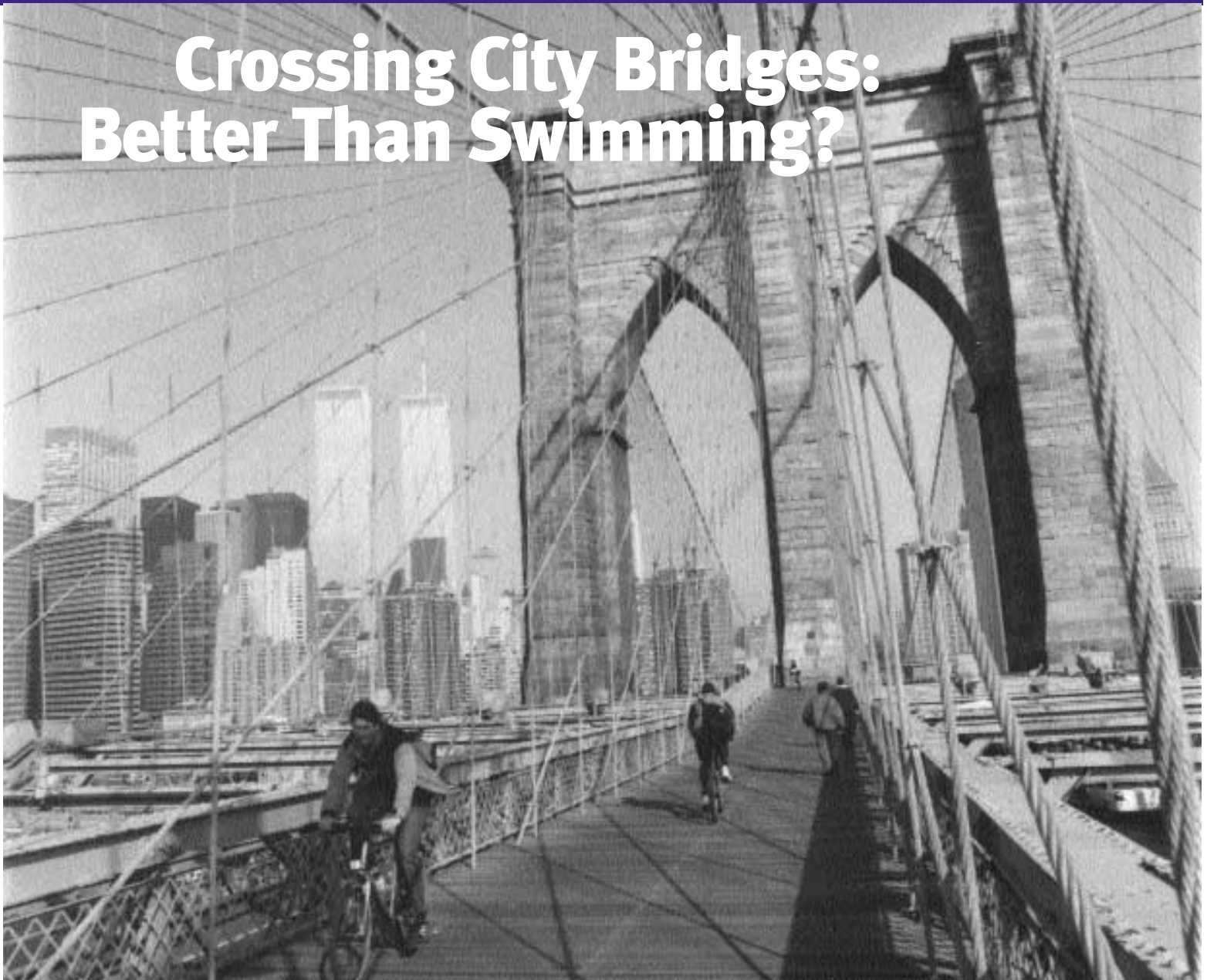


TRANSPORTATION Alternatives

Volume 3, No. 3 May/June 1997

Crossing City Bridges: Better Than Swimming?



Plus: Bike Week! / Killer Trucks / Rides

BY MARK GARBOWSKI

On Friday, April 11, 1997, a pedestrian was charged with using a box cutter to slash the neck of a driver who nearly hit him with his car at 40th Street and Seventh Avenue. The driver also reportedly threw a bottle at the pedestrian. Revenge fantasies notwithstanding, I expect that most NYC pedestrians and cyclists would prefer that the police and District Attorneys protected them from unsafe drivers.

T.A. members often express disbelief as to why drivers who kill and maim cyclists and pedestrians are almost never prosecuted. The reason lies in a long series of court decisions which make it nearly impossible to convict killer drivers, especially if they were not intoxicated, but sometimes even if they were.

On December 4, 1977, Diane Beiter (1) was driving at 60 mph in a 40 mph zone, (2) had been drinking in a dance club, and (3) admittedly saw two pedestrians but did not slow down. She hit and killed David A. Schifano. Nonetheless, the appellate court wrote that "The area was dark and the road free of other traffic, circumstances in which she could reasonably expect that anyone crossing the road would see her headlights and conduct themselves accordingly." (People v. Beiter, 1980). With those words, New York State's Appellate Division ruled that Ms. Beiter was not guilty of criminally negligent homicide. Apparently, it was Mr. Schifano's responsibility to conduct himself "accordingly" in the face of Ms. Beiter's post-disco speed romp.

Such decisions are all too commonplace. In People v. Paris (1988), the court ruled that a driver in Brooklyn who (1) suddenly accelerated, (2) swerved left across oncoming traffic, (3) ran up the sidewalk and (4) hit both a sign and a phone booth, was not guilty of the criminal homicide of his passenger because the evidence that the driver was intentionally driving *while lying down* was not clear.

On the other hand, the court noted that: "If the evidence had established that, prior to his loss of control over the vehicle, the defendant—for whatever reason—had been consciously driving his car from a recumbent position, so as to be invisible to the witnesses, then his guilt of criminally negligent homicide would be beyond question." New York's pedestrians and cyclists should be heartened to know that their death will be avenged if they are ever killed by an intentionally supine driver.

Rulings such as these help to explain the reluctance of District Attorneys to press homicide charges against drivers who kill. The problem reaches back to People v. Eckert (1956), in which New York's highest court stated that the conviction of a driver for criminally negligent homicide cannot be based solely on excessive speed. That decision led to a string of cases which often presumed that a driver had to commit at least two simultaneous and unrelated traffic law violations to be guilty of criminally negligent homicide. This requirement is commonly referred to as "The Rule of Two."

The Rule of Two was clarified and relaxed somewhat three years ago in People v. Senisi, (1994), where an intermediate court made it clear that a single traffic violation can be sufficient to support a conviction if the circumstances warrant it. Excessive speed might convict if there was also poor visibility or road conditions. In Senisi, the excessive speed was the product of a drag race.

Still, a driver can kill you after either running a red light, or speeding, or failing to yield and not be convicted. Little wonder, then, that police and DA's are hesitant to pursue such cases.

But they still could do more. T.A. interviews with crash witnesses have also revealed that police often perform perfunctory investigations of traffic deaths, ignoring evidence indicating criminal negligence. Meanwhile, NYC District Attorneys can use their political influence to convince the legislature to overturn bad case law. Working in the most active pedestrian counties in the United States, they should be leading the fight to protect pedestrians, and cyclists, from unsafe drivers.

2	Provocateur
3	Publisher's Letter / Calendar
4	Strength in Members
8	Cycling News: Bridges
9	Bike Shorts
10	Reclaiming the Streets
12	Pressure Points
13	Metropolitan
14	Neighborhoods
15	Commuter of the Month
16	Fresh Paint in Park Slope
17	Auto-Free World
18	Bike Shop Directory
19	Bikes Aboard
20	Rides
21	Joyride
22	Letters
23	Classifieds
24	Bike Week Schedule

Transportation Alternatives

published by Transportation Alternatives, a 4,000 member New York City-area citizens' group working for better bicycling, walking, public transit, and fewer cars.

