling laws. After years of complaints about sidewalk cycling and wrong-way surprises, the cops are ticketing commercial cyclists and explaining the laws to restaurant owners. According to the *Brooklyn Paper*, restaurateurs agreed with the no-sidewalks restriction but felt that one-way rules would lead to cold food and less business.

65th Street Rail Yards Mega-Mall

Community and business leaders in south-

west Brooklyn will fight a planned megamall, to be built over the 65th Street rail yards. Opponents claim that the completely car-dependent plan will cost the MTA more money in lost bus ridership than it will make by selling the right to build. Local business groups fear lost business while residential groups oppose more traffic. Opponents are urging the developer and the MTA to come up with a transit-oriented mixed-use development instead.

Dyker Heights: Community wants trucks off Bay Ridge Parkway

Speeding trucks using neighborhood streets as a shortcut sent angry residents to a recent community board meeting on the subject. Although Bay Ridge Parkway is a "parkway" and not a truck route, DOT Borough Commissioner Michael Primeggia refused requests to post "No Commercial Traffic" signs. The community has received some attention from the NYPD truck enforcement unit and is considering developing a traffic calming plan to discourage trucks.

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Manhattan

Village—11th Street Re-reversed

The Village's newest quiet street has heavier traffic again, and the "Barnes Dance" all-pedestrian phase at Mulry Square was nixed after residents on 13th street complained about increased traffic. DOT Commissioner Lynn still plans to make the sidewalk extensions at Mulry Square permanent this summer. The Neighborhood Streets Network is working to bring 13th and 11th Street residents together to develop a traffic calming plan for the whole area.

Madison Square Students Want Ped Mall

Students at the School for the Physical City are developing plans to pedestrianize 25th Street between Park and Madison. The students hope to work with employees in the old Met Life building across the street and obtain permission for a one-day experiment later this year.

Union Square Committee News

14th Street Business Improvement District head Rob Walsh announced his resignation in January to move to Charlotte, NC. Walsh was once one of the biggest foes of expanding the park into Union Square West. Hopefully his successor will broker a solution between diehard

motoring business owners and community members who want to expand Union Square park by reclaiming the excess roadway on its periphery. T.A.'s Union Square Committee will meet next on April 2, see page 3 for details.

Queens

Queens Committee News

T.A.'s Queens Committee will meet on March 18 to discuss the campaign to restore full-time bike access on the Queensboro Bridge. Other topics will include Bike Week and NYC Century Bike Tour planning. See page 3 for more information.

D'Amato For LIRR East Side Access

Senator D'Amato has come out strongly in favor of plans to connect the LIRR to Grand Central via the partially-completed lower level of the 63rd Street tunnel. The Senator will fight in Congress for funding. A 63rd street connection would lead to fewer car trips and allow the LIRR to better service Queens. However, it could further overload the subways unless a new East Side transit line were constructed. Join us on March 24th to learn about transit possibilities for the East Side, see page 3 for details.

Staten Island

Fusco, Molinari Call For More Rail

Staten Island elected officials have responded to New York State plans to widen the Staten Island Expressway (SIE) by calling for expanded rail transit instead. Councilman John Fusco (R-S.I.) has proposed a light rail trolley system that would run down the center of the SIE, over the Verrazano, up Brooklyn's Third Avenue and through the Battery tunnel to Manhattan. Borough President Guy Molinari wants to re-activate the North Shore Line and send a rail line over the Bayonne Bridge. Such a train could connect New Jersey Transit's Hudson Waterfront light rail system.

Bus Lanes Cut Commute

A study by the Amalgamated Transit Union concludes that express bus lanes, larger, faster buses and half-price express bus fares could chop 30 minutes off travel from Staten Island to Manhattan. The plan would provide \$29.5 million per year in benefits to the city, including money and time saved by commuters as well as reduced environmental and safety costs while making a small profit for the Transit Authority.

T.A. Brooklyn Bash at the Montauk Club

April 5, 1997, 7pm-11pm

8th Avenue and Lincoln Place, Park Slope, Brooklyn

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\$30 minimum contribution

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RAB: A BIKE GROWS IN BROOKLYN

BY BRENDAN MERNIN

In 1994, Ira Perelson was looking for something for his kids to do. "I was involved with the Student Unity Club here at Eastern District High School," he recalls. Perelson teaches economics at the sprawling Williamsburg school. "It's a group we formed to promote racial and ethnic harmony. We wanted to take the kids on a bike ride, but we didn't have any bikes."

