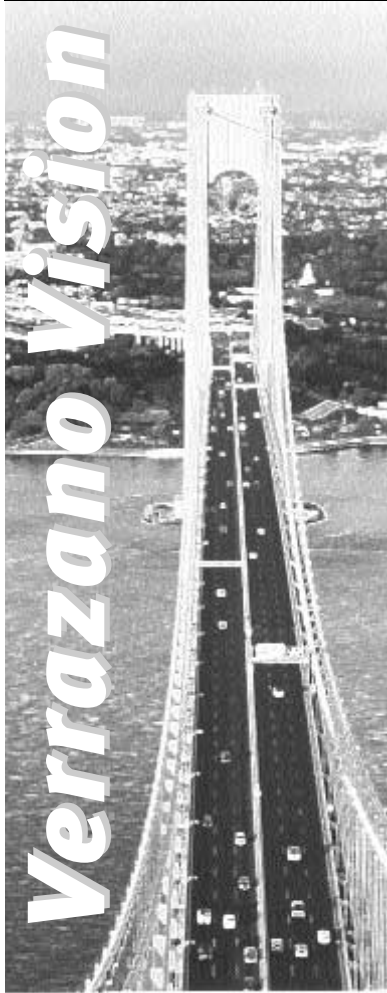


TRANSPORTATION Alternatives

T.A. is Winning Results

- ✓ **Bike Racks**
350 Installed, 1500 To Come
- ✓ **34th Avenue Bike Lane**
- ✓ **Hudson Street Bike Lane**
- ✓ **Cross Bay Blvd Bike Lane**
- ✓ **Bike Symbols on
Every Bike Lane**
- ✓ **Speed Humps on
Neighborhood Streets**



New York, a metropolis of islands, is home to the greatest collection of bridges in the world. The dozen epic spans erected from the 1880s to the 1960s inspire wonderment and civic pride. They bear special importance for walkers and bike riders, offering vital travel routes and stunning open-air vantages in a grand synthesis of natural and man-made beauty.

No experience is quite like viewing the lit-up Manhattan skyline from mid-span on the Brooklyn Bridge, or crossing the George Washington Bridge as the rising sun illumines the Palisades. Every day these and the city's workhorse bridges, from the Williamsburg to the Triboro, convey thousands of pedestrians, cyclists and skaters on safe, traffic-free lanes.

The city's youngest bridge, and the hemisphere's longest, spans New York Harbor from Bay Ridge to Staten Island's southeast shore. The public works genius Robert Moses was 75, and the master bridge designer Othmar Ammann 85, when their and New York City's last great bridge, the Verrazano-Narrows, opened in 1964. Whether it was their ages or just the age of ascendant automobile, the Verrazano was built without a pedestrian-bicycle path. Save for the annual NYC Marathon and 5-Boro Bike Tour, when one level of the bridge is briefly closed to motor traffic, there is no way to cross the Verrazano under one's own power, no opportunity to stop and savor the kaleidoscope of city, sea and sky.

Two months ago, however, the bridge's builder, Ammann & Whitney, revealed that a permanent year-round walk-and-bike path could be retrofitted onto the Verrazano. In an exhaustive study for the Department of City Planning, the firm recommended twin 2.2-mile paths — a pedestrian promenade facing lower Manhattan, and a south-facing bike path overlooking an expanse of coastline from Jones Beach to the Jersey shore. For an estimated \$26.5 million, the city could gain both an international tourist attraction and an irresistible magnet for adventurous New Yorkers.

The place to find the money is the federal government's next six-year transportation budget, which Congress is now drafting. Fortuitously, Congresswoman Susan Molinari, who represents not

only Staten Island but communities on the Brooklyn side of the bridge, is a ranking member of the House Transportation Committee. If Rep. Molinari pushes now, before her impending retirement, and Mayor Giuliani and Gov. Pataki lend support, there is a good chance that money for the paths could be earmarked in the new bill.

To be sure, with budget cuts afflicting schools, subways and social services, investing millions to access the Verrazano Bridge gives pause. But the pot being tapped is exclusively transportation funds, much of it destined for expensive new highways. In the tri-state region alone, billions are being targeted for dozens of highway expansions, all certain to be saturated by the development and traffic that new roads inevitably generate.

In contrast, the Verrazano walk and bike paths would literally expand our horizons.

Cyclists and hikers from around the City would have a fabulous destination for day trips. The maritime elements of Gateway National Park, from Jamaica Bay Wildlife Refuge to Great Kills National Seashore, would be fully linked. Residents near the bridge, particularly those who don't own cars (a third of all households in the four community boards closest to the bridge), would gain a new travel option. Perhaps best of all, kids from these communities would get to flex their independence by tackling the challenging climb and seeking out new vistas.

One evening last month, under a wind-driven, technicolor sky, I took my two-year-old to the Hudson River esplanade in lower Manhattan. Staten Island twinkled like a New England fishing village, and the Verrazano Bridge gleamed. I remembered a long-ago October afternoon at age eight, when I hiked with my best friend two miles across the Long Beach Bridge and returned home beaming with pride. I looked at my son in his stroller and pictured him beside me in 2003, coasting down the Verrazano-Narrows Bridge on a bike, proud as an 8-year-old can be.

—Charles Komanoff is a past president of T.A.

2	<u>Provocateur</u>
3	<u>Publisher's Letter / Calendar</u>
4	<u>Cycling News</u>
6	<u>Reclaiming the Streets</u>
8	<u>NYC & Bicycling in 1997</u>
10	<u>Pressure Points</u>
11	<u>Metropolitan</u>
12	<u>T.A. Committees</u>
13	<u>Garage Bike Parking</u>
14	<u>Bike Week</u>
15	<u>Commuter of the Month</u>
16	<u>Auction Success</u>
17	<u>Auto-Free World</u>
18	<u>Bikes Shops & Transit Access</u>
20	<u>Rides</u>
21	<u>Joyride</u>
22	<u>Letters</u>
23	<u>street dirt / Classifieds</u>

July

Wed 16, 7 pm. Bronx Committee Meeting. Moshulu-Montefiore Community Center, 3450 DeKalb Ave at Gun Hill Rd. Call 718-653-2203.

Tues 22, 6 pm. Union Square Committee meeting. Meet north side of the Union Square Pavilion.

Mon 28, 6-8 pm. Auto Free New York. Newark City Subway Field Trip. Call 212-475-3394 for more information.

August

Sat 16, 9 am. Century Route Painting #1. Call 212-629-8080 for details.

Wed 20, 7 pm. Bronx Committee Meeting. Moshulu-Montefiore Community Center, 3450 DeKalb Ave at Gun Hill Rd. Call 718-653-2203.

Fri 22, 6:30 pm. T.A. Magazine Mailing Party at the office. Call 212-629-8080 to confirm date.

Sat 23, 9 am. Century Route Painting #2. Call 212-629-8080 for details.

Mon 25, 6-8 pm. Auto Free New York. Jackson Heights, Queens Field Trip. Call 212-475-3394 for more info.

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.

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Cover Photo: Paul Harrison

SEE YOU IN COURT, PAUL

The most patient man in New York City is leaving the T.A. staff to attend Fordham Law School. For the last four years Paul "sue the bastards" Harrison has given his all to T.A. in his work for sane transportation policy. As the voice of the NYC pedestrian, Paul has demanded safer streets in the *Times*, *News*, *Post* and in community weeklies. This year, Paul pushed crucial legislation for slower speed limits on neighborhood streets through both City and State bureaucracy. Thanks in large part to Paul's persistence, the long-overdue law should pass later this year.

Maybe nice guys do finish first. Paul's kind demeanor has enabled him to channel the energies of frustrated and fractious New York City communities towards a new era in which the concerns of pedestrians and neighborhoods come first before the need to move traffic. It was his genial nature and fundamental decency that turned T.A.'s Neighborhood Street Network coalition into a politically potent team of 30 civic groups. The Network took to the streets in west Brooklyn to win a precedent setting traffic calming plan.

Apart from his talents as an advocate, Paul has also served as the production powerhouse for Transportation Alternatives magazine. Not only has he mastered the art of computer layout, he has on



Paul and Governor Pataki hang out at the Rockefeller Center Subway Station.

many occasions jumped on his bike to take the sorely-needed snapshot or made last-minute calls to fill in crucial facts. As a writer, photographer, designer as well as office ombudsman and advocate, Paul will be missed terribly at T.A. However, we wish him all the best in his career as an environmental lawyer, and look forward to the day he represents T.A. before the courts.

Sincerely,

John Kaehny,
Executive Director

Jill Solomon Memorial Fund

Transportation Alternatives thanks the friends and family of cyclist Jill Solomon for donating the proceeds of her memorial fund towards our work for bicycle safe streets. Bicycling was an important part of Jill's everyday life and her love of the city. Sadly, this young vital person was killed in April by a tractor trailer near the Manhattan entrance to the Queensboro Bridge while on the way home. The driver was not charged and is said to have shown no remorse.

Our deepest sympathy to Jill's loved ones, and the loved ones of the fifteen to twenty cyclists killed each and every year in New York City.