Board of Directors: Robert Kotch, president; Tom Angotti, Caren Cohen, Walter Hook, Richard Kassel, Brian Ketcham, Richard Muller, Jon Orcutt, Jeff Prant, Jeri Schmidt
 PUBLISHER: JOHN KAEHNY
 EDITOR: DELPHINE TAYLOR
 ART DIRECTOR: CHRIS DOYLE
 PRODUCTION: PAUL HARRISON, TY CUMBIE
 RIDES EDITOR: ANGUS GRIEVE-SMITH
 CONTRIBUTORS: Annie Bissette, Susan Boyle, Vince Canziani, Carter Craft, Mark Garbowski, John Jay, Naeem Mohaiemen, Gian-Claudia Sciara, Ken Zirkel

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

T.A. Phone 212-629-8080
 115 W 30 St, Ste 1207, NY NY 10001-4010
 e-mail: transalt@echonyc.com
<http://www.echonyc.com/~transalt>

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May

Sun 4 all day Bike NY by 5 Boro Bicycle Club. Visit TA Booth at finish and help promote T.A.

Mon 5-Fri 9 Bike Week 1997
Free breakfasts and fun stuff!
See calendar on back cover.

Sat 10 7 - 10 pm Annual Benefit Auction. Bikes, Bargains & Fun! Asher Levy School, First Avenue b/w 11th and 12th.

Tues 13 7 pm Bronx Committee Meeting. Mosholu-Montefiore Community Center. 3450 DeKalb Ave at Gun Hill Road. Call 718-653-2203.

Thurs 15 6:30pm Brooklyn Committee Meeting. 175 Pacific Street. Special Guest: Tupper Thomas, Prospect Park Administrator

Mon 19 6pm Auto-Free NY meeting T.A. office. Rebuilding the Region's Express Highway Infrastructure. Special Guest: Richard Maitino, Regional Director, NYSDOT. 212-475-3394.

June

Tues 3 6:30pm Brooklyn Committee Meeting. 500 State Street. 212-629-3311.

Tues 10 7pm Bronx Committee Meeting. Mosholu-Montefiore Community Center. 3450 DeKalb Ave at Gun Hill Road. Call 718-653-2203.

Sat 21 Bronx River Celebration. Call Rich 718-653-2203 for info.

Mon 23 6pm Auto-Free NY Meeting. T.A. Office. 212-475-3394 for info.

Member Get Member

Just about a year ago, my wife and I decided to kick off our own sure-fire membership campaign, what we called the "Member Beget Member" drive. A little more than nine months later, T.A.'s youngest member, Eloise Taylor Kaehny, #21573, was born March 21.

Of course, we appreciate that not everyone is in a position to "create" new members. So, in June, we will send you a special "Member Get Member" mailing asking that you recruit members any way you can.

The idea behind our "Member Get Member" drive is to put our best tools into action—you — to reach a goal of more than 6,000 members by the year 2000. As a grassroots organization, T.A. depends on you and other card-carrying members for more than moral support. Our members give us the resources and the credibility to change things. The more members we have, the louder our rallying cry, the more powerful our forces.

Every time you fume at being cut off by a car in traffic, curse at being penned into one lane in Central or Prospect Park, or rage after being terrorized by yet another speeding and reckless motorist, stop and



T.A.'s youngest member, # 21573.

think about doing something positive with that frustration. Sign up that friend, neighbor, coworker, riding partner or person you know shares your vision of a more livable city

There is no better way to help bring about the cycling and walking future we know is out there than by helping build T.A.'s membership. Think of it as something you can do to bring Auto-Free Parks, safer streets, bike parking, traffic calming, greenways, bridge paths closer. It is our membership that gives us the strength to keep plugging away over the years. Thanks in advance for your help.

Sincerely,

John Kaehny,
Executive Director

P.S. This issue marks the last for Editor Delphine Taylor, who is stepping down to start a demanding career as a doctor at Columbia Presbyterian Hospital and as a new mother. The magazine crew will miss Delphine's professionalism, insight and wit.

Questions?

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

Cycling News

City Bridges Biking Guide

In a city of islands, safe access to bridges is high up on many cyclists' priority lists. Following is a brief round-up on the condition of the city's major bridges. While the future looks bright, with new bicycle/pedestrian paths to be completed on the Queensboro, Williamsburg and Manhattan Bridges by the year 2001, the present is not nearly so good. The heavily travelled East River bridges are dangerous to get on and off of and are generally poorly lit and decrepit. 30 years of neglect shows. Check our web page for updates. (www.transalt.org. Look under "Fiboro Bridges.")

Queensboro Bridge

Bicycling Status: Open all times except for 3 PM to 8 PM weekdays, when cyclists must take a bus shuttle service. The bike lane is the South Outer Roadway.

Construction: Permanent bike lane should be complete by 2000.

Access: Scary as hell on Manhattan side ramp and getting on it from 2nd Ave. and west. Queens side is better, but Queensboro Plaza is a mess.

Lights: Decent on span, but Manhattan ramp is often in the dark.



The barely visible Brooklyn Bridge lane divider needs repainting.

Crime: Low. Reasonable option for after dark trips.

Comments: The 3-8PM bus shuttle is getting more and more crowded. Bolder cyclists are riding inner-roadway with traffic during this time. (*This is not recommended.*)

Williamsburg Bridge

Bicycling Status: Open 24 hours

Construction: New bike/ped lane in July 1998. Separate bike and ped lanes done by 2005.

Access: Good from a traffic perspective. Isolated Brooklyn side can be spooky. Both sides have steps.

Lights: Few now. DOT promises good lighting by end of April. (Apparently, scumbags keep stealing power cables.) Hats off to DOT Bridges Group for staying after this problem.

Crime: Many reported muggings, often by groups of kids. Not a problem if riding during peak periods. Minimal cop patrols. Use extreme caution at night.

Comments: The bridge is being completely rebuilt (the south half is torn down as of this writing.) When completed it will be the most commodious of all the bridges for cycling. For now, the garbage, glass and junkie scene can be trying, but the views are spectacular.

Manhattan Bridge

Bicycling Status: Closed

Construction: The bike/ped path should be complete by mid 2001.

Comments: The bike lane is done and seems ready to go. Some DOT officials say that lead paint is the problem, others that the building contractor wants to store equipment on the lane. T.A. is working on it. We will follow-up on this campaign next issue.



The hated shuttle van: Ain't nothing like the real thing.

Brooklyn Bridge

Bicycling Status: Open 24 hours.

Access: Bad on both sides. Brooklyn side probably worse. T.A. has proposed plans to significantly improve both sides, which could be completed in next five years.

Lights: Best of the lot, though it can be hard to see oncoming cyclists and peds because of glare from headlights.

Crime: Can be a problem after the evening peak-period. Watch for groups of kids at night.

Comments: The bridge promenade is a victim of its popularity. It is simply too narrow for the throngs of cyclists and pedestrians using it. Improvements to the entrances will make the problem even worse. Bike/ped divider markings faded. Some bridge users act rudely, or are clueless, and endanger others. Be part of the solution.

George Washington Bridge

Bicycling Status: Open 24 hours

Access: Good, though Manhattan side hard to find (178th at Haven Ave. one blk West of Ft. Washington.) NJ side is good though access road is rubble-strewn, and crossing 9W dangerous.

Lights: Good, though it's hard to see oncoming bikes after dusk.

Crime: Low, though you will be pretty much alone after dark on weeknights.

Comments: Lightly trafficked except for warm weather weekends. Lycra set mixes with working-class commuters riding home to NJ. Give cables plenty of leeway and watch for inattentive peds.

Triboro Bridge

Bicycling Status: Officially, you must walk your bike over the 2+ mile span. Unofficially open for riding 24 hours a day.

Access: Good (if you don't mind carrying your bike up several sets of stairs.) Enter from Manhattan, Queens, The Bronx or Wards Island.

Lights: Dim, intended for adjacent cars.

Crime: ? No stats or anecdotes. Most cyclists consider it unsafe after dark.

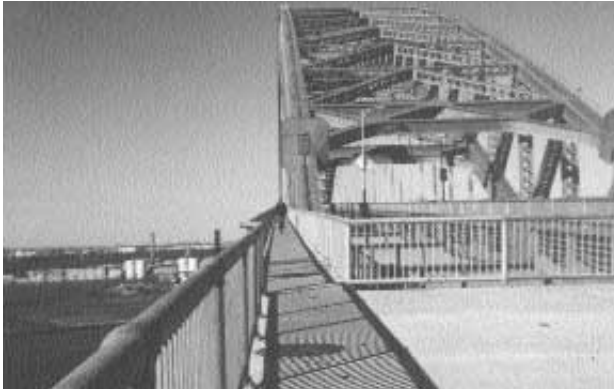
Comments: The bike path is really long, narrow and infrequently used. The Triboro has some spectacular views and seems okay during daylight. Because of its narrowness and extreme length could be a very bad place to run into scary people.