Enter T.A.'s Karen Overton, founder of Recycle-A-Bicycle. "Karen offered to give our club fifteen bikes," says Perelson. "When we went to Washington Heights to pick them up, the kids in the club were so impressed by the program, they wanted to start their own in Brooklyn." And that's just what Perelson and his students did.

On February 18, Perelson and his students won kudos from the Citizens' Committee of New York for the summer program in which twelve students successfully completed the requirements to earn their own bikes. Representing North Brooklyn RAB, student Omar Azam received the award for "New Yorker for New York" from singer Lena Horne at the Waldorf Astoria Hotel. "I joined so I could go on a ride," says Azam, a sophomore at the High School for Enterprise, Business and Technology on the campus of Eastern District "I've learned all the basics, from gear overhauls to truing wheels."

Recycle-A-Bicycle has given Azam and the others more than just a place to learn to fix bikes. It has introduced them to the world of cycling and the environment. Last summer, Azam worked at Dixon's Bike Shop in Park Slope, a job he found through RAB. This summer, Azam and his friend Rommel Allyne plan to ride from Portland, Oregon to Washington, DC with Bike Aid, an environmental group. The boys have worked as marshals for T.A.'s NYC Century, and volun-

teered to clean up the Williamsburg Bridge bike path. Finally, says Azam, "I like the racial thing here. Before I got in the shop, I was enemies with another kid from my school. He's Hispanic, and I'm Indian. Now we both work in the shop and we communicate. We don't argue. We're friends."

The North Brooklyn Recycle-A-Bicycle

R-A-B Infoline
212-629-8323




teer program would seem to have everything it needs: plenty of bikes for the kids to fix, a fully stocked tool cabinet, a spacious shop, an enthusiastic director, and plenty of eager boys and girls. But, says Perelson, "We need mechanics." A \$1500 grant from the United Federation of Teachers, the union to which Perelson belongs, allowed him to hire professional mechanic Chris Dixon part-time to teach bike repair to the kids. But it's not enough. "I'm not a mechanic," says Perelson, "and some of these kids have learned so much. They need a real mechanic to teach them." Azam agrees: "I want to learn how to overhaul a 3-speed. The hub is complicated, and I can't do it properly yet. I want to learn."

How You Can Help

- Volunteer as a mechanic or ride leader. "You don't have to be an expert," says NYC fireman and RAB volunteer Nicholas Malter—"just someone who can overhaul a bike."
- Buy a recycled bike. The bike shop, at 850 Grand Street in Williamsburg (Grand St. Stop on the L train), Room 195, is open for sales every Saturday from 10 to 2.
- Help send Omar Azam and Rommel Allyne on their cross-country trip. They need to raise \$2000 by May 1st.

Call Ira Perelson at 718-387-2800 x516 for more information.

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INDOOR PARKING GUIDE

The following parking garages have indoor bicycle racks.
 Parking is free except where indicated.
 Cyclists must bring their own lock.

Manhattan

839 6th Avenue (between 29th and 30th Streets)

810 7th Avenue (at 52nd Street; enter on 52nd or on Bway)

Essex Street (north of Delancey Street)

One Police Plaza (look for Police Plaza garage)

345 Park Avenue (at 52nd Street) \$2.50 a day

30 Park Avenue (at 36th Street) \$2.50 a day

Water Street bet. Pine Street and Maiden Lane \$1 a day

E 71st Street (east of 3rd Avenue) \$1 a day

Bronx

Jerome Avenue at Gun Hill Road

Jerome Avenue at 190th Street

Brooklyn

Atlantic Ave and Court Street (rack on State Street side)

Livingston Street at Bond Street

Queens

Court Square (near Jackson Ave)

90th Avenue (bet. Parsons Blvd. & 160th Street)

Archer Ave at 165th Street

Queens Borough Hall

Queens Plaza South at Jackson Avenue



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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
 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 Lexngtm 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 235 E 34 St
 Sixth Ave Bicycles 8% ACPRS 546 6 Av
 Toga Bike Shop 10% ACPR 110 West End Av
 Victor's Bike Repair 8% ABR 4125 Broadway
 Village Wheels *10% ABCPRS 63 E 8 St

BROOKLYN

Ace Cycles 10% ABCPR 1116 Coretelyou Rd
 Arnold's Bicycles 10% ACPR 4220 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 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 42-20 111 St
 Cigi II 10% C 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 95 E. Merrick Rd