Cycling News

Bike Lane Bonanza

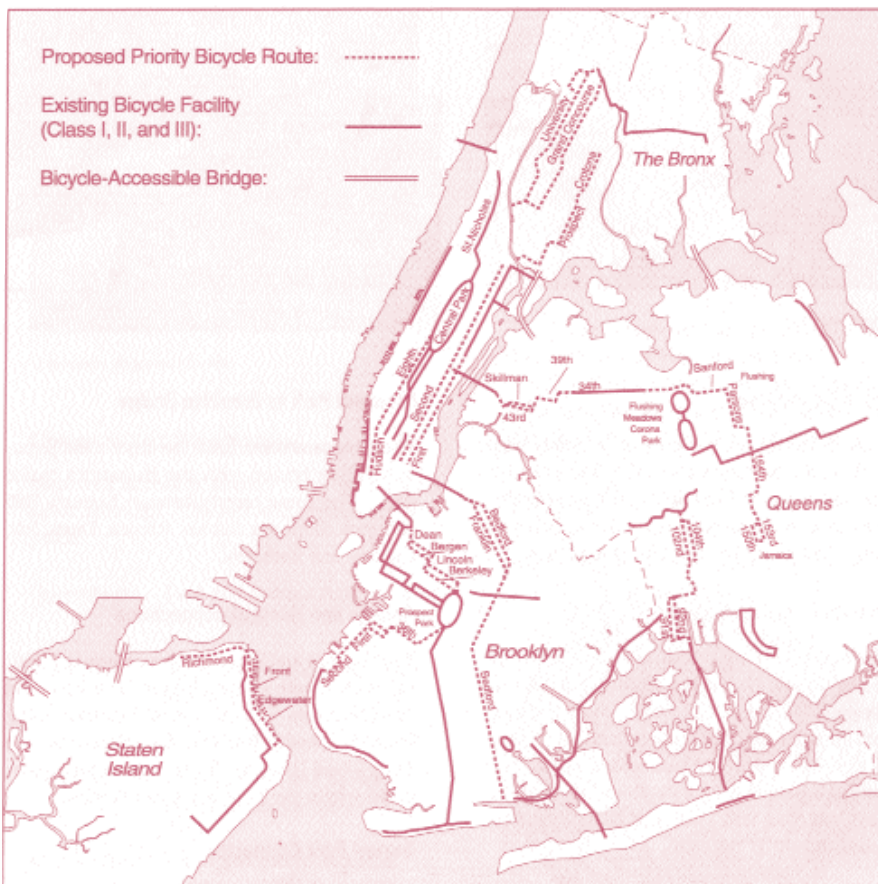
In a flurry of spring activity, the Department of Transportation has installed five new bike lanes, and three more will be in by September. This new burst of energy is especially encouraging since DOT installed only two lanes (Lafayette St. and St. Nicholas Ave.) in the preceding five years.

Some may carp about bike lanes being little more than extra parking lanes, but lanes are invaluable for a number of reasons: they emphasize a cyclist's right to the road, encourage new cyclists and lastly, despite the problems, often work to provide cyclists with their own road space. The most bike friendly U.S. and European cities all feature extensive lane networks, which when well used are most effective. To the right is a brief description of the brand new lanes. When more than five feet, "width" includes a painted "buffer zone" between the bike lane and traffic.



If the City sticks to its new Bike Master Plan, this ribbon-cutting on Hudson Street heralds a new era of bicycling.

Priority Routes: On-Street



After years of T.A. pressure, the City recently released its "Bicycle Master Plan." The plan outlines a system of 900 miles of bike lanes and off-road greenways. When, and if, built, New York will become the most bicycle-friendly city in America.

See the next issue of Transportation Alternatives for a detailed review.

INSTALLED:

Cross Bay Blvd., Queens (Two Way)

Length: 3.7 miles in each direction.

Route: Cross Bay Blvd. from Cross Bay Veterans Memorial Bridge to 165th Ave.

Width: 6-7 feet at curb, and averages 7 feet adjacent to parking lane.

Provides: access to Rockaway Beach, Broad Channel, Shore Parkway Greenway, Jamaica Bay Wildlife Refuge.



NYC has never dealt with the conflict between bikes and turning cars—until now (Cross Bay Blvd).

34th Avenue, Queens (Two Way)

Length: 2.4 miles in each direction.

Route: 69th Street to 114th Street on 34th Ave.

Width: 5 ft (no buffer).

Provides: a link to Flushing Meadows Park, Shea Stadium and surrounding neighborhoods.

Hudson Street, Manhattan (One Way Uptown)

Length: 1+ mile

Route: Broome St. to 14th Street.

Width: 9 ft.

Provides: Route northward from TriBeCa to SoHo and Greenwich Village.

INSTALLED BY SEPTEMBER:

Bedford Avenue, Brooklyn (Two Way)

Length: 6.3 miles in each direction.

Route: Bedford Ave. between Emmons Ave. and Bergen St.

Width: 5 to 6 ft (no buffer).

Access to: Sheepshead Bay, Brooklyn and Medgar Evers Colleges; Erasmus, Midwood and James Madison High Schools; Community Hospital of Brooklyn.

Connects with: Eastern Parkway bicycle path.

Sunset Park Connector, Brooklyn

Length: 5 miles in each direction.

Route: Meanders through Sunset Park, following the southern edge of Greenwood Cemetery and connecting the Shore Parkway bike path and Prospect Park.

Width: 5 ft (no buffer).

Access to: Prospect Park, Greenwood Cemetery, Sunset Park, Shore Parkway bike path, Owls Head Park, new Owls Head bike/ped path.

INSTALLED BY END OF YEAR:

University Avenue, Bronx

Length: undetermined.

Route: Ft. Independence Park to the McCombs Dam Bridge. Primarily on University Ave.

Width: 5 ft., at minimum.

Provides: Access to Lehman College, V.A. Hospital, Bronx Community College, Moshulu Parkway bicycle path.

Bike Shorts



Hooray for Big Bike Symbol Debut

One of the most commonly asked questions we used to get was: “What do those diamond things on the street mean?” Our answer now is “who cares, we finally got clear symbols of bicycles installed on every bike lane!” After a four year quest by T.A. (that seemed akin to beating our heads against a stone wall), the DOT has installed clear, well designed bike symbols on every bike lane. The symbols are an important step in upgrading city bike lanes and making them a strong reminder that cyclists belong on the road and are supported by the City. The next step is painting or paving lanes a red or green color to emphasize their distinctiveness. (FYI: Diamonds mean “special use lane,” which covers everything from HOV lanes and rush-hour bus lanes to bike lanes. As a result, they mean next to nothing.)

CityRacks Goin' In

Overjoyed to see those silver bicycle hitching posts appearing about town? So are we. While the seemingly simple task of installing bicycle racks on NYC sidewalks has taken longer than any cyclist would like, this spring has seen the planting of numerous CityRacks throughout the five boroughs. Remember the sites you requested? Visit them and see if a rack is in the ground. The roughly 320 racks installed to date give hope to urban cyclists whose improvisational parking regularly includes lamp posts, meters, fire hydrants, bus shelters, mailboxes and trash cans. The DOT hopes to install a total of 500 racks by summer's end, and there should be 2,200 new CityRacks in total. Know a place that needs a rack? Call 212-442-7705.



The Grand Central Partnership, inspired by the CityRacks program, is now installing its own racks in midtown. Here are two of their stylish designs.



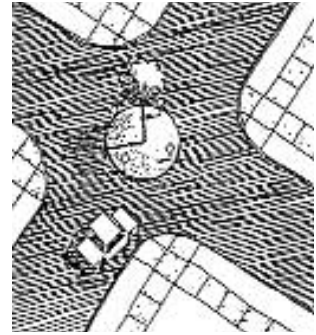
DOT's Parking Control Unit now uses bikes to give tickets to motorists.

RECLAIMING THE STREETS

Slow Speed Bill Speeds Up

Thanks to the work of T.A., and the Neighborhood Streets Network, New York City may soon escape a wrong-headed state law which mandates a minimum speed limit of 30 mph on city streets. The law also keeps the City from installing traffic calming devices like speed humps, designed to reduce speeds to more neighborhood- and pedestrian-friendly levels. The proposed law would open the way for the City to install elevated crosswalks and mini-traffic circles that would reduce speeds in some places to as low as 10 to 15 miles per hour.

T.A. worked hard with the Assembly Committee on Critical Transportation, headed by Manhattan Democrat Deborah Glick, to develop bill language that met the concerns of City engineers and lawyers. With that done, the City has formally endorsed the bill, which has now been introduced by the majority parties of both houses of the legislature and could pass this session.



Slow speed legislation will make mini-traffic circles, and other treatments, more effective.

Is Traffic Calming Finally Sinking In at DOT?



New bike lane on Rockaway Point Boulevard serves as traffic calming by narrowing street from four lanes to two. DOT also installed rumble strips.

Breezy Point was stunned this Spring when two little girls were killed by a speeder on Rockaway Point Blvd. The devastated community demonstrated for an end to the outrageous speeding and broad highway-like street marring their neighborhood.