Bayonne Bridge

Bicycling Status: Open 24 hours

Access: Hard to find but relatively safe. (NJ: West 3 St. west of Hudson. SI: Morningstar Rd. and Hooker Place.)

Lights: Unknown



George Washington too boring? Give the Bayonne a go.

Crime: Reported okay during day. Night is unknown.

Comments: Path has been repaved, but is still narrow and tends to freak out cyclists with vertigo because of low walls.

Goethals Bridge

Closed until September 1997 for construction.

Outerbridge Crossing

Bicycling Status: No bike/ped path.

Madison Avenue Bridge

Once marked by a metal mesh roadway and a nasty sidewalk, ongoing construction on the bridge has brought some improvements, including concrete fill.

Willis Avenue Bridge

"Same old crap," says one intrepid pedaler. Metal grating make this span inhospitable to cyclists without chutzpah.

Throgs Neck Bridge

No Bike Access

Whitestone Bridge

The QBX1 bus has bike racks and can ferry your bike to and from the first stop on either side. Board at 20th Ave and Whitestone Expy. in Queens or Lafayette Ave and Hutchinson Pkwy in Bronx. Call Queens Surface for info, 718-445-3100.

Bike Shorts

Judge Runs Over T.A. QBB Lawsuit

In an absurdly narrow ruling that clearly ignores the intent of the City Charter, State Supreme Court Justice Beatrice Shainswit ruled that the City did not need to

hold a public hearing before starting weekday closings of the Queensboro Bridge bike lane. Shainswit rejected T.A.'s contention that the weekday 3pm to 8pm

bike/ped ban is "a substantial policy decision" involving the making of a "rule." The judge cited the City's authority to regulate access to the bridge by posting signs, and cited a City law which creates a blanket prohibition against bicycle and pedestrian access on City bridges unless "signs permit such use." Despite a strong case, T.A. lawyers were not surprised by the judge's decision. At a brief hearing on the case, she complained about traffic surrounding the bridge and suggested that opening another lane to cars would be a great way of alleviating congestion. Perhaps in this case Justice was both blind and a motorist. T.A. intends to appeal the decision.



Do We Want Racks?

Last issue, we inserted a bike rack request form into more than 4,000 T.A. Magazines. So far, according to the DOT, only 100 have been filled out and sent in. T.A. has been rightly critical of the DOT's extremely poor progress in getting racks in. Let's not give them any more excuses. Send in your rack request form today or call (212)442-7179 to get more forms. C'mon folks, it will take all of three minutes to fill this thing out. This way you can directly improve conditions for bicycling.

100 Private Racks For Midtown

Independent of the CityRacks program, the Grand Central Partnership and 34th Street Business Improvement District (BID) is installing the first eight of 100 bike racks. Led by BID czar Dan Biederman, the BID has also turned Pershing Square (next to Grand Central Station) into a pedestrian mall during weekday lunch hours and has put BID security on bicycles. The Biederman BIDs maintain about 450 blocks around the City and should be encouraged to quadruple the number of racks they plan to install.

Please write or fax and encourage the BID to push forward with its bike rack and pedestrianization plans:

Dan Biederman
Grand Central Partnership
6 East 42nd Street
New York, NY 10017
Fax: (212) 661-4384

RECLAIMING THE STREETS



Oversize Trucks Terrorize New York City

New York City law recognizes the special threat that large vehicles pose by limiting semi-truck lengths to 55 feet. But the deaths of two cyclists under the wheels of tractor-trailers in a period of eight days this April once again shows that having a law on the books doesn't mean much if there is no enforcement.

SoHo community leader Carl Rosenstein recently surveyed trucks on Canal Street and found that at least a third of them exceeded 55 feet. Interstate semis with sleeper cabs are about 70 feet long. Intense pressure from the community there has led to almost constant truck enforcement on Broome Street, formerly a heavily used truck shortcut.

But in the rest of the city illegal trucks have free reign. Last year, City Councilmember Katherine Freed passed legislation that requires 55 foot truck limit signs at city entrances. A recent survey of tunnel entrances found no evidence of those signs. We won't ever know if the trucks that killed the cyclists in early April were too long, because the police mounted no investigation and didn't bother to check. At a memorial ceremony held by T.A. following the death of Jill Solomon at 59th Street and 2nd Ave., mourners watched as an oversized truck turning onto the Queensboro Bridge crushed the front of a car at the exact location where Solomon was killed. Luckily the driver was protected by his 2,000 pound metal cage. Cyclists and pedestrians remain at great risk until the NYPD cracks down on these monsters.

Write to: NYPD Commissioner Howard Safir. Ask him to beef up the truck enforcement unit and update the list of offenses that all cops carry to include the 55 foot rule.

Howard Safir (Send in the enclosed post card)

One Police Plaza

New York, NY 10038

Fax: (212) 374-0265



T.A. tries to stay on top of all the transportation happenings in the city. But with so many local papers, it's hard for us to keep track. We certainly can't afford to subscribe to all of them. We need neighborhood newspaper readers to be our eyes and ears, especially people who read the Staten Island Advance, Queens Tribune and Bronx papers. If you can help, call Paul Harrison at 212-629-8080.

News Flash:

Speeding Still Rampant On City Streets

T.A.'s 1993 "Speeder City" study found that the police gave an average of fewer than 35 speeding summonses a day to the 2 million motor vehicles that ply New York City's streets and avenues. Four years later, "Speeder City II" shows that the cops have upped speeding enforcement to an unimpressive average of 44 tickets a day. In contrast, cops hand out about 10,000 parking tickets a day.

T.A. volunteers clocking speeds on city streets have found that motorists routinely exceed the 30 mph limit by 10 to 20 miles an hour. Yes folks, speeding is as rampant as it seems. On Brooklyn's 4th Avenue, some motorists were observed driving 53 mph, with speeds in the upper 40's common. On upper Broadway, DOT's own speed counts have found many motorists driving in the low 50's with average speeds in the low 40's. Both of these streets have heavy pedestrian usage and injury rates and are in densely populated areas.

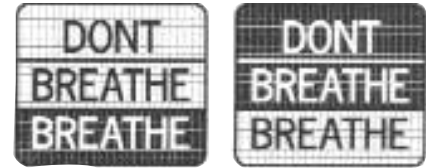
Speeding contributes directly to the city's high pedestrian death and injury rates. While the tabloids like to complain about creeping midtown traffic speeds, most city streets have little congestion for most of the day and are over-built. The chance of death or injury to someone hit by a car rises exponentially with car speed: an increase from 30 mph to 40 mph means the odds of dying jump from 40% to 70%. Over all, speeding creates a sense of menace and hostility that makes walking or bicycling frightening and unpleasant.

In Germany, much effort has gone into traffic calming arterial streets to improve quality of life and reduce pedestrian deaths and injuries. Broadway would be an ideal street to place proven German methods like elevated intersections and crosswalks. Motorists traveling the speed limit would experience no problems, while those speeding would be forced to slow down. Enforcing the law with police motorcycle units and "speed radar cameras" would make a big difference until those permanent changes become a reality.

Gridlock Sam Runs Down Pedestrians: 27th Street Ped Mall Threatened

Guy writes letter to tabloid traffic columnist complaining about day-time pedestrian-only use of a street on nearby college campus. The columnist (who was DOT First Deputy Commissioner ten years ago) writes a letter to the DOT asking them to deal with the complaint and suggests opening the street to motor vehicles during the day, despite heavy pedestrian traffic. The DOT Commissioner, over the opposition of the Community Board, College President, Transportation Alternatives and others, says he'll let cars on the street starting May 1. Hello! Is this how City transportation policy is being made these days?

The street in question is 27th between 7th and 8th Aves. - the heart of the Fashion Institute of Technology's campus. The columnist, the Daily News' "Gridlock" Sam Schwartz and the commissioner, Christopher Lynn. Amazingly, this deplorable event will come to pass unless FIT gets its powerful board members to pressure the Mayor, and unless T.A. mobilizes its forces. Moves like this one make it increasingly hard to believe that the Giuliani Administration is serious about any transportation issue other than moving cars. FIT is a major institution that anchors New York's world-famous fashion industry. Businesses move to the street because of the calm, quiet atmosphere, and real estate agents use the pedestrianization as a selling point. Yet, one cranky motorist trumps all that.