NEW JERSEY

Academy 10% ABCPS (Palisades Park) 54 Grand Av
 Amber Cyclery 10% ACPR (Teaneck) 764 Palisade Av
 Bikemasters 10% ABCPR (Englewood) 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

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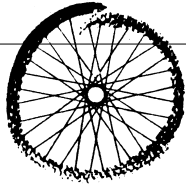
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Since 1993, the EBIKES mailing list has provided a forum for cyclists in the NYC metropolitan region. Find out what's going on in NYC cycling. To subscribe to EBIKES, send e-mail to MAJORDOMO@EBIKES.ORG containing the following: SUBSCRIBE EBIKES. If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



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 Year's 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.

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

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March / April

RIDES

Thurs. March 6. Downtown Bike/Skate Party ("Cube Ride"). Meet 6:30 PM at Lafayette Street and Astor Place. Casual ride through downtown neighborhoods. Time's Up! 212-802-8222

Sun. March 9. Homocyclists Central Park Ride. Build a better butt with the Fast and Fabulous Cycling Team! Cyclists of all abilities, genders and orientations welcome. Meet at Loeb Boathouse at 10 AM for abundant homocyclosociability. Bob Nelson 212-567-7160 or Paulette Meggoe 718-652-1752

Wed. March 12. Loantaka-Swamp 30-Mile Ride. An extended version of the MAFW's weeknight Great Swamp Ride that includes the Traction Line Bike Path and has an optional hill climb at the end of the ride. Meet 10 AM at Loantaka Brook Reservation, South St., Morris Twp., NJ (Note: only folding bikes allowed on NJ Transit's Morris & Essex line). Morris Area Freewheelers 201-292-4797

Sun. March 16. In Search of Nature. Spring out of winter's doldrums with a ride to the Brooklyn Botanical Gardens. We'll tour Prospect Park and celebrate spring's arrival by planting some seedlings. Bring \$3 for admission and a lock. 14 miles, some hills, with a steady climb to Prospect Park. Meet 10 AM at steps of City Hall. 5BBC (helmets required) 212-932-2300 x350

Sun. March 23. Bergen Expedition. This ride was cancelled three times due to wacky showers in 1996. The Law of Averages will prevail with azure skies & NO RAIN! Briskly paced jaunt to Bergen County, NJ. A quaint park for lunch, maybe a duck pond to quack. Approx. 50 miles, moderately hilly. Nimbostratus clouds need not apply. Meet 9 AM, Plaza Hotel. 5BBC (helmets mandatory) 212-932-2300 x350

Sun. March 23. Homocyclists Central Park Ride. Loeb Boathouse, 10 AM. Bob Nelson 212-567-7160 or Paulette Meggoe 718-652-1752

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

Sat. March 29. Belvidere-Pohatcong: 44 Miles along the Delaware River thru Phillipsburg to Pohatcong, returning on the back roads of southern Warren County. Optional side trip up Fiddlers Elbow available. Meet 10AM at Belvidere, NJ A&P, Route 46. I-80, Exit 12 onto Rt. 521S towards Hope, at blinker

light in Hope go straight onto Rt. 519S, 7 miles to right turn onto Rt. 46W, approx. 1 mile to A&P on left. Morris Area Freewheelers 201-292-4797

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
MORRIS AREA FREEWHEELERS 201-292-4797

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.

Sun. March 30. Homocyclists Central Park Ride. Loeb Boathouse, 10 AM. Bob Nelson 212-567-7160 or Paulette Meggoe 718-652-1752

Thurs. April 3. Downtown Bike/Skate Party ("Cube Ride"). Meet 6:30 PM at Lafayette Street and Astor Place. Casual ride through downtown neighborhoods. Time's Up! 212-802-8222

Sat. April 5 (Raindate Sun. April 6). Raiders of the Lost Greenway. Join us for an industrial strength greenway ride. Discover miles of Manhattan waterfront as we take a rough and tumble tour of the hidden treasures around the edges of Manhattan Island. Terrain: Broken

glass, abandoned car parts, rocks, weeds, ditches, dirt, and a bit of pavement. ATB bikes only. 25 miles. Meet 10 AM at Grand Central Station. (If it rains, remember: Daylight time begins on Sunday, so don't oversleep.) 5BBC (helmets mandatory) 212-932-2300 x350