Although the community demanded a traffic light, the DOT responded intelligently by thinking traffic calming first, narrowing the two-way street from four lanes to two and installing rumble strips and a good bike lane. The DOT was right to avoid traffic lights, since they often lead to higher speeds and turning accidents. Unfortunately, the Mayor and DOT have done a poor job of educating communities about the pitfalls of traffic lights. The Mayor's mistaken giant spring light installation blitz in Queens and Brooklyn only furthered the common misconception that lights are the solution to most road safety problems.

DOT's use of bike lanes as a traffic calming tool is an encouraging sign. Bike lanes reduce speeds by narrowing the space for cars, and the increased presence of cyclists emphasizes that the street is not a highway, but is instead shared between cars, bikes and pedestrians.

However, speeds are still too high on Rockaway Point Blvd. DOT should install a series of speed humps and traffic circles. It is a sad thing that innovations of this kind in New York City seem to require deaths.



Car-Free FIT Campus In Works. Secret Sam Plan Succeeds.

Last issue, we reported that DOT Commissioner Christopher Lynn and *Daily News* traffic columnist, Gridlock Sam (a.k.a. Sam Schwartz, former city traffic commissioner) had teamed up to end the Fashion Institute of Technology's (FIT) car-free days on 27th Street. Sam wrote a scathing response to our story in which he took us to task for failing to call him before running it. According to Sam, his intention all along was to pressure FIT into finally building the attractively designed urban campus they had promised 20 years ago, when cars were banned from 27th Street.

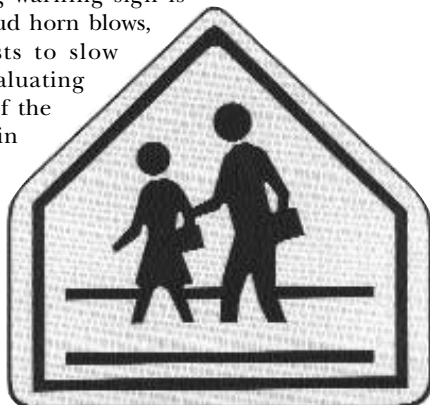
Amazingly, the secret "Gridlock/Lynn" pressure plan seems to have worked, and FIT has pledged to build a real pedestrian-only campus on 27th. Sam was on-target when he said T.A. should have called first. Sorry Sam.

While we credit Lynn and Gridlock for the success of their wheels within wheels plan, they sure had the community, local elected officials and FIT convinced that their sole motivation was to open up more street space for traffic clogged midtown. Likewise, it seemed to us that it was only the howls of protest from the community, FIT and the pols that kept cars off the street.



Pedestrians Honk at Drivers

A new pedestrian crossing at Avenue P and 13th Street in Brooklyn has a pedestrian activated light that makes noise at drivers. A sensor in the sidewalk activates the signal, removing the need to push a button. The *New York Post* reported recently that when a pedestrian approaches the intersection a flashing warning sign is activated and a loud horn blows, warning motorists to slow down. DOT is evaluating the effectiveness of the device, common in New Zealand and Australia but unknown in the U.S., over the next few months. Now, let's get going with the photo radar.



Get a FREE City Bike!

CHOOSE A T.A. THREE YEAR MEMBERSHIP AND SAVE YOURSELF:



- ☛ having to renew each year
- ☛ \$5 immediately
- ☛ the effort and paper when you send in a check every 12 months
- ☛ more \$\$\$\$ as membership rates rise

Most important of all, your money will go a lot further for cycling advocacy and green transportation because we will spend less time and money chasing you with renewal reminders.

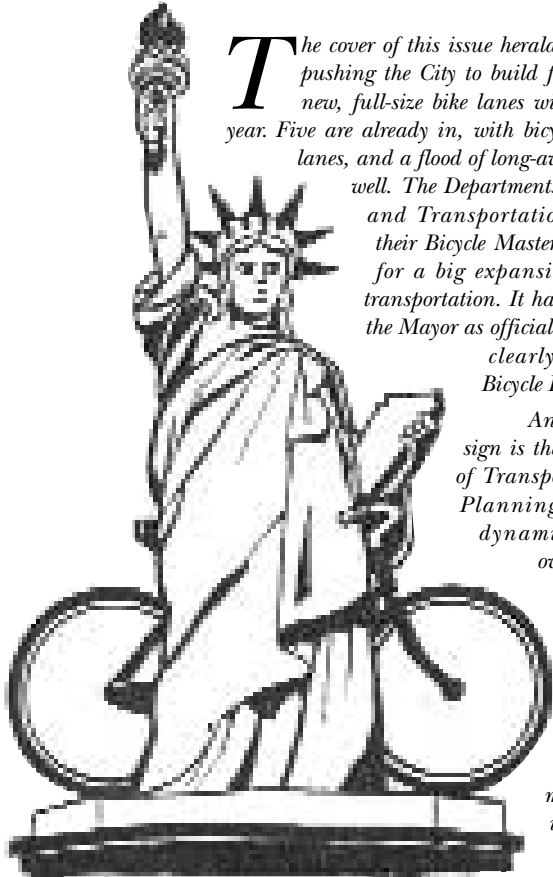
Sign-up for a 3 year membership before October 1, 1997 and your name will go in the drawing for a free city bike of your choice from Recycle-A-Bicycle

Join NOW and help yourself and T.A.! Please use the postage-paid reply envelope included in this issue.

Even if your membership doesn't expire soon, you can get in on this deal! You will be renewed for three years beyond your current renewal date.

MAKING THE GRADE:

NYC & Bicycling in 1997



The cover of this issue heralds T.A.'s success in pushing the City to build for bicycling. Seven new, full-size bike lanes will be installed this year. Five are already in, with bicycle symbols on all lanes, and a flood of long-awaited bike racks as well. The Departments of City Planning and Transportation just published their Bicycle Master Plan, which calls for a big expansion in cycling for transportation. It has been approved by the Mayor as official policy. The plan is clearly based on T.A.'s Bicycle Blueprint.

Another encouraging sign is that the Departments of Transportation and City Planning both have new, dynamic professionals overseeing their bicycle programs.

Cyclists are a bigger presence on city streets than they have been for years, or maybe ever. According to DOT, for

every cyclist riding in midtown, or across city bridges, in 1980, there were two and a quarter in 1995. Today, the number is even higher. And, gleaming on the horizon is a \$63 million citywide network of Federally-funded greenways. These car-free paths will open a whole new universe for beginning cyclists not yet ready for traffic.

It is all encouraging news, and credit should go to the Departments of Transportation and City Planning—especially new DOT bike/ped chief Louis Aragao and Planning's Jackson Wandres—for getting projects out on the street.

Yet, despite this progress, the nagging reality for city cyclists is that frightening near misses are a daily occurrence and that the joy of cycling is too often quelled by the inherent menace and hostility of automobile traffic. In a city where ex-cyclists far outnumber current, the focus should be on keeping folks in the saddle. Bicycling is an inherently fun and convenient way to get around a dense city. But the NYC cycling experience is too often one of frustration mounting on fury until the fun is forgotten.

So, which is it? Is the bicycling glass half empty or half full?

Last June, this magazine presented five fundamental steps towards better bicycling in NYC. (May/June 1996.) These "bicycling basics" provide a good framework for rating the City's bicycle efforts. Below, T.A. grades the performance of the City and MTA on their efforts to encourage cycling. We gave two grades: first for the overall state of each "bicycling basic;" second for the improvement in the City's effort over the last year. A is vast improvement; B good improvement; C noticeable improvement or continued OK job; D is much worse than previous; F is terrible or non-existent effort.

T.A.'S FIRST ANNUAL BICYCLING REPORT CARD

ON THE EFFORTS OF CITY AGENCIES AND THE MTA TO ENCOURAGE CYCLING.



Bicycle Lanes

Overall: C- Last 12 months: B+

The DOT has installed five new lanes in the last four months. That's good and a hell of a lot better than the slow to non-existent progress of the last five years. But the DOT has been opposed to T.A.'s

requests for innovative lane designs that would include features like flexible bollards and colored asphalt. After years of T.A. prodding, DOT did finally install bike symbols in all lanes as a visual reminder of cyclists' rights to the road. No small job, given that there are about 200 symbols along each of the new 3.7 mile two-way Cross Bay Blvd. bike lane in Queens.

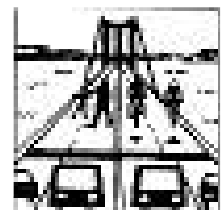
NYPD enforcement of the lanes remains abysmal, and cabs and trucks view them as extra parking lanes. The City should picture the lanes as giant gold mines and send traffic "mining

crews" out to write lucrative piles of parking tickets. Sub-standard, four foot lanes like 5th and 6th Aves., Broadway and north First Ave. are a public health hazard and dangerous joke on cyclists. Too many lanes continue to be installed on out-of-the way, low traffic streets and not on the big fast streets where they are needed. DOT should install lanes where they are needed, not randomly where excess traffic capacity exists.