The Riverside Church is holding its annual environmental conference, and transportation and the environment will be one of the many panel discussions. Saturday, May 31st at Riverside Church, 121st Street and Riverside Drive in Manhattan. Call 212-870-6700 for more information and to register.



For 17 years, this sign and a security guard on 27th Street have protected FIT students and the community from the traffic danger and noise that plagues the rest of midtown.

PRESSURE POINTS

T.A. Joins Fight Over Federal Transportation Law

With funding from the Tri-State Transportation Campaign, T.A. has hired environmental organizer Susan Boyle to help renew the Federal Intermodal Surface Transportation Efficiency Act, (ISTEA), scheduled to expire in September without Congressional action. Though it has never quite lived up to its potential, the visionary law still has led to a huge increase in funding for bicycle and pedestrian projects and has given transportation reformers a glimpse of what could be.

Because ISTEA is one of the few Federal programs from which the Northeast receives more Federal money back than taxes it pays into, it is strongly supported here by an unlikely coalition of environmentalists, big business, highway interests and elected officials. ISTEA, by far the largest Federal urban

investment, is funded by gas tax dollars. ISTEA's "fix it first" philosophy selects projects based on need, benefitting older Northeastern cities with decaying transportation infrastructure. Rapidly-growing auto-dependent sunbelt states pay more per person in gas taxes and thus largely oppose ISTEA. While T.A. and the Tri-State Campaign support the need-based funding, we hope to improve the existing law so that it works to create environmentally sensible transportation. Our goals are to:

1. Reduce State and Federal red tape and delays: Bike racks funded by Federal Enhancement funds took two years and two sets of Federal and State approvals before New York City got the money, despite the fact that the State DOT had already voted to approve them. Because the State DOT has to process and approve requests for Federal money, it effectively has a veto over approved City projects. Once a project has been approved by a Metropolitan Planning Organization panel, it should be funded automatically.

2. Increase funding for pedestrian and cyclist safety: In NYC, pedestrians comprise more than half of traffic fatalities but only 5% of the available Federal safety dollars are spent on their behalf. ISTEA should be modified so that safety spending is based on need. In NYC, this would mean increase in pedestrian safety spending from \$23 million to \$168 million annually, spread out over five years.

3. Increase flexibility of transit funding: Currently, "capital maintenance" is allowed for highways but not for transit. This should be changed, as should regulations that require transit agencies to jump through hoops before getting Federal transit moneys.

Send in the enclosed postcard and write to let your senators know how ISTEA can be improved.

Polly Trottenberg, Legislative Staff
Sen. Daniel Patrick Moynihan
405 Lexington
New York, NY 10174

Peter Phipps, Legislative Staff
Sen. Alfonse D'Amato
7 Penn Plaza #600
New York, NY 10001





METROPOLITAN

from *Mobilizing the Region*

THE REGION

Independence Day For NYC Subway and Bus Riders

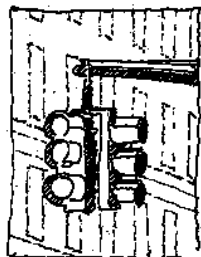
Beginning July 4, NYC transit riders will have free and unlimited transfers between buses and subways. The end of the punitive “two-fare zone” in which transit riders had to pay an additional fare when transferring between bus and subways is expected to give a big boost to bus ridership in Brooklyn and Queens. The free transfer and the sale of discount transit cards is the first real benefit transit riders have gained from the \$700 million Metrocard system. While the Independence Day move is welcome, it was promised three years ago, and comes in the wake of budget and service cuts to NYC Transit by the City and State that have left subway lines crowded and dirty, and transit riders paying the highest share of the systems cost of any transit provider in the country.

CONNECTICUT

Highway Foes Wary of State Scheming

To reach a compromise in the controversy over Route 6, the Asst. Secretary of the U.S. Army Corps of Engineers will appoint a negotiator to meet with Gov. Rowland and Rep. Sam Gjedson. Local residents, officials and environmentalists oppose the Connecticut DOT's plan to build a new east-west superhighway extending the I-384 spur east of Hartford. Opponents of Route 6 believe that State highway officials are attempting a political override of the Army Corps of Engineers, which has repeatedly said the DOT's proposal is “environmentally unacceptable” and will involve paving over fragile wetland habitat.

NEW YORK



City Still Light Years from Traffic Calming

On April 11, the *Daily News* blasted Mayor Giuliani for handing out traffic lights like expensive cigars to his supporters throughout the boroughs. The Mayor's Christmas-in-April was prompted by hundreds of complaints about traffic, dangerous intersections and pedestrian problems. While the Mayor is responding to the right issue, he is employing the wrong solution. Traffic lights can actually cause more speeding and traffic volume; a study in Philadelphia found that traffic lights increase the frequency and severity of crashes. Unfortunately, many community groups - uninformed, and groping for any answer to their traffic problems - latch onto lights as their only hope.

Four years ago, the DOT created a “Pedestrian Projects” group to address these kinds of long standing community concerns. But the Mayor was not out dedicating speed humps, traffic circles, chicanes, median islands or any of the many other traffic calming tools that the DOT has available. Indeed, no effort seems to have been made to inform the various block associations that they have more effective and flexible options than traffic lights. While the entire DOT is working overtime putting in expensive and inappropriate lights, the pedestrian group is installing only a handful of speed humps and new traffic islands on an ad hoc basis.

The irony is that traffic calming is an issue this Mayor could profitably embrace as a major quality of life and community outreach success. For the time being, only the sweat and swears of organized citizens are likely to produce any progress.

NEW JERSEY

Problem: Speeding and Dangerous Driving

Solution: Spend \$10 Million to Move School.

Parents in Newark's South Ward are demanding protection from speeding and reckless drivers after the death of an 8 year-old boy in March. Amazingly, NJDOT has responded to their concerns by promising \$10 million to move a school away from a highway access road. This despite the fact that the child was not in school when he was struck and killed by a speeding motorist. At a public forum, Tri-State Transportation Campaign Executive Director Janine Bauer blasted DOT's mindless non-solution and instead suggested that Newark install traffic calming devices like speed humps, wider sidewalks and raised crosswalks to create a safer pedestrian environment. Mayor Sharpe James supported the idea. Newark leads New Jersey in serious pedestrian injuries, averaging 900 a year.

T.A. LOCAL COMMITTEES

T.A. may be the largest local bicycle and pedestrian group in the country, but we've still only got six staff people to advocate for change in a city of over 8 million people! We're able to get a lot more done with the help of our dedicated volunteer core. One of the best ways to help T.A. is to get involved with one of our local committees. So, if you'd like to help out, or just find out what's going on, drop by one of our meetings. Meet interesting people, make a difference and have fun too!

Brooklyn Committee

Chairperson: Carl Biers
 Email: cbiers@aol.com
 Phone: 718-965-9667
 Next Meeting Dates: 5/15; 6/3
 Location: 175 Pacific Street, Bklyn

Bronx Committee

Chairperson: Rich Gans
 Email: gansr@doflan.nycnet.ci.nyc.ny.us
 Phone: 718-653-2203
 Next Meeting Date: 5/13, 6/10
 Location: Mosholu-Montefiore Community Center
 3450 DeKalb Ave at Gun Hill Rd.

Queens Committee

Chairperson (thru summer): Steve Tibbets
 Email: tibbets@gnyha.org
 Phone: 718-343-6823


Central Park Committee

Chairperson Needed!
 Next Meeting Date and Location: TBA

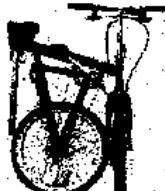
Union Square Committee

Chairperson: Carter Craft
 Email: craft@panix.com
 Phone: 212-255-5815
 Meeting coming up- call Carter.

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COMMUTER OF THE MONTH

Michael Rosenthal

By SUSAN BOYLE

Occupation: Video producer

TA Member since: 1973, as a charter member. I dropped out for a few years and re-joined in 1992.

How long have you been commuting by bike? More than thirty years, since January, 1966, during a transit strike. After the first day, my legs collapsed under me when I got off the bike. I drank gallons of orange juice to regain my strength and by the end of the week I was beating the traffic.