Sun. April 6. Yar Ole Salt. The fleet's in. This midday departure to Sheepshead Bay gives us a chance to join in a flurry of activity at Brooklyn's Cape Cod. Bring your favorite fish tale to tell over clam chowder. 25 miles (or 15 miles from Prospect Park), mostly flat with a few rolling hills. Meet 12:45 PM EASTERN DAYLIGHT TIME at City Hall steps or 1:30 PM EDT at Grand Army Plaza entrance to Prospect Park. 5BBC (helmets required) 212-932-2300 x350

Sat. April 12. West Side Story. We'll explore Manhattan's West Side from Grant's Tomb to the Bowery, with stops in Central Park, the U.S.S. Intrepid Museum, Chelsea Piers, and elsewhere. The trip ends with lunch at the South Street Seaport. Bring lunch or money for it and a bike lock. 15 miles, flat terrain. Meet 9 AM at the AYH Hostel at 103rd Street & Amsterdam Avenue. 5BBC (helmets required) 212-932-2300 x350

Tues. April 22. Earth Day Bike Action. Celebrate the good that cycling can bring to our planet with Transportation Alternatives. Meet at 6 PM at the 5th Avenue and 59th Street entrance to Central Park. TA 212-629-8080

Fri. April 25. Central Park Moonlight Ride. Meet 10 PM at Columbus Circle. Time's Up! 212-802-8222

JOYRIDE

#18

Queens Bike Lane Trek

By Paul Harrison

A relaxing spring afternoon ride to stretch those underused cycling muscles, this ride highlights the Queensboro Bridge battleground, most of the bike lanes in Queens, Flushing Meadows Park and the fabulous Vanderbilt Parkway greenway.

Starting at 2nd Avenue and 59th Street, cross the Queensboro Bridge on the South Outer Roadway (see page 13 for an update on QB bridge access)

Right on 23rd Street

Left on 45th Avenue

Cross Jackson Avenue (45th turns into Thompson)

Bear left onto Skillman

Road splits, **follow** 43rd Avenue

Left on 48th Street

Right on 39th Avenue

Left on Woodside Avenue

Right on 37th Avenue

Left on 60th Street

Cross Broadway

Right on 34th Avenue

Follow partially completed 34th Avenue bike lane

Right on 108th Street

Left on 70th Avenue

70th Avenue merges with Jewel Avenue, crosses through Flushing Meadows Park

(Optional) At the bottom of the hill there is an entrance to the park on the left side of the road. Cross over carefully,

then take a loop around Meadow Lake, home of the Dragon boats.

Go up hill, exercising caution when you cross the Van Wyck Expressway exits and entrances

Continue along Jewel Avenue bike lane

Right on 141st St

Left on 73rd Avenue

Cross Main Street, **follow** 73rd Avenue bike lane

Left onto Hollis Hills Terrace (After Clearview Expressway Overpass)

Left onto Vanderbilt Parkway greenway entrance (about 100 feet before bridge)

Follow greenway to the end (stop for water/bathrooms or a game of catch at Alley Pond Park)

To return, **reverse** directions to 48th Street

Right onto Skillman

Bear right onto Thompson

Right onto 21st Avenue

Right on Queens Plaza South (just before Queensboro Bridge underpass)

Bike path entrance is at 24th Street



34th Ave bike lane

LETTERS



DEAR T.A.:

I was absolutely delighted to hear Giuliani's proposal for a train link between Brooklyn and Staten Island and the development of Brooklyn as a deep-water port. Thanks to Jerrold Nadler, who spoke at T.A., we know the importance that rail freight can have for New York. It is dangerous, as well as unecological, for all Manhattan's food to come in by truck across the George Washington Bridge.

I think the benefits of such a project for cyclists and pedestrians are obvious. Charlie Komanoff's calculations on the havoc trucks wreak on our streets are eloquent. As most cyclists still ride in the streets, inches away from trucks, any measure that significantly reduces trucks' presence in Manhattan and the other boroughs should have the wholehearted support of a bicycle advocacy association. (There would be acoustic benefits as well.)

In short, I think this project has the possibility for bringing about major changes in the day-to-day, down-in-the-street, transportation panorama for Manhattan.

I know T.A. has always "called them as it saw them" when judging mayoral administrations. I hope T.A. comes down on the side of rail freight, and stresses the salutary effects such a project could have for cyclists and pedestrians, our two main constituencies.