Bridges

Overall: D Last 12 months: D-

The highlight of the year was the Mayor's November, much protested, decision to ban bicyclists from the Queensboro Bridge weekdays from 3 pm to 8 pm and provide a bus shuttle instead. The Mayor's move reneged on years of writ-



ten and verbal promises to T.A., and seriously diminished the Mayor's credibility with cyclists. Often overcrowded and delayed, the shuttle is hated by many. Worse yet, the City refuses to confirm in writing that the QBB will have a permanent bike path. Getting on and off all of the East River Bridges is a nightmare; especially the Manhattan sides of the Queensboro and Brooklyn. The Manhattan Bridge, whose path is completed, is undergoing major lead abatement that could delay its opening for an amazing seven to ten years. DOT's Bureau of Bridges deserves a special "head buried in mud" award for their secretiveness and unhelpful attitude on the subject. Additionally, the DOT seems to have pulled the plug on its commitment to install directional signs to bridge bike/ped paths.

The only good news is that the Williamsburg Bridge rebuild is on or ahead of schedule. A wide, spanking new path will open in 1999. Another bright spot is the study that shows the Verrazano could have a bike path for \$26.5 million, though City Planning downplayed this in favor of racks on buses crossing the bridge.

Safe Streets

Overall: D+

Last 12 months: C

The cops are doing more, but it's not nearly enough. Speeding is rampant everywhere and atrocious taxi driving has reached an all-time high. (How is it the cops have so much time to ticket cyclists?)

The TLC deserves an F for their failure to get dangerous cabbies off the road. Motorists who kill cyclists and pedestrians are rarely if ever prosecuted or punished. Where is the Manhattan D.A.? There should be hundreds of red light and speed radar cameras: why stop at 35?



Greenways

Overall D+ Last 12 months: C

The future is very bright for greenways. The City has about \$65 million in Federal ISTEA funds dedicated to an extensive network of car-free, multi-use paths in every borough, and planning is furiously underway at the Parks Department. Ideally, cyclists will revel in the paths. But experience elsewhere has found that many everyday cyclists are deterred by swarms of inattentive dog walkers and novice skaters. Major problems loom for the very important Hudson River/ Route 9A Greenway, which will link 155th Street to the Battery. Tens of dangerous car turn-offs cutting across the bike path are planned, so as to allow motorists to park at future commercial developments along the river front.

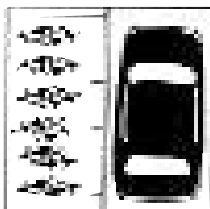
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Parking

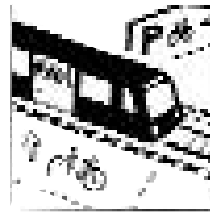
Overall: C

Last 12 months: B

Lots of new DOT CityRacks are going in. Something is wrong though, because they don't seem to appear in oft-requested, busy locations like upper 6th Ave. or Chelsea. Also missing is any effort by the



City to get bike parking into private buildings or parking garages—an effort that will be vital if cycling is to succeed. Lastly, after a spark of interest, the police interest in bike theft stings seems to have vaporized.



Transit

Overall: B

Last 12 months: F

Zero effort by the City or MTA to create parking at transit stops. This despite the fact that the bike-transit partnership multiplies the usefulness of both modes many times over. The City can't seem to grasp

that putting racks and lockers at municipal park and ride lots could get a lot of people on bikes, as could secure parking at the Port Authority, ferry terminals and major transit stops. The overall grade of B reflects the immense benefit that legal bicycle access to the subways provides. Cyclists and transit workers seem to be getting the system to work more smoothly with every passing day.

Momentum & Attitude

Overall: C

Last 12 months: B+

The new blood at DOT and Planning is a giant plus, as is the quiet support they are getting from their bosses including DOT Chief Christopher Lynn. The Bike Master Plan is encouraging as is the receptiveness of the bike bureaucrats to T.A.'s input. Dep. Mayor Rudy Washington's adoption of the Bicycle Pedestrian Advisory Council helps clear delays. The downside is that the Mayor and his top media advisors refuse to be identified with cycling, including canceling high level participation in Bike Week '97 and that the Community Boards are largely as difficult as they can be on cycling issues. The snake in the grass for cycling progress is public outrage over bikes on sidewalks, which is poisoning public and political receptiveness to bicycling.



Overall Grades

Overall: D+

Last 12 months: C+

It could be a full letter higher in both categories given the new energy and accomplishments of the City's bike programs. But the Queensboro Bridge closure and the continued failure of the cops to get the job done on speeding and reckless driving is disappointing, as is the harsh truth of an increase in cycling deaths.

Clearly, the City is a long way from doing what it could to create better bicycling. But thanks to the momentum generated by the continued strong growth in cycling, Federal ISTEA funding, recent bike lane successes, and strong new talent inside the City, the next decade should lead to an explosion of cycling. That is, of course, only if you help T.A. stay strong enough to keep the pressure on.

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
 Next Meeting Date: 7/1
 Call 212-629-3311 for location.

Bronx Committee

Chairperson: Rich Gans
 Email: bronx@transalt.org
 Phone: 718-653-2203
 Next Meeting Date: 7/16, 8/20
 Location: Moshulu-Montefiore Community Center
 3450 DeKalb Ave at Gun Hill Rd.



Brooklyn Committee Members deliver 1,000 signed postcards to Brooklyn Borough President Howard Golden

Queens Committee

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

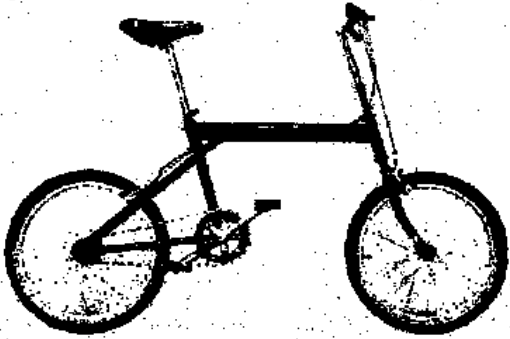
Central Park Committee

Chairperson Needed!
 Next Meeting Date: TBA


Union Square Committee

Chairperson: Carter Craft
 Email: craft@panix.com
 Phone: 212-255-5815
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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)
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
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



Recycle-A-Bicycle

How To Help

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

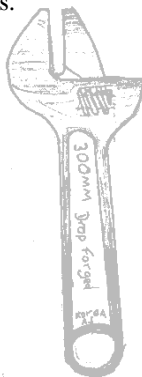
Manhattan:

I.S. 218 - 4600 Broadway (196th Street)
Contact: Ray Godwin, 212-569-2880 ext. 23

Henry Street Settlement at Charas, Inc.
605 E 9th Street (Avenue B)
Contact: Arif Hajee, 212-473-1474

Brooklyn:

Grand Street Campus, Williamsburg
Corner of Bushwick Avenue and Grand Street
Contact: Ira Perelson, 718-789-1813



Ever Bike on the Information Superhighway?

We highly recommend it! No helmet needed!

ASKTA: Stay up-to-date with the latest T.A. alerts and events. To join the ASKTA mailing list:

1. send e-mail to listproc@echo-nyc.com
2. in the message type: *Subscribe ASKTA your e-mail address*
3. Watch your e-mail for updates and news.



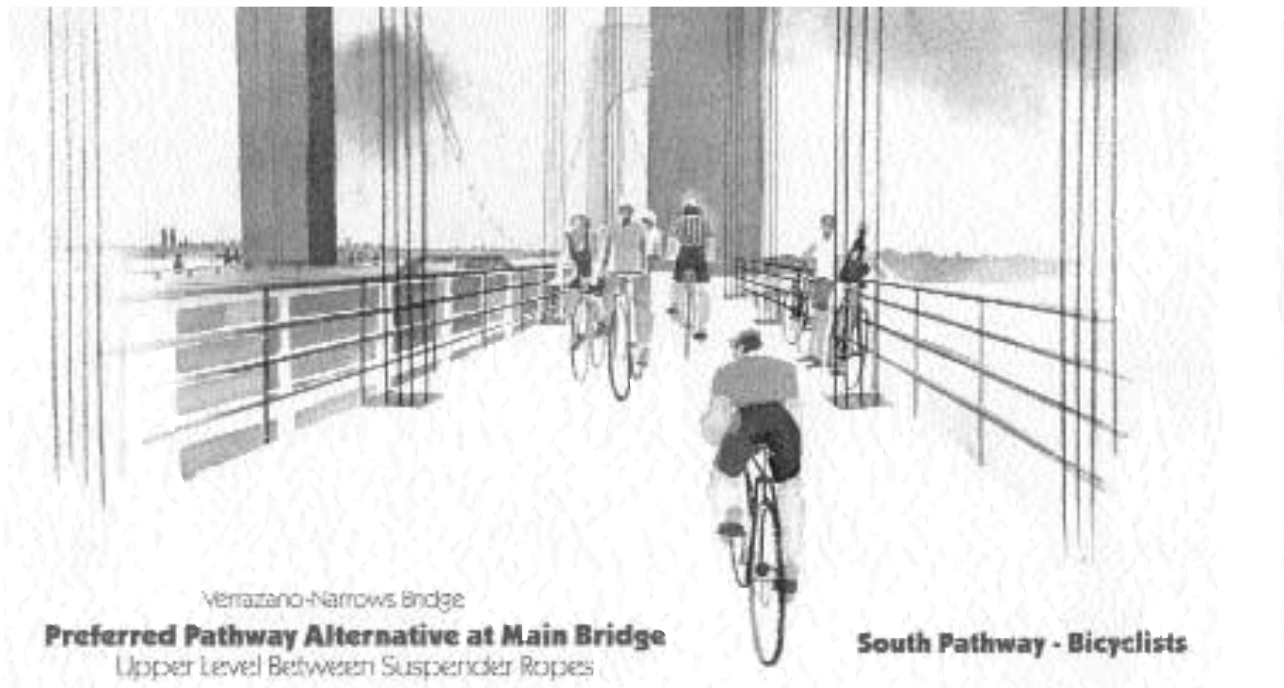
Founded in 1993, EBIKES is the electronic forum and community for city cyclists. A tremendous resource for those new to cycling as well as veterans.