What is your commute?

Three and a half miles each way, from 73rd and West End Ave. to 21st Street and 6th Ave. I take Broadway down to 7th Ave. on the way to work and I go home up 8th Ave. I also ride to appointments with clients.

Why commute by bike? I could write a book about all of the reasons I ride to work. Most importantly, I can avoid the subways and have the freedom to go wherever I want, whenever I want. Riding is fun and it makes me feel good.

Bike: A Sears Free Spirit salvaged from a dump upstate three years ago.

Equipment: I have a blinking light on the back of my bike, a rear rack with a piece of cardboard stuck in it which serves as a mud flap, and I carry a Gerber tool to tighten things while on the road. I use a Performance bike messenger bag as a briefcase and I always wear my helmet. I tape over the holes in the winter for insulation.

Bikes stolen: Three. One was stolen out of my apartment.

Reasons not to ride: When the temperature falls below 25 degrees out or when the streets are wet and icy.

Frustrations: Pedestrians that run out from between parked cars, drivers who do not give a damn, and getting picked on by the police (I've gotten three tickets).

Worst commuting story: I was riding down 7th Ave. between 34th and 35th Streets when a guy on the sidewalk knocked me over as I rode by. I would have fallen into oncoming traffic if a semi-truck had not been next to me. I leaned into the truck and was able to keep my balance. When I pulled over and looked back at the guy who shoved me, I decided not to retaliate when I saw his two large friends.

Best: When my son was in nursery school we would bike up West End Ave. from 73rd street to 100th street. I would drop him off and ride down to work. I also love commuting on any spring day.

Style: I ride in such a manner so that I am never perceived as a danger to anyone, car or pedestrian. I always give pedestrians the right of way. I am a conservative cyclist.



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RAB: FRESH PAINT IN PARK SLOPE

BY VINCE CANZIANI



Vince is the Director of the Park Slope Mini School, a program serving children with behavioral and emotional problems. He started up their Recycle-a-Bicycle Program in October, 1995.

From the beginning, the students thought of RAB as an opportunity to do something "cool." They could take bikes apart and rebuild them into something special. That specialness meant being able to choose which pair of old handle bars to replace the rusty and bent ones on the fixer-upper.

The program was designed like that: take a bike, disassemble it, clean it, and rebuild it from the frame up. For my students, RAB became the neighborhood garage where the kids could meet after school and do some really "phat" stuff.

This experiential, investigative quality eventually got me into a bind. About half-way through the first year, the students had taken their bikes apart and decided they wanted to repaint them. I naturally supported their idea. I thought, "cool, think of the self-expression, the color possibilities...I always wanted to do it when I was a kid."

Reality set in a few weeks later, after the students had managed to sand only about a third of the paint off their bikes. This was hard work! Also, I was stuck with the problem of repainting. Aren't spray paints toxic, I thought. And where are we going to repaint them? Not inside, where ventilation was poor. Not outside, where wind and dust would ruin the finish. And do we really need to get all this paint off the frames? Ugh. I should have thought this free-spirited idea through before getting bogged down in it.

It was too late to turn back. Like NASA during the Apollo 13 mission, failure was not an option. My volunteer mechanic, Rich Cusumano, and I put our heads together and developed a plan that let the kids repaint their bikes and maintain the environmental mission of RAB. The satisfaction the students got from seeing the finished product was tremendous. But be advised if you plan to repaint. It takes a lot of work and great deal of patience.

- Paint removal: The students used wire brushes, sand paper, steel wool and elbow grease to get most off, and I got the tough spots with a wire brush on a power drill. Because of the dust, we always wore masks. Though time-consuming, we avoided using any toxic chemicals.

- Painting setup: Since we had poor indoor ventilation, we set up a tent outside in a place sheltered from the wind. Made from four tarps, our tent was big enough for two people to move around in but took time to put up and take down. An Army surplus canvas tent would work just as well and would be faster to set up. To deal with dust, we frequently watered the area around the tent. We also used industrial respirator masks and goggles to ensure safety.

-Paint: Urban Environmental Construction Outfitters in Manhattan sells water-based spray paints that make a hard enamel-like finish without the same toxicity. For the best finish, do at least two coats of primer and three coats of color. Be careful not to over-spray.

R-A-B Infoline
212-629-8323

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Call Vince at 718-788-0666




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Public Disservice Announcement

On the radio recently:

Driver Ed: (huffing and puffing) Hi, Driver Ed here, introducing this year's newest accessory for those who choose to drink and drive...a bicycle. (Sound effects: bicycle bell) As if getting arrested, fined thousands of dollars and being publicly embarrassed isn't enough. Now you lose your license when you're arrested for DWI. Think about it. You'll have to ride a bike everywhere! You could have a designated driver, called a cab, or called a friend. Now your choices are limited.

(Sound effects: bicycle bell rings ferociously with car horns, traffic sound in background)

Driver Ed: I'm in no shape for doing this. Are you? (pause) The choice is yours, New York!

Announcer: Sponsored by the New York State Broadcasters Association and the Governor's Traffic Safety Committee.

— NYS Governor's Traffic Safety Committee

Pedestrians Good For Business

Curitiba City in Brazil has created a pedestrian network, covering an area equivalent to nearly fifty blocks, in the highly congested downtown area. Plans are also underway to lay 150 km of bicycle paths. Although local merchants initially resisted the idea, they quickly saw the pedestrian zone as a tremendous economic boost. With no vehicles competing for space, customers found the shopping environment more pleasant, and they had more time to shop when they did not have to drive and park.

— International Institute for Energy Conservation

Single Track

Toronto is now setting up a bike group for singles. Rides will be casual and will be geared for both mountain bikers and road riders. Special social events and workshops are also in the works. Potential workshop topics? "How not to wipe out while making goo-goo eyes at your riding partner."

— <http://web.indirect.com/~dwc/singles> and dwc@indirect.com

Deadly Demented Drivers

More than half of elderly drivers killed in automobile crashes showed signs of Alzheimer's disease, a Swedish study published in *The Lancet* found recently. Researchers, who analyzed the brains of drivers over 65, found degenerative changes in

the areas of the cortex dealing with decision-making, judgement, and visual and spatial ability. The study raises questions of how many motor collisions are due to Alzheimer's and what the risks are of allowing seniors to stay behind the wheel. "Driving is such an emotional issue," said Linda Hunt, an occupational therapist commenting on the study. "Nobody is willing to step up and make a statement like, 'Anyone with a dementia diagnosis should not drive.'" In the U.S. in 1995, there were 13 million drivers over 70. That number is expected to rise to 30 million by 2020.

— *New York Times*



Walk on the Wild Side

If you take a walk in the United States, you are twice as likely to be struck down and killed by a motorist than by a bullet from a gun-toting stranger. Although the 6,000 pedestrians killed by cars and trucks each year make up almost 15% of all traffic fatalities, only one percent of Federal transportation safety money goes to protecting pedestrians. A study conducted by the Surface Transportation Policy Project and the Environmental Working

Group found that in New York, the risk of death by car is three times greater than the risk of death by gun. And though New York City leads the nation in the number of annual pedestrian deaths (about 300), the chance of being killed by a car is much greater in the Florida cities of Fort Lauderdale, Miami and Tampa-St. Petersburg.

— Surface Transportation Policy Project and Environmental Working Group

No Mas Automovils

Chile's National Environmental Commission has proposed restrictions to discourage car use in Santiago. Blaming private cars as "the principal culprit for the atmospheric pollution," Metropolitan Director Clemente Perez has called for road tolls, a higher gasoline tax, decreased parking and more rigid maintenance of older cars in an effort to combat the ever-growing onslaught of motorized vehicles. Santiago's traffic continues to increase by 70,000 vehicles each year, a jump of nearly ten percent, and of the 630,000 cars in the metropolitan area, only one-third are fitted with catalytic converters. Although Perez acknowledged that the tolls were unpopular and that the measure had stalled in Congress, "it seems more unpopular to me to permit cars to use the city's infrastructure and pollute the air without assuming any of the cost," he said.