Daniel Sherr
New York, NY

Dear T.A.:

I am a member of T.A. from Long Beach, Long Island, who is both a pedestrian and cyclist. I read the T.A. Magazine from cover to cover, and I know how difficult it is for anything that benefits bicyclists to get done in New York City. I am an activist here in Long

Beach, and it is just as time consuming to get our city council and city manager—nearly all of whom are bicycle riders themselves—to do anything. When I read the article from the Society for the Protection of Nature in Israel's newsletter (Autumn, 1996), I couldn't believe how fast bicyclists in Tel Aviv got something accomplished (or at least started):

"Last month, over 300 cyclists took to the streets of Tel Aviv, in the city's first ever "bike ride demonstration." The cyclists put foot to pedal to

With support of organizations such as Transportation Alternatives, I believe we can bring about change to improve safety for pedestrians and cyclists in New York State.

**—Charles J. Hynes,
Brooklyn D.A.**

demand that Tel Aviv's mayor, Mr. Roni Milo, approve a plan for creating a network of bicycle lanes throughout Tel Aviv. Their efforts were well rewarded: the initial stages of the program were approved by the city council the following week!"

Phyllis Wagner
Long Beach, NY

Dear T.A.:

Thank you for writing and expressing your concern for the safety of pedestri-

ans and cyclists. You should be happy to know that yes, I have received numerous postcards from your members as well.

I take your concerns seriously. My office has a very aggressive policy regarding crimes committed while operating motor vehicles. This policy includes not only vehicular homicide and assault cases, but also unlicensed operation of motor vehicles and related Vehicle and Traffic Law violations.

My office seeks significant incarceration in all homicide and assault cases. We also seek prison time in felony unlicensed operation of a motor vehicle.

I proposed and strongly supported the new V.T.L. legislation that became effective on April 1, 1992. I am now proposing new legislation to increase penalties and close loopholes in existing laws. With support of organizations such as Transportation Alternatives, I believe we can bring about change to improve safety for pedestrians and cyclists in New York State.

Charles J. Hynes
District Attorney of Kings
County

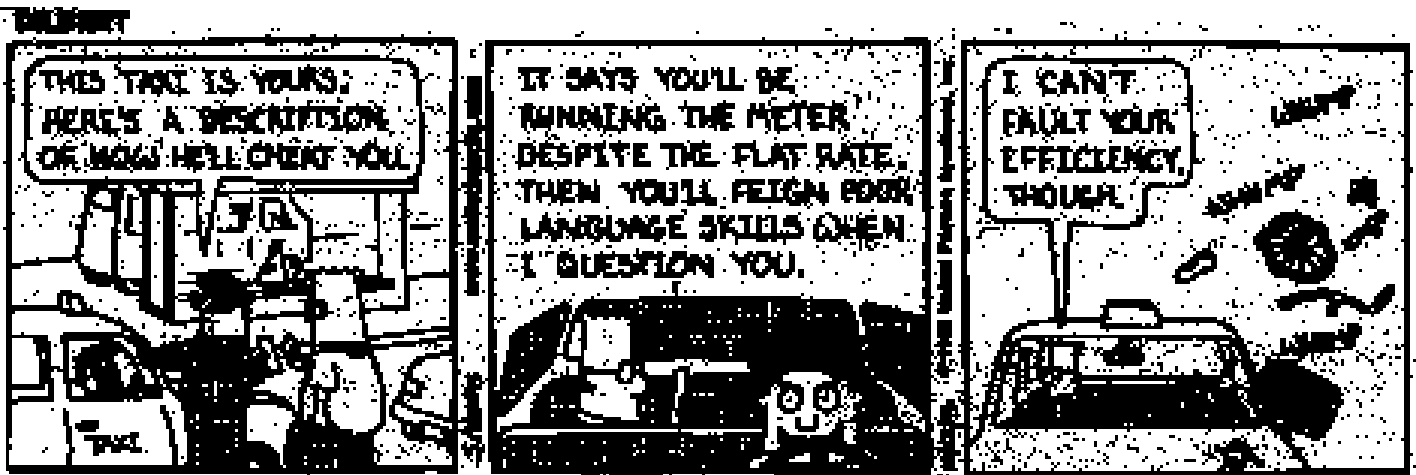
Dear T.A.:

I received your letter of January 7, concerning the Transportation Alternatives campaign urging me and other district attorneys to help get dangerous drivers off the streets.