To join the EBIKES mailing list:

1. send e-mail to majordomo@ebikes.org
2. in the message type: *Subscribe ebikes, or, for the digest: subscribe ebikes-digest.*
3. watch your e-mail for lively discussion about NYC region cycling, news, and more!

PRESSURE POINTS

Verrazano Lifeway— Will the Long Awaited Wish Be Granted?



Guy Molinari Holds the Key

In 1993, T.A. members flooded City offices with thousands of postcards demanding a feasibility study for a bike and pedestrian path over the Verrazano Bridge. The City buckled to T.A.'s pressure and funded a study to determine if the pathway could be built. In May of this year, the study was completed and it gave a virtual green light to the path construction. The Study found that twin pathways (separate paths for pedestrians and cyclists) on the North and South sides of the bridge are indeed feasible and can be constructed at a cost of \$26 million.

Now the key is to gain the support of Staten Island Borough President Guy Molinari. With Mr. Molinari's support it is likely that his daughter, Rep. Susan Molinari, and Senator D'Amato will help get the necessary

federal funding to make the Verrazano bike/walkway happen. Because this is an election year for Sen. D'Amato, this project is the perfect opportunity for him to win some points with environmentalists and be the force behind a monumental project that will last for generations at the same time.

T.A. has mobilized its troops to fight for the construction of Verrazano bike/walkway, and the effects are already apparent. Community Board 10 in Bay Ridge has passed a motion to support the project, and several influential environmental and community groups on Staten Island have agreed to urge Molinari and D'Amato to make this visionary project happen.

This critical link between Brooklyn and Staten Island may finally become a reality if we keep the pres-

sure on Guy Molinari and Sen. D'Amato. With T.A. members' support we have come very close to seeing this dream realized. But we must continue to send letters urging Molinari and D'Amato to open the majestic span of the Verrazano to fleets fueled by human power.

Write: Senator D'Amato.
520 Hart Senate Office Bldg.
Washington DC 20510

If you live in Brooklyn:
Borough Pres. Howard Golden.
209 Joralemon St.
Brooklyn, NY 11201

If you live in Staten Island:
Borough President Guy Molinari
Borough Hall - Rm. 120
Staten Island, NY 10301

METROPOLITAN

from *Mobilizing the Region*

THE REGION

Lex Line Sardine Fest

Two potential MTA mega-projects could radically alter the way East Siders travel. The East Side Access project would connect the Long Island Rail Road to Grand Central Terminal via the 63rd Street Tunnel. The political runner-up is NYC Transit's Manhattan East Side Alternatives (MESA) study, which would build a Second Ave. subway uptown, and implement a busway or light rail in the Lower East Side and East Village. The LIRR-GCT connection project has strong backing from Gov. Pataki and Sen. D'Amato because of its suburban constituency and possible tie-in to an airport rail project. The MTA officially says that the LIRR-GCT is the only mega-project that's ready. But the MESA study is not far behind, and it is essential if the horribly crowded conditions on the 4, 5 and 6 are to be improved. This is especially true if 30,000 more riders are pumped onto the line from the LIRR connection.

The MESA study seeks to address overcrowding on the Lexington Ave. line with a Second Ave. subway from 125th Street to 63rd St., connecting the line to unused N and R express tracks under Broadway via the 63rd Street line. MESA also proposes a transit designated right-of-way on the Lower East Side, terminating near South Ferry and at Union Square for either bus or light rail.

IN THE SUBWAYS

Straphanger's Campaign Scores Big With "State of The Subways Report"

For the first time ever, the public has a base line with which to objectively rate improvements or deterioration in subway service. The news media responded to the report with a deluge of coverage, which is vitally important if subway budget and service cuts are to remain on the political radar screen. The Straphangers Campaign report rated six factors for 20 of New York City's 23 subway lines to establish an overall grade for each.



The State of the Subways study was prompted by the severe City and State cuts the subway operating budget has endured since 1994. Transit managers say they can do more with less, but is it true? The only real way to judge performance is to measure it. A Straphangers report on NYC's 42 most heavily traveled bus lines is forthcoming later this year.

Spanking New Subway Cars

The Transit Authority announced its largest ever single contract, \$1.4 billion for 1,080 subway cars to replace the 1950's-era "red bird" IRT cars. The cars will have features such as electronic voice announcements, street maps and signs.

CONNECTICUT

Speeders Having More Fun

The CT House voted on May 27, in two separate bills, to raise speed limits on major highways to 65 mph and reduce speeding fines 25%, despite concerns it would cause more crashes, injuries and deaths. The bill, originally written to raise the limit to 60 mph, was amended to 65 mph the day of the vote. A *Courant* poll of 500 residents revealed 86% favoring the higher limit.

NEW JERSEY

How Does Your Garden Grow? NJ Greens Launch Anti-Sprawl Campaign

The NJ Audubon Society and the State Federation of Sportmen's clubs launched a statewide petition drive this week to put teeth into the State Development and Redevelopment Plan. The groups intend to collect 10,000 signatures calling on legislators to "Save our Farms and Forests," by creating strong growth boundaries, zoning limits on subdivisions in agricultural and forested areas, and other sprawl preventing provisions.

The groups are mobilizing because voluntary compliance with open space preserving rules have completely failed because local officials cannot withstand pressure from big bucks developers. For a copy of the petition call NJ Audubon Society, 908-766-5787.





Bike Week!

Hundreds of cyclists took advantage of the Spring weather, and the generosity of our sponsors, to enjoy this year's Bike Week. All five Borough Presidents piled on the food and morning beverages. Howard Golden helped serve muffins and Ruth Messinger even biked through the rain to get there. NYPD cops-on-bikes joined us on several occasions. Special thanks go to DOT and corporate sponsors Starbucks, Barnes & Noble, and Krispy Kreme

Queens

Ride the Cube!
 A weekly group ride with snacks through Soho and the Village.

Jul 3 Aug 7

meets **6:30 pm**
1st Thurs
 every month
Astor Place Cube
 (8th Street at Lafayette)

sep 4 Oct 2

More Info: 212-603-8222
<http://www.abikn.org/ridecube/>



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 PC Skilled?
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Then we want you—Transportation Alternatives is seeking a full-time office manager.

Grow with us and learn the ropes on the cutting edge of NYC's environmental movement.

Advocate positions are also available; if interested fax or e-mail your resume w/ a cover letter to Sharon at 212-629-8334 or jobs@transalt.org.
 No calls please!

COMMUTER OF THE MONTH

BY: G.C. SCIARA



Stephanie Wright

Occupation: Legal Secretary

Commute: From 116th St. and Morningside Ave. to 42nd St. and 5th Ave.

Route: Through Central Park, down 7th Ave. and across on 44th St.

Bike: Fuji 10-speed hybrid. It has fat tires.

Gear: Troxel helmet. Rear rack, bungy cords. I carry gloves for when the chain pops off, but if anything serious happens, I just go to the nearest bike shop. Fortunately, there are many of them.

How long commuting: 4 years. I got started when I wasn't working. Economically, it made sense. I love riding now. It's far superior to riding in the subway. I can take care of all my errands without having to get on and off the train. I pretty much ride everywhere I have to go if I am not too pressed for time, or have too much to carry.

Attire: I have mastered the art of riding in a dress. A couple of times my dress got caught in my brakes and I ended up with a disaster. Once I had to wash grease off my hem and walked around the office with a huge wet spot on my dress. Now, I pin up any excess material. The more you do it, the better you become. I only get dressed once—I'm usually late as it is the first time I get dressed. As far as all those fancy biking clothes go...Nooooo. I don't need to spend that kind of money to ride. I have to look corporate and normal, and I try not to draw undue attention to myself. Sometimes I'm more wrinkled than I'd like to be, but it's a tradeoff.

Weather: I ride all the time, except in pouring rain or excessive cold (below 15 degrees). I have gotten drenched on a few occasions. I recently broke down and bought a pair of rain pants.

Response from co-workers: I always hang the "Commuter-of-the-Month" on my bulletin board. Everyone in the office asks, "Oh, when are they gonna do one on you?"

Memorable experiences: On two occasions not long after I first started riding, a driver tried to run me off the road. I even fell once, but another biker stopped and said he saw the whole thing. You just have to be aware that there's that mentality out there. I've been doored a couple of times too.

Best commute: Through Central Park in the springtime. Oh, it's fabulous. The park is showing off in the springtime. Everything is out—it's incredible. Or, in the winter after a snow, it's beautiful.