— Chile Information Project

Send submissions to naeem.mohaiemen@homebox.com

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 10% 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
 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 2nd Av
 Metro Bicycle Store 10% ACPRS 1311 Lexngtn Av
 14 St Metro Bikes 10% ACPRS 332 E. 14 St
 Midtown Bicycle 10% ACPR 360 W 47 St
 96 St Metro Bikes 10% 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 10% 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 Coreteyou Rd
 Arnold's Bicycles 10% ACPR 4220 8th Av
 Bay Ridge Bike 10% ACPRS 8916 3 Av

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
 Belitte Bicycle 10% ABCPR* 169-20 Jamaica 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

WESTCHESTER

Pelham Cycle Center 15% APC 109 Wolf Ln.

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% ACP (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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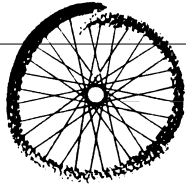
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Bikes Aboard

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

Trains

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

Amtrak—800-872-7245; bicycles travel only in baggage cars and not every train has a baggage car. Not all lines offer baggage service. If the train you want doesn't have baggage service, put the bike on an earlier train with baggage service and pick it up when you arrive. Bicycles must be boxed, \$5 fee each way. Roll-on service (no box needed) at most stops on "Vermont" trains between Washington, DC & St. Albans, VT—call for reservations.

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

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

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

Long Island Rail Road—718-558-8228 or www.mta.nyc.ny.us; 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; 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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May/June

RIDES

Thurs. May 1. Downtown Bike Party ("Cube Ride"). 6:30 pm at Lafayette St and Astor Pl. Casual ride through downtown neighborhoods. Time's Up!, 212-802-8222.

Sat. May 3. Spring Training Ride #10: Lloyd's Neck, LI. 85-mile, fast-paced prep for the Montauk Century. 8:30 AM in Cunningham Park, Queens. 5BBC 212-932-2300.

Sat. May 3. The Great Saunter 1997. Annual 32-mile walk around Manhattan, covering as much of the shore as possible. \$10 fee for non-members. Meet 7 AM at Fulton and Water Streets. Shorewalkers 212-330-7686.

Sun. May 4. Bike New York: the Great 5Boro Bike Tour. Join 28,000 fellow cyclists for a relatively easy car-free ride through the city. \$35. Meet at Battery Park before 7 AM. 5BBC 212-932-BIKE.

Sun. May 4. Bike New Jersey. Nothing against the thousands who are enjoying cycling New York City today, but the New York Cycle Club is heading to NJ. Leave from the Central Park Boathouse at 9 AM. Destination: Park Ridge, about 65 miles. NYCC/Judy and Conrad Meyer 914-835-3171.

Sat. May 10. Planting Fields Picnic. An oasis of trees, and breezes at Planting Fields Arboretum. Lunch in Oyster Bay and pedal it uphill to the gardens. Bring lock. 50 moderately hilly miles. 9:30 am at Cunningham Park, Union Tpik and 196 St, Queens. 5BBC (212) 932-2300.

Sun. May 11. Celebrate Bike Week! Enjoy a 20-30 mile ride in the boroughs to celebrate the last day of Bike Week. Joint T.A. with 5BBC. 9:30 AM at City Hall. 212-629-3311.

Sat. May 17. Tibetan Trek to Staten Island. We'll improve our karma by riding the kinder and gentler roads to the Jacques Marchais Center of Tibetan Art. We'll tour the coast to Miller Field, an Army-Air Force airfield in WWII, for some great view of the Atlantic and the Bay. Early evening return for sunset viewing aboard the SI Ferry. Bring lock, lunch or money for lunch, bike light for riding home. 20 miles with some rolling hills and one difficult hill. Joint w/ NYCC. 1:15 PM at the auto ticket booth for the SI Ferry, Manhattan side. 5BBC (212) 932-2300.

Sun. May 18. Montauk Century/Montauk Metric. Ride from Manhattan, Queens or Patchogue to Montauk, with full SAG support. 5BBC 212-932-2300 x350.

Sun. May 18. 20th Annual Bloomin' Metric bicycle tour (rain date May 25). Offering three scenic tours - 25 miles, 75 kilometers and 100 k. A portion of the proceeds from the \$18 entry fee donated to help support Connecticut Safe Kids. Meet at Westport, CT Railroad Station. Sound Cyclists Bicycle Club 203-840-1757.

Sun. May 25. Brooklyn-Queens Mosaic. From borscht to arroz con pollo, we'll explore an

array of neighborhoods: Long Island City, Hunters Point, Greenpoint, Williamsburg, Fort Greene, and the waterfront. Our tour ends with a picnic on the Promenade. Bring food, or money for it, and a bike lock. 20 miles, mostly flat. Meet 1:15 PM, Roosevelt Island Tram, 59 St & 2 Ave, Manhattan. 5BBC (212) 932-2300.

with some cobblestones and rail tracks. 9 AM at the Plaza Hotel, 59th & 5th. (Ride ends at Owl's Head Park.) 5BBC (212) 932-2300.

Sun. June 8. Staten Island Perimeter. Pleasant coastal tour around the most bike-friendly borough in NYC. Lunch at Conference House Park. Charming scenery, parks, boardwalks.

Optional ventures to Great Kills and Fort Wadsworth. About 40 miles, mostly flat. 9 am SHARP at the auto ticket booth for the SI Ferry, to take the 9:30 ferry. 5BBC (212) 932-2300.

Fri. June 13. Cyclone Ride. Manhattan to Coney Island to walk the boardwalk and ride the rides. Meet at the Fountain at City Hall Park (B'way and Park Row) at 7 PM. Time's Up!, 212-802-8222.

Sat. June 14. Jersey Double. One day, double century (200 mile) tour through rural parts of five northwestern NJ counties (Hunterdon, Warren, Morris, Mercer, Somerset). Some of the state's finest countryside. Register by May 28. Western Jersey Wheelmen/Bruce Thomson 201-285-5010 (day)/908-879-6477 (eve).

Sat. June 14. Y'ar Ole Salt. Midday departure to Sheephead 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 (15 from Prospect Park), mostly flat. Meet 12:45 PM at City Hall steps or 1:30 PM at Prospect Park Picnic House in Bklyn—not the main entrance to the park. 5BBC (212) 932-2300.

Fri. June 27. Central Park Moonlight Ride. Fun, relaxing ride through Central Park at its most peaceful. Guides front and back. Meet 10 PM at Columbus Circle. Time's Up!, 212-802-8222.

Sat. June 28. Tibetan Trek to Staten Island. Improve your karma by riding the kinder and gentler roads to the Jacques Marchais Center of Tibetan Art. Tour the coast to Miller Field, an airfield in WWII, for great views of the Atlantic and the Bay. Early evening return for sunset viewing aboard the Ferry. Bring lock, lunch or money for lunch, light for riding home. 20 miles with some rolling and one difficult hill. Meet at the auto ticket booth to the SI Ferry at 1:15 PM. 5BBC (212) 932-2300.

Fri. July 4. West Side Story. Commemorate the holiday by exploring some historic sites along Manhattan's West Side. We'll be making stops from Grant's Tomb to the Bowery: Central Park, Columbia University, the U.S.S. Intrepid Museum, Chelsea Piers, the Viet Nam Veterans' Memorial, and elsewhere. Our tour ends at the South Street Seaport. Bring lunch or money for it and a bike lock. 15 miles, flat terrain (2 moderate hills). Meet 9 AM at the AYH Hostel at 103rd Street & Amsterdam Avenue. 5BBC (212) 932-2300.

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. May 26. West Side Story. Commemorate the holiday by exploring some historic sites along Manhattan's West Side. We'll be making stops from Grant's Tomb to the Bowery: Central Park, Columbia University, the U.S.S. Intrepid Museum, Chelsea Piers, and the Viet Nam Veterans' Memorial. Tour ends at the South Street Seaport. Bring lunch, or money for it, and a bike lock. 15 miles, flat terrain (2 moderate hills). Meet 9 AM at the AYH Hostel at 103rd St & Amsterdam Ave. 5BBC (212) 932-2300.

Fri. May 30. Central Park Moonlight Ride. Fun, relaxing ride through Central Park at its most peaceful. Guides front and back. Meet 10 PM at Columbus Circle. Time's Up!, 212-802-8222.

Sun. June 1. Bike-Boat-Bike Ride. The Suffolk Bicycle Riders Association invites you to cycle Long Island's East End. Tour woodlands, fields, and shoreline of the North and South Forks. Take the ferry to Shelter Island and cycle through its scenic coves and byways. Bike-Boat-Bike has flat to gently rolling routes varying from 25-125 miles with Rest Stops. SBRA/Michelle Karpf 516-234-4031.