Please be assured that my office appropriately prosecutes those who intentionally or recklessly endanger others, and I am very grateful to people like you who support me in those efforts.

Thank you very much for having a strong and active interest in this important issue.

Robert T. Johnson
District Attorney of Bronx County



Dear T.A.:

No, I'm not a "deranged" bike hater, just member #19,857 sharing some Dilbert "reality" with you. I thought some of the members might recognize the "face" in the car (driver, of course!) and take care whenever a "yellow" vehicle aims toward them. I am a new member who joined after the "wet & wild" Century Ride, and I can't wait until next year! Hope I can volunteer for some of the great events you've got planned for the year. Keep up the good work!

Bob DeBelho
New York, NY

Classifieds

Classifieds are free to members. Members may mail or fax ads to T.A. by April 4 for the May/June issue. Transportation Alternatives, 115 W 30 St, Ste. 1207, NY NY 10001-4010 (fax: 212-629-8080). Ads for bicycles, parts, and accessories only. Not for commercial use.

Sale: 6T Outpost 18" mountain bike, with headlight, Vetta speedometer, Kryptonite folding lock, padlock and Quadrachain, less than 1 year old, \$350. Also Alan 21" modified Super Recor, \$550 or best offer. 718-777-1796.

Sale: 1995 Specialized stumpjumper 19", LX/XT headset, X-ray grip shift, beautiful condition, \$750. Call 212-531-1332.

Sale: Rear wheel Performance aluminum rim 22MMx27" steel hub held on with nuts 126 spacing, \$20; SR Apex triple chainring and bottom bracket 46 36 28 170mm arms, \$30; Suntour Mighty Tour 170 arms 50 and 40 standard 110mm MTB chainrings, \$20; Uni Pro rear wheel covers 700cc, \$22, MTB, \$10; Shimano Sun Tour Sachs Heuret steel derailleurs, front and back, \$5 each; Scott clip on aero bar 13", \$10; Brahma Zoom MTB handlebar integrated bar ends 23", \$10. Call 908-566-2865.

Sale: Trek 1200 aluminum road bike, 12-speed, 54cm black frame with Look clipless pedals, mint. Best offer over \$200. Call Rich 212-478-7030.

Sale: Bottechia frame set, 53cm, red/white fade, all braze-ons, \$200 or best offer. 718-388-5986.

Sale: Gitane 24" ten-speed bike, \$75. Also Metro 21" ATB, \$50. Call 212-979-8266.

Sale: Ladies maroon Trek 730 hybrid, a few months old, manual included, two sets of new tires, \$350 firm. Call eves 718-442-1962.

Sale: Giant Perigree 20.5" high handlebar stem, 18-speed, index shift, low lug chromoly frame, new bottom basket toe clips, rack, odometer, recent tuned, two years old, excellent condition. Asking \$350. Call Russell at 212-423-3369.

Sale: Cannondale Z-2000 full suspension XT brand new, \$1500. Trek 1400 Campy record and ergo shifters, \$1500. Specialized Hard Rock, \$200. Call 718-853-4482.

Sale: Lightweight Cannondale touring bike, mint condition, \$250. Perfect for petite woman. Call 212-675-6138 after noon.

Sale: Recumbent, Tour Easy brand, red medium frame with Zipper fairing, excellent condition with computer, \$1200 or best offer. Call Adam at (h) 201-941-5270 or (w) 212-675-1700.

Sale: Fat Chance 19.5" MTB, all LX Rapidfire, all new parts, \$750. Also GT Performer BMX freestyle, \$175 and Indigo 1996 track bike, \$200. Call 718-853-4482.

Info: Safety in Numbers: Looking for companions to ride in Central Park on winter nights (8 pm) during the week, about 15 mph average (a 25-minute loop) for fun, camaraderie and safety. BYO cocoa. Call Jill at 212-318-2358.

T.A. OPEN HOUSE AND MEMBERSHIP MEETING



That's our new building. No, not the tall one. The nice one in front.

Friday, April 11, 6:30 pm

**115 W 30th St
(between 6th and 7th
Ave), Suite 1207**

**Drop by to celebrate the
new T.A. office and
thank the volunteers
who made it happen.**

**Refreshments will be
served.**

**Bike Parking Across the
Street in the Garage
(bring locks).**

**Call T.A. 212-629-3311
for more information.**

Transportation Alternatives
115 W 30th St Ste 1207
New York NY 10001-4010

*Forwarding and address
correction requested*

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