Advice: If you want to ride to work, do it. When I started riding I had a real fear. But once you get out there, you see that there's an order and you master the order. You get your feel for doing the streets, and you become better and better at it. You can do this in Manhattan! It's hectic and there's traffic, but bikes are accepted. Where my sister lives (a small city in Georgia) there is literally no sidewalk, and not even a lot of people walking. It's THAT transportation-unfriendly.

Lock: Quadrachain. I've lost every piece of bike you can imagine. One was stolen, one fell apart at 57th St., and once my seat was stolen.

Parking: I usually park on the street, but sometimes I forget my lock and I leave it in the messenger center of the building. That's more of a hassle, though.

Misc: Cabbies always seem to think they own the universe. In my experience, foreign ones are more misogynistic. They think you have no right to be a biker and on the street as a female.

Compliments received while riding: "Oh wow, you're good! I thought you were way back there."

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Free brochure call:
718 817 1898

Opening Bids

Transportation Alternatives' 2nd Annual Benefit Auction

49 bicycles, 1 unicycle and a ton of cool stuff donated by businesses and individuals all around the city and beyond was snapped up at T.A.'s May 10th Auction, held at Asher Levy School in the East Village.

Thanks to the Recycle-A-Bicycle staff and students, Committee chairwoman Laurie Davidowitz, auctioneer Abby Jackson and all the super volunteers who helped make the event happen!

A special thank you to every business and person who donated merchandise and services to the T.A. Auction. Please support these businesses and thank them for their support of T.A. and a better quality of life in the city!

Any ideas for a new venue for 1998 (where we can serve Chelsea Brewing Company beer!) are welcome.



Special Thanks to the extra generous folks at:

Conrad's Bike Shop
Bianchi
Frank's Bike Shop

Metro Bicycles
Bicycle Habitat
Design Mobility

Jamis Bicycle
Toga Bike Shop
Kingsbridge/Performance Cycle Products

More great Bicycle Shops & Gear Folks

Ace Cycles
Emey's Bike Shop
GearHigher
Larry & Jeff's Bike Shop
On The Move
Different Spokes
St. Pierre
Grand Bicycle Center
ANewGen Bicycles
Arnold's Bicycles
Bicycle Renaissance
C 'N C Bicycle Works
Dyker Bike Store
Gotham Bike Shop
Larry's Cycle Shop
Rock n' Road
Tenafly Bicycle Workshop
The Bikeworks
Victor's Bike Repair
Sid's Bike Shop
Roy's Sheepshead

Feel Good, Look Good

Bill Weinstein, APP
Dr. Christine Benner
E n E Salon
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Equinox Fitness Clubs
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Gym Source
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Vertical Club/ Bally's Total Fit-

ness Centers
World Gym
Excel Chiropractic

Cool Stuff to Wear

Avirex, Ltd.
Camp Mor
Donna Livingston
Eileen Fisher
Olivia & Sam
Patagonia
Tahari
Terre Verde Trading Co.
Gap New York Office

Satisfy Your Cravings

2 Little Red Hens
Backstage Deli & Restaurant
Brooklyn Brewery
Bubby's
Chelsea Brewing Company
Empire Szechuen Garden
Fish Tales Gourmet Seafood Market
Giacomo Fine Foods
Heights Chateau
Jim & Andy Fruit & Produce Market
J.P. Lofland's
Kelley & Ping's Noodle Corner
Life Thyme Natural Market
Noodle Corner
O'Lunney's Times Square Pub
Old Town Bar
Oznot's Dish

Philippe Liquor
Sarabeth's Kitchen at The Whitney
Staubitz Market Meats
Union Square Cafe

Have Fun Here

Amsterdam Billiard Club
Angelica Theatre/City Cinemas
Blue Man Group
Brooklyn Academy of Music (BAM)
Brooklyn Botanical Gardens
Brooklyn Museum
Bubble Lounge
Carnegie Hall
Catch A Rising Star
Corner Billiards
Dynamo Dave's Tours
Forbidden Broadway Strikes Back
Jewish Museum
Late Show with David Letterman
Lincoln Center- Walter Reade Theatre
NBC Studios
New York Jets
Pavilion Movie Theater
Roundabout Theatre Co.
Smokey Joe's Cafe
Symphony Space
Wildlife Conservation Society
XS—Skyride
Chelsea Piers
Stand Up NY Comedy Club

And More...

Breakaway Courier Systems

Curry Photographic Studio
Dog Wash!
Dylan Cross Photographer
Earth General
Grass Stew Photography
Jim Henson Productions
New York Football Giants
NY Knickerbockers
Flammarion Press
John Spinosa, Dance Instructor
Soap Opera Digest
Breakaway Books
P.K. Paws Pet Groomin

Fed Us That Night

Kathleen's Bake Shop
Mosha's
Wraparama
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TA Members Who Donated (Who aren't included above)

Michael Stern
Danny Lieberman
Rich Kassel
Rob Kotch
Andrew Megginson
Dave Perry
Hal Ruzal
Jim & Laurie Davidowitz
Mitch Teplitsky
Ruth & Michael Rosenthal
Jeff Prant
Dr. Errol Toran
Michael Fandal



UTO-FREE

WORLD



Driving Daze

With gas prices dropping, Americans will take more road trips this summer than ever before. In 1996, two thirds of adults traveled more than 100 miles by car to reach their vacation destination. Yet, according to American Demographics, U.S. travelers aren't too happy about hitting the road. The top three things that bothered them in a recent survey were: traffic and other drivers (22%), driving (21%) and time spent in the car (18%)
—Pednet

Next Stop...Detroit

General Motors is doing the unthinkable. The giant U.S. automaker has started up a bus service to transport employees from the far away suburbs to the new downtown headquarters. Moving people en masse should save the company about \$200 in parking fees for each employee who rides the bus (gasp!) rather than drive his or her car to work.
—Wall Street Journal

Gas No Mow

One hour of lawn mowing produces as much hydrocarbons as a car does after being driven 11 1/2 hours. The 90 million gas-powered garden tools in the U.S. spew out nearly 7 million tons of pollutants into the air each year. How to cut grass cleanly? Check out the Dynamow, a \$200 reel mower that attaches to the back of a bicycle. The human-pedaled machine will mow a lawn almost twice as fast as a power mower, no sweat.
—Garden Design

Per Favore, No Park Here

Romans are saying Basta! to the swarms of cars parked in the tiny ancient streets of their Trastevere neighborhood. "The people who live here want a certain amount of discipline because cars are destroying the whole area," said one resident of thirty years. "You can't breathe anymore. Mothers with young children have no place to play anymore. Cars have taken over the area. It is complete anarchy." Thanks to Francesco Rutelli, elected four years ago as the Green Party candidate, some streets are now blocked off by giant potted plants and paid-parking areas have been limited to areas painted blue. Though non-residents are roaring mad that they can't park wherever they want, and will have to pay \$1.20 an hour in the blue zones, neighbors love the "Blue Trastevere" plan.
—The New York Times



A scene from the Netherlands, where government support has made cycling safer and more popular than anywhere else in the world.

More Roads Mean More Traffic, Duh

A new study published in Transportation Research gives statistical weight to the idea that more roads lead to more cars. The authors found that 60 to 90% of all trips on expanded urban highways would not have occurred had the roads not been widened.

—Surface Transportation Policy Project

Changing Gears

The former head of Chrysler is no longer interested in gas-guzzling cars. Lee Iacocca, with his new company Global Motors, now has visions of electric bikes and trikes populating the globe. "Why not electric pedicabs," he said, noting that 60% of car trips in the U.S. are less than six miles. "And in China, where bikes are king, they may not follow the U.S. model of putting a gas station on every corner. They might go right to electric."

—USA Today

It's Not My Problem

With hopes of "making Britain a better place to live," deputy prime minister John Prescott has public transportation high on his list of priorities. "We want to improve public transport and make it more attractive so that people will use their cars less. We have fewer cars here than most other countries but we use them more and that is a poor reflection on the public transport system." Though he drives a Jaguar and has been convicted for speeding, Prescott sees the problem as due to everyone else's car. "We are reaching in our cities a situation where it is impossible to accommodate them," he said. But there's always room for one more Jag.

—The Manchester Guardian

Wise Words

"We will win the fight," says Mayor Charlotte Ammundsen on her plan for a car-free Copenhagen, home to more than 300 km of bike lanes and 2000 "city bikes" for free urban transport.
—Guardian Weekly

"Cycling has reached an interesting and crucial stage. It is now recognized for its potential to solve real problems. Yet, it is in danger of becoming a mere accessory of our busy, car-dependent, car-dominated culture — a recreation tool, a symbol of leisure. People have simply forgotten how useful the bicycle is." —Phil Liggett, president of the Britain's Cycle Touring Campaign.
—London Cyclist

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 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
 Cycle Sport Center 10% ACPRS 8232 18 Av
 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 91-07 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 8% 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 Bicycle Center 15% APC 109 Wolfs 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 Tpk
 Highland Park Cyclery 10 % ACP 337 Raritan Av
 Marty Reliable 10% ACP (Morristown) 173 Speedwell
 RG's Bicycle 10 % CP (Bayonne) 890 Bway
 Rte 15 Bike 10% ABCPRS (L. Hopatcong) State Hwy 15
 Strictly Bicycles 10% ARCP (Fort Lee) 521 Main St
 Tenaffly Bike Workshop 10% ACPR 175 Country Rd

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Accident?
 2-wheels → No Insurance
 4-wheels → Yes Insurance

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 Unique
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 you down -
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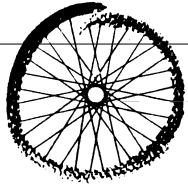
QUADRACHAIN/LOCK

LOCK ALWAYS REMAINS
 ATTACHED TO CHAIN!