Thurs. June 5. Downtown Bike Party ("Cube Ride"). Meets 6:30 at Lafayette St and Astor Pl. Casual ride through downtown neighborhoods. Time's Up!, 212-802-8222.

Sat. June 7. Brooklyn Waterfront. Follow the industrial waterfront from Long Island City and Maspeth to Red Hook and Sunset Park. Streets are paved, making this a road-bike compatible ride. Includes Newtown Creek, East River, and Erie Basin views and a number of surprises. Bring \$ for lunch. 25 miles at an easy pace. Flat

JOYRIDE

On the Waterfront

This ride along the New Jersey waterfront was originally printed as Joyride #3 in the July/August 1993 issue of City Cyclist.

BY MARK MASUELLI



1. **Cross** the George Washington Bridge at 178th Street to New Jersey.
2. **Left** on Hudson Terrace and proceed through traffic light.
3. **Right** on Palisades Terrace at bottom of the hill.
Left on Undercliff Terrace and continue to the fork.
4. **Right** at fork onto Route 5 and ride to top of hill.
Left on Palisade Ave.
5. **Left** on Gorge Rd. at Cliffside Park High School.
6. **Merge** into River Road and continue.
7. **Left** on Port Imperial Blvd., a private road with signs for the ferry. Helmets required.
Follow road past ferry terminal and marina to the end.
8. **Left** on Harbor Rd. at T, steering **left** at the Ramada but staying on Harbor Rd.
Left and merge on Park Ave.
9. **Left** on 14th St. and continue to the end.
10. **Right** on Harbor St.
Left on Frank Sinatra Drive. This corner is the site of the first modern baseball game, June 19, 1846.
11. **Left** on Hudson St.
Right at the Path/NJ Transit train station on Newark St.

- Left** at Texaco on Henderson St.
12. **Left** on 18th St. and follow road around the Newport Complex.
- Left** on Marin Rd. upon leaving complex.
Continue through 4 lights, the **right** on Grand St.
13. **Left** on Jersey Ave. and continue to end.
14. **Cross** footbridge to Liberty State Park and **continue** to Boat Launch.
15. **Right** on Freedom Way and go to end, exiting Park via Morris Pessin Dr.
16. **Left** on Caven Point Rd. at top of hill, passing Cochrane Stadium to the end.
Left then **right** on Rte. 169, going over hill and railroad tracks.
17. **Right** on Prospect Ave. at Military Ocean Terminal.
18. **Right** at first light on 22nd St.
Left after underpass on Ave. E and **continue** to Bayonne Bridge.
19. To return to Manhattan: Retrace your route or
Cross bridge at Ave. A and 4th St. and follow Bay St. to Staten Island Ferry;
Or, **Ride** JFK Blvd. to Journal Square PATH Station.

NYC Century Bike Tour 1997

Be a part of NY's best century. We need your input and leadership *right now!*

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T.A. Century Working Committee Meeting
Wednesday June 4, 1997, 6:15 pm at the T.A. office

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LETTERS



Dear T.A.:

What your March/April issue's negative item on AAA lacks in accuracy is equaled only by its positive bias and hostility. AAA has grown into a 40 million member organization distinguished since 1902 by its public service activities as well as its direct member services. Perhaps your readers might be interested in impartially judging AAA for themselves, especially in the light of these facts:

- No private organization in the United States had done more on behalf of pedestrian safety than AAA.

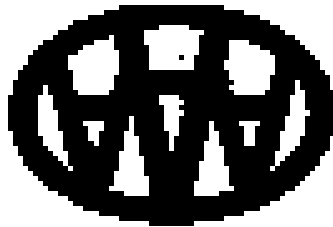
- The distinguished record that AAA clubs have compiled in promoting bicycle safety nationally, in states and at the local level is a matter of record.

- AAA has long been identified with the principle that taxes on motorists — which were levied for highway purposes — should be dedicated to that objective. Today, AAA leads the fight to use these revenues to rehabilitate our crumbling infrastructure and to stop their diversion to programs having little or nothing to do with this very important need.

Your characterization of Auto Club of New York as ranting and obstructionist on traffic issues probably reflects your petulance that our views on traffic engineering are professional and usually are endorsed by agencies and communities which often reject the more radical views of your organization.

It is true that we have harshly criticized the ever-increasing toll rates on local bridges and tunnels. When MTA treats them as cash cows, motorists and those who represent them have every reason to protest! Moreover, when MTA uses toll revenues to subsidize commuter rail fares, City straphangers have vigorously protested. MTA operates under a legislative mandate that hasn't changed in 30 years. We think it's high time for a change and we have detailed our position to the Legislature.

You quote Tri-State Transportation Campaign's comment that AAA is "running a disinformation campaign." But in other circles, it is still called telling



What your last issue's negative item on AAA lacks in accuracy is equaled only by its positive bias and hostility.

the truth and acting responsibly.

Dennis J. Crossley
Vice President

Public & Government Services
Automobile Club of New York

The New York Chapter of AAA deserves credit and thanks for supporting stronger law enforcement and laws to curtail dangerous motoring, and for supporting rail freight improvements that reduce the number of trucks. That being said, the organization nationally stands out for its extreme, motor-ing-at-all-cost perspective.

AAA is a core member of the Highway Users Alliance (HUA) which is aggressively campaigning to gut bicycling, pedestrian, safety, transit and environmental planning, funding and regulatory in the Intermodal Surface Transportation Efficiency Act. When Mr. Crossley speaks of fighting "taxes on motorists—which were levied for highway purposes" and whose "diversion to programs having little or nothing to do with this very important need," he is talking about Federal Enhancement and CMAQ funds which are the mainstay of bicycle and pedestrian funding.

In general, AAA safety campaigns consist of educating cyclists and pedestrians on how to get out of the way of motorists. Indeed, AAA has probably done more to steer the national safety agenda away from proven

pedestrian safety improvements like speed humps and sidewalk extensions than any other organization. Until AAA drops their aggressive political lobbying and becomes only a motorist service organization, environmentalists should look elsewhere for roadway services. —Eds

Dear T.A.:

I have two questions for you. One: At the beginning of January, I was listening to "On the Line," the call-in show on WNYC's AM station. One segment featured a guy with the title "New York City Bicycle Coordinator," or something like that. He struck me as a pretty weak cup of tea. Has T.A. dealt with him, and does this position actually help promote bicycling in the city?

Second question: I love to read about your Commuters of the Month. I myself, a TA member, live in Elizabeth, NJ and work in Newark. It can't be more than ten miles and is easy, flat terrain, but everyone at work tells me I'd be mugged, or worse, getting from home to work. Do you know of any group or person who might know of a way to bike in safety between points A and B?

Rachel Boylan
Elizabeth, NJ

Dear Rachel:

We have been frustrated with DOT's poor progress on bicycling are frustrating to all of us. There is plenty of blame to go around within DOT. But it is up to us to mobilize the public support to make bicycling a mayoral priority (as it is in Chicago.) As to your second question: how does everybody at work "know" you'll get mugged riding to work? Our experience is that bicyclists rarely get hassled or mugged in even the worst areas. Go for it! Anybody who can ride with Rachel should give T.A. a ring and we'll try to hook you up. Or call Bicycle Touring Club of Northern New Jersey (201-284-0404) for a safe route.

Dear Rudia:

I was most impressed with your adorable "chutzpah" in Victor/Victoria, a Republican pretending to be a Democrat pretending to be a Republican.

Now that you're out of the grease paint, let's get out the neon yellow paint and redo the lines on the Brooklyn Bridge to divide the cyclists from the pedestrians. Otherwise, it's unsafe for all of us. Thank you.

Burnette Herrick
Brooklyn, NY

Dear TA:

The letters this Administration writes in response to the TA postcards make me sick. It makes me not want to send in the cards. But I will.

Gail Boorstein
New York, NY

Dear Mayor Giuliani:

As a lifelong resident of Brooklyn, I am appalled by the increasing lawlessness that pervades our city streets. Motorists in increasing numbers seem to be grossly exceeding the speed limit, regularly passing red lights and ignoring stop signs. This cannot help but result in increased injuries and fatalities for pedestrians and cyclists.