St. Pierre

315 East Mountain Street
 Worcester, MA 01606
 (800) 926-2342



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 or www.mta.nyc.ny.us; need permit: get mail-in application at any station, \$5 one time fee. Same restrictions as Metro-North, except no bikes on some weekend trains—see back of permit.

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.

Bikes Aboard

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.

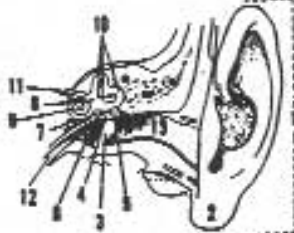
Ferries

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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July/August

RIDES

Friday, July 4. West Side Story. Commemorate the holiday by exploring some historic sites along the 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 Memorial, and elsewhere. Tour ends at the South Street Seaport. Bring lunch or money and a lock. 15 miles, flat terrain (2 moderate hills). Meet 9 AM, AYH International Hostel at 103rd St. & Amsterdam Ave. 5BBC.

Sunday, July 6. Over and Under the Hudson. The way to see New York City on Independence weekend! Bike through lower Manhattan to the Staten Island Ferry, then across the Bayonne Bridge to New Jersey, enjoying sweeping views of the Harbor, the Statue of Liberty, and the skyline from the west side of the Hudson. Return over the G.W. Bridge. 35 miles, mostly flat, with some climbing near the G.W.B. Meet 9:30 AM, City Hall. 5BBC.

Saturday, July 12 A Little Forest and a Couple Hills. This was the "Celebrate Bike Week" ride back in May. It's 30 miles of mixed terrain from City Hall to Forest Hills and back. A pleasant, easy-paced route through southern Queens. Meet 9:30 AM, City Hall. 5BBC.

Sunday, July 13. Hal's Ride #2 Rockaways. Meet 10 a.m. at Washington Square Park Arch. If you are so inclined...bring your own tuna!

Sunday, July 13. Brooklyn-Queens Mosaic. Explore multiple neighborhoods: Long Island City, Hunters Point, Williamsburg, Ft Greene, and waterfront. End with a picnic on the Brooklyn Heights promenade. Bring food or money and a lock. 20 miles, mostly flat. Meet 1:15 PM, 2nd Ave at 59th Street. 5BBC.

Saturday, July 19. C Bike N' Tube N' Float N' Splash. 23 miles flat. Bike scenic path along the Delaware River to Frenchtown and return to Point Pleasant, PA. with picnic lunch followed by 3-4 hours of tubing down the Delaware River. In the evening we dine in New Hope, PA., see a play at the Bucks County Playhouse, or just stroll their quaint streets. For those who want to camp for the weekend, you can make individual reservations at the campground (609-397-2949). Meet 9:30 a.m. at Bucks County River Country in Pt. Pleasant. Directions: 78 West to 287 South to 202 South and cross into PA. Follow 32 North approx 8 miles to Pt. Pleasant Canoe and Tube. Bring or buy lunch, lock, bathing suit, towel, sunscreen, and some sort of water shoes. Approx. cost \$15.00. Ethan Brook 201-816-0815, Richard Fine 201-461-6959. Joint with NYCC.

Sunday, July 20. Croton Aqueduct Adventure. Follow the trail of New York's original water supply system through the woods, parks, and backyards of Westchester. 35 miles of mostly flat, well maintained trails. Metro-North return—permit and \$6 fare needed. Mountain bikes or hybrids only. Bring or buy lunch. 9:00 AM, Van Cortlandt Park, Broadway at 242nd St, the Bronx. Last stop on 1 and 9 trains. 5BBC.

Sunday, July 20. 20th Anniversary Raritan Valley Round Up. North Branch Park, cycle scenic Somerset and Hunterdon counties. Registration from 7 a.m. to noon. Depart: 100 miles-7 a.m., 65 miles-8 a.m., 53 miles-9 a.m., 38 miles-10 a.m., 25 miles-11 a.m. Park closes at 5 p.m. sharp. Fee is \$20 for 1 adult and \$25 for 1 adult and 1 child under 18. Howie Glick: 908-225-HUBS.

Sunday, July 20. Fast and Fabulous Cycling Team, gay and lesbian cycling club, all welcome. 9 a.m., Central Park Boathouse. NJ Transit to Redbank (need NJ Transit pass) and ride to Sandy Hook along the shore. Approximately 80m, can go shorter distance. Contact Bob Nelson : 212-567-7160.

Sunday, July 20. Bike to Jones Beach. Fast and Fabulous Cycling Team, gay and lesbian cycling club, all welcome. Meet at 9 a.m. Central Park. Boathouse. 50m round trip. Contact Bob Nelson: 212-567-7160.

RESOURCES

Bad weather cancels most rides.

NEW YORK CYCLING CLUB 212-886-4545
STATEN ISLAND BICYCLE ASSOCIATION 718-273-0805
TIMES UP! 212-802-8222
PAUMONOK BICYCLE CLUB 516-842-4699
COALITION OF NEW JERSEY CYCLISTS 609-665-8234
NORTH JERSEY MOUNTAIN BIKE CLUB 201-941-0039
BICYCLE TOURING CLUB OF NORTHERN N.J. 201-284-0404
CLIMB (CONCERNED L.I. MOUNTAIN BICYCLISTS) 516-271-6527

Five Boro Bicycle Club 212-932-2300 x350

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

YOU MUST WEAR A HELMET ON ALL 5BBC RIDES.

Saturday, July 26. The Short Route to Long Beach. If you're comfortable averaging 12-14 mph in mostly flat terrain, join us for a ride to the beach. Bring locks, \$5 admission, swinggear, and \$ for lunch. 40-50 miles with optional subway return. Meet at Prospect Park (Grand Army Plaza entrance) at 10 AM. 5BBC.

Sunday, July 27. C tour de Roosevelt Island and Beyond. 25 miles flat. Lighthouses, sculpture gardens, European gardens, lakes, waterfalls, tram rides, and more all in NYC and its surrounding islands. Meet Central Park Boathouse, 10 a.m. Bring or buy lunch. Ethan Brook 201-816-0815, Richard Fine 201-461-6959. Joint with NYCC.

Saturday, August 2. Y'ar 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 at City Hall steps or 1:30 PM at Prospect Park Picnic House, rather than meeting at the entrance to the park. 5BBC.

Saturday, August 2. Watch Hill, Fire Island. Fast and Fabulous Cycling Team, gay and lesbian cycling club, all welcome. Meet Central Park Boathouse at 6 a.m. Bike to Patchogue ferry. Need LIRR bike pass. Between 70-140 miles depending on whether take train back. Bring towel, swimsuit, bike lock, sunscreen. Contact Bob Nelson: 212-567-7160.

Sunday, August 3. C Upper Manhattan and the Cloisters. 25 miles flat. See the sights of Upper Manhattan. Ride the bike paths of the Hudson and East Rivers and tour newly discovered historic sights. Stop for lunch at a cafe in Ft. Tryon Park (site of the Cloisters). Bring or buy lunch, locks. Meet at Central Park Boat House at 10 a.m. Ethan Brook 201-816-0815, Richard Fine 201-461-6959. Joint with NYCC.

Sunday, August 3. Raiders of the Lost Greenway. Bike paths that New York forgot! Miles of waterfront

trails in Manhattan that have been abandoned by the city. Hybrid or mountain bikes only. Terrain: 25 miles of rocks, broken glass, ruts, potholes, trash, and discarded automobile parts, with occasional interludes of pavement. Bring patch kit and extra tube. Meet 10 AM, Plaza Hotel, Fifth Avenue at 59th Street. 5BBC.

Saturday, August 16. 8th Annual Midnight Madness Moonlight Bike Ride. 25 miles. Starts at midnight. Safe, flat ride. Enjoy sights, sounds, and smells of NY as we travel through Central Park along East & Hudson Rivers, Mid-town, Greenwich Village, Chinatown, Wall Street, etc. End up with a sunrise breakfast at South Street Seaport. Meet at Plaza Fountain, 5th Ave./59th St. at midnight. Bring good bike, helmet, lock, spare tube. Bring or buy food/snacks. Ethan Brook 201-816-0815 or Richard Fine 201-461-6959.

Saturday, August 16. Brooklyn's Working Waterfront. [Raindate is Sunday, August 17]. The other side of the tracks. Follow industrial waterfront from Long Island City and Maspeth all the way to Red Hook and Sunset Park. The streets are all paved, making this a road-bike compatible ride. Features include Newtown Creek, East River, Erie Basin views and a number of surprises. Bring \$ for lunch in Brooklyn

Heights. 25 miles. Entirely flat, some cobblestones and railroad tracks. Meet: 9 AM, Plaza Hotel, Fifth Ave. & 59th St. (Ride ends at Owl's Head Park.) Info: Danny Lieberman at (212) 598-4827. 5BBC.

Saturday, August 30. Brooklyn-Queens Mosaic. From borscht to arroz con pollo, we'll explore a multiple array of neighborhoods: Long Island City, Hunters Point, Greenpoint, Williamsburg, Fort Greene, and the waterfront. Ends with a picnic on the Brooklyn Heights promenade. Bring food or money and a bike lock. 20 miles, mostly flat. Meet 1:15 PM, Roosevelt Island Tramway, 59th Street & 2nd Avenue, Manhattan. 5BBC.

Saturday, September 13th New York Cycle Club's 3rd Annual "Escape from New York" Ride. Choose from a 100 mile trek to Bear Mountain, or 62 and 50 mile routes. Each ride begins at 7AM, 8AM and 9AM. Enjoy some of the area's most scenic roads. Stop for a snack at one of our designated rest stops. Registration is \$25 on the day of the event, but you'll get \$5 off plus a free T-shirt if you pre-register. Cue sheets and food at the rest stops will be provided. For more info call Mitch (718)896-6862 or Judy (914)835-3171

Saturday, October 11. Sea Gull Century '97. Sponsored by the Salisbury State University Bicycle Club. Must register before July 31. Limit 6,000 participants. \$25 fee includes: long-sleeved t-shirt, marked routes, map and cue sheet, sag support, ride number, musical entertainment, pool, showers, wine and cheese reception, '60s dance "no frills" rides on Friday and Sunday, and more. For information: call 410-548-2772 or write: Salisbury State University, Campus Box 3046, 1101 Camden Avenue, Salisbury, MD, 21801-6860.

**Don't forget the Sept. 7th
NYC Century!
See back cover for info.**

JOYRIDE

BY STEVE COLON

Tallman Mountain State Park

Bring your bike, baiting suit and lunch and you're all set for a day at the park. Don't forget what mom said, wait 45 minutes after eating before going in the pool!

Starts at Entrance to George Washington Bridge, 178th Street and Cabrini Avenue, Manhattan

Left up George Washington bridge ramp and cross Bridge.

Left on Hudson Terrace and proceed to STOP sign, **continue** through intersection.

Left on Main Street halfway down the hill.

Left on River Road, enter park.

Continue on River Road for 1 mile, **bear left** through the circle, **continue** on River Road for 1.4 miles.

Bear left and continue on River Road, go up hill.

Continue down hill on River Road for 4.3 miles.

Bear left on River Road and go up hill for 1 mile.

Right at Palisades Interstate Park Commission Police Headquarters (bathrooms, water fountain).

Right on River Road, it turns into Palisades Interstate Park Drive.

Left at Fork on Palisades Interstate Park Drive, follow signs for 9W.

Left at STOP sign on Palisades Interstate Park Drive.

Right at light on 9W North, continue for 4.5 miles.

Right into The Oasis' parking area (rest stop).

Right on 9W North.

Right on Hudson River Greenway Path, continue 1.5 miles.

Left at post gate on the Bike route (you are in Tallman State Park).

Left at fork continue for a very short distance and make a right at the sign on Park Drive (go toward the Swimming

Pool/North Picnic Area).

Enter traffic circle and **bear left**. Turn **right** at Do Not Enter sign.

Right into Picnic Area (Good place for lunch).

Right at Picnic area exit and follow path for .5 mile to traffic circle at Park Drive.

Go around the circle, down the hill and through the post gate.

Left on Ferdon Ave.

Left on Valentine Ave. at STOP sign .

Right on 9W at STOP sign.

Continue on 9W - Skunk Hollow for 9.5 miles.

Right on Palisade Ave.

Right on Hudson Terrace.

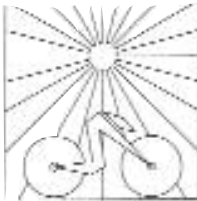
Left onto sidewalk, continue on GWB bike path across the Bridge.

Right on Cabrini Blvd.

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LETTERS



Dear TA:

Please print this letter about the forgotten Marine Park Bridge, where a cyclist can be cursed at, given the evil eye, or just plain bumped into by one of the many forms of fishing equipment left unattended in the middle of the path. These fishing enthusiasts have absolutely no regards for other users of the path.

The route is one of the most beautiful rides in Brooklyn, and if you like biking or walking to the beach via Marine Park Bridge, you're in for a treat. Maybe fishing off the bridge is a bad idea. I hope the proper authorities read this letter and look into it, because it's a disaster waiting to happen.

T. Rodgers
Brooklyn, NY

Dear T.A.:

One of the most disgraceful recent developments in the NY metropolitan area was the replacement of two pedestrian-plus-car train stations with a car-only station in northern Westchester. The attitude of the officials was haughty and arrogant, and the local papers dutifully parroted them: train stations that are in-sight and are pedestrian-accessible are a public nuisance; everyone who walks to the train station takes away a parking space; and people with cars shouldn't use public transportation except when going into that abnormally dense New York City.

Even pro-public-transportation people did not support me when I wrote to officials (and received only an admonishing reply). Why was there no attention paid, even from organizations like yours, to this outrageous cause of more air pollution?

Jeannette Wolfberg
Mount Kisco, NY

Ed: We at TA agree that the MTA's actions have been unacceptable, and as a member of the Tri-State Transportation Campaign, TA supports efforts by the Regional Plan Association and Scenic Hudson to fight such shortsightedness in transportation planning.

Dear TA:

Thank you for printing my letter (Dear Commissioner Lynn, May/June 1997) concerning the bad conditions I face on my commute from Far Rockaway, Queens, to JFK Airport via Rockaway Turnpike.

As of June 3, the stretch of sidewalk I referred to in my letter has been cleared! The weeds that were choking, often obscuring, the path have been cut down. The two ticks I peeled off my legs last week were the result of the brush. Now the weeds are gone and the usual copious amount of garbage is noticeably missing.

This sidewalk hadn't been touched in the 2 1/2 years since I began complaining. Now a HUGE change. I guess there is still hope.

Charles Kazanjian
Far Rockaway, NY

Ed: Good news. But what ever happened to the dead dog?

Dear T.A.:

In view of the current crackdown on bicyclists by NYC police, I believe it is time for us to insist that the police enforce laws which help to make bicycling safer. The cops must crack down on vehicles blocking the few bike lanes that exist in the city. There is also the issue of pedestrian violations. There seems to be a hesitancy to blame pedestrians for their actions. However, I find myself swerving or braking more and more to avoid jaywalkers or people walking against the red light. Lafayette Street and Eighth Street is a particularly bad intersection for this. Never in my 8 1/2 years of cycling have I seen any enforcement of such violations.

These issues become more compelling if I as a bicyclist am supposed to obey all traffic rules. Waiting at red lights means I have to travel with traffic coming up behind me, making it very dangerous for me to try to get around double-parked cars or jaywalkers.

No matter how responsibly I ride in regards to other people's safety, I find

I am being ticketed for violations no matter the circumstance. I was told that this was due to complaints against cyclists. I believe that it's time for us to raise our voices and complain about violations that are endangering us.

If traffic regulations are enforced in a discriminatory manner against bicyclists, this only makes the streets more dangerous for us. NYC is already lacking in amenities for cyclists. I don't think it is out of hand to insist that the police enforce regulations fairly to create a safer environment for everyone.

John Chanik
New York, NY

Dear Michele Harris at CityRacks:

Commissioner Lynn kindly send an answer on June 17 to my letter about bicycle racks and he enclosed the DOT brochure with its form to fill out for requests for racks.

However, the questions which I asked him have remained unanswered. I rephrase them for you here. What are some the criteria on which the DOT inspector bases his choice of siting when someone requests a bike stand? Why is, for instance, that although I have requested racks (even one rack) on midtown cross-town sidewalks (in the 30's, especially between 5th and 6th Avenues), where no bike parking facilities currently exist, no racks have appeared? Meanwhile, why have so many racks appeared where there are already existing facilities, such as posts for DOT signs and posts for parking meters?

I have previously filled out the DOT request form on which I suggested the midtown need for racks. I suppose that there are good reasons why racks have been placed where they seem to me to be redundant and to clutter sidewalks. I would appreciate knowing why those choices were made. Without knowing the reasons for them, I tend to think that the rack project is a gesture in goodwill, but a misguided one.

I look forward to your answer.

Mary Frances Dunham
New York, NY

Street dirt

You're in for it now. The T.A. Mag crew asked me, your mystery cyclist, to cobble together some nonsense about what's up on the highways and byways of Gotham. So here it is, the kick-off Super Manhattan-centric issue of Street Dirt. If you've got some good dirt stuck in your knobbies you'd like to see in print, send it to: H.T., c/o Street Dirt, fax: (212) 629-8334 or email or mail T.A. (Are you kidding? No way I'm giving up my address.)

The ever-vigilant "Geo" Carl Kaplan, past prez of the Cycle Club, recently got into it on the radio with ever-wacky Parks chief Henry Stern