I urge you to actively support New York State Assembly bill A3969, introduced by Assemblymember Deborah Glick. This bill would allow New York City complete control over city speed limits. With such a law, our city could set a 15-mph speed limit which would reduce drastically the number of cars that now traverse our streets as if they were highways. Of course, to be truly effective, the lower speed limit would have to be accompanied by increased

driver education and stricter police enforcement. But first, let us set a speed limit that would give our streets back to the people of New York. For too long, cars have dominated and taken priority in our city. If drivers are unhappy about being stuck in traffic or not being permitted to drive at unsafe speeds, I say: let them walk or take mass transit. We'll all be better off I hope you agree.

Matthew Weinstein
Brooklyn, NY

Dear Commissioner Lynn:

My daily, all-season bicycle commute from Far Rockaway, Queens to JFK Airport requires a terrifying trip down Rockaway Turnpike, a.k.a. "The Speedway." This flat six-lane section is bordered to the south by the Airport and to the north by Brookville Park. If I'm daring I'll ride the roadbed near the curb; the speeding maniacs terrify me.

The northern sidewalk edging the Park is in good repair but is garbage strewn, weed, glass, tick, and mice infested, often blocked by downed trees, dead dogs, and recently, a newly smashed refrigerator that fell off a truck! Can't anything be done to clear the sidewalk? I use it only sometimes but have to walk around the obstacles I see. I'm guessing creating a bike path would be too hard.

After calling the Dept. of Sanitation four times, January's dead dog is there as is the fallen tree of two years ago that still blocks the path. How or why the smashed refrigerator got removed, I

can't say. I've filled out the sidewalk complaint form at the DOT in the Queens Courthouse around February, 1995 and I understand the lack of concern for what is considered a little used sidewalk, but it is the only access to that corner of Queens unless one chooses Brookville Boulevard, known for many car accidents.

The sidewalk is there and might be used more if it were more accessible. I've seen a lot of people using it! Maybe something can be done. Thank you.

Charles Kazanjian
Far Rockaway, NY

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Classifieds

Classifieds are free to members. Members may mail or fax ads to T.A. by June 6 for the July/August issue.

Transportation Alternatives, 115 W 30 St, Ste. 1207, NY NY 10001-4010 (fax: 212-629-8334). Ads for bicycles, parts, and accessories only.

Not for commercial use.

Sale: 19" 1995 Specialized StumpJumper LT/XT, A headset, barely used, in perfect condition, \$750. Also Fuji club road bike, 58cm with Suntour cyclone grupo; entire bike recently overhauled, \$175. Leave message 212-531-1332.

Sale: Trek 2300 carbon-fiber road bike: 54/56cm (honestly not sure) without pedals, bright yellow trim, Shimano 100, only ridden 150 miles, \$800 or best offer. Also frame set only: 16.5 GT LTS mountain bike frame with fox shock and Syncros titanium seat post, \$750 or best offer. 212-334-4433.

Sale: Boys' Pacific Kodiak 16", excellent condition 18-speed Shimano \$85. Also Trek 830 mountain bike, black & white, 21-speed rapid-fire index shift, two months old, excellent condition \$250. Peter at 212-473-3559.

Sale: Centurion red 19.5," Dave Scott "Ironman," Shimano 105. Light and Fast. Excellent condition, \$195. Also: Raleigh Superbe ladies 19", \$150 firm; Cannondale rear panniers, new, \$40; Campy rear derailleur, 92-93. Beautiful, \$60; Campy rear derailleur 93-94, \$70. John at 516-432-9116.

Sale: 25" triple-butted chromolly 4130 lug frame made in Japan for for Bike Nashbar. dark blue color with a few scratches. Dia Compe brake levers with hidden cables. Weinman center pull front brake, front black-

burn rack, 90mm TTT stem and handkebars, Suntour bar end shifters, Suntour LaPree front derailleur, Sugino triple crankset, Superbe pedals and toe clips, rear rack, Blumels english white fenders, 36 DT wheels, 28mm inoue tour blackwall wires, \$275. Also, Specialized Hard Rock mountain bike, 20" direct drive CroMo frame, green metallic finish. Array 26" alum. rims, Specialized tires, Shimano full Altus C20 group, 170 crankarms, new Vetta gel saddle, \$150. Call Donald at 908-566-2865.

Sale: Alan 21" modified Super Record 18-speed; excellent condition with 600/105 group, \$500 or best offer. Paul 718-777-1796.

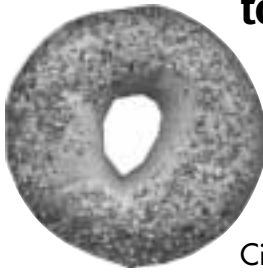
Wanted: I want to buy a fat tire clunker. Call Tom at 212-982-0814.

Sale: 1996 Racermate computrainer with heartrate monitor, spin scan, new 8-bit NES control deck, mint, will sacrifice \$900. Call Maurice at 212-668-7990 (w) or 718-442-1962 (h).

Sale: Skis, 1 year old, used twice: k2 XTS 17 (Sport 7.2mm, length 172) with Salomon Quadx 600 series bindings, Micro-Structured Easy-to-Turn Sintered base, sidecut, fiberglass reinforced torsion box. Will accept best off and throw in ski poles, ski and boot carrying case, and more. Call Trudy at 212-838-2141 or email Trudyth@aol.com

BIKE WEEK 1997

A week of festivities for cyclists who ride to work, to the store, to the movies or just anywhere!

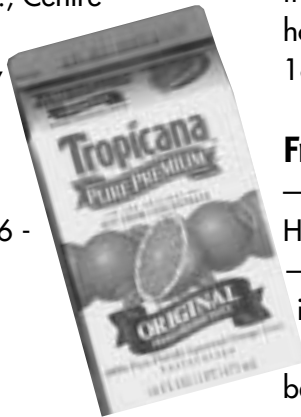


Monday 5/5

—Breakfast, 7 - 9 AM at Starbucks*, 35 Park Row.
—Noon: Politicians Bike Ride; City Hall. Join your local elected officials for a midday cruise.

Tuesday 5/6

—Breakfast 7:30 - 9 AM, Join Manhattan Boro Pres. Ruth Messenger; Municipal Bldg., Centre Street.
—Breakfast 7 - 9:30 AM, Krispy Kreme* provides donuts in Hancock park (St. Nicholas Ave. & 124 St.)
—Happy Hour at Walkers pub, 6 - 8 PM; 2 for 1 beer/soda; 16 N. Moore St. in TriBeCa.



Wednesday 5/7

—Breakfast 7:30 - 9 AM, Join Queens Dep. Boro Pres. P. Magnani; foot of Queensboro Bridge, Queens.
—Breakfast 7:30 - 9:30 AM Barnes & Noble*; 6th Ave. & 22nd St.
—Breakfast 7:30 - 9 AM Join Bronx Boro Pres. Fernando Ferrer; Bronx County Courthouse; 851 Grand Concourse, at 161st St.

Barnes & Noble



Thursday 5/8

—Breakfast 6 - 9 AM, Join Staten Island Boro Pres. Guy Molinari; S.I. Boro Hall; Richmond Terrace steps.
—Breakfast 7 - 9 AM at Starbucks*; Lafayette Street at Astor Place.
—Wetlands Cyclists Get Together, 9 PM, for "Feedback"—an evening of freestyle jazz, spoken word & hip hop; Call TA for admission & drink specials. 161 Hudson St.



Friday 5/9

—Breakfast 7:30 - 9 AM, Join Brooklyn Boro Pres. Howard Golden; Brooklyn Borough Hall, Plaza side
—Breakfast 7 - 9 AM Krispy Kreme* provides donuts in Madison Square Park, 5th Ave. at 23rd St.
—Brooklyn Brewery Happy Hour, 6 - 9 PM; 2 for 1 beer/soda; 79 N. 11th St. b/w Barry & Wythe.

Saturday 5/10

—Annual T.A. Benefit Auction, 7 - 10 PM P.S. 19 M (Asher Levy School); 1st Ave. bet. 11th & 12th Sts. Great Bikes, Bargains, FUN!!



Sunday 5/11

—Fun Ride. Enjoy an easy 20-30 mile ride in the boroughs to celebrate Bike Week. Organized by the 5-Boro Bike Club and TA. Meet 9:30 AM at City Hall.

**Corporate breakfasts organized with the NYC Dept. of Transportation*
For More Information Or To Confirm Events, Call Transportation Alternatives. 212-629-3311.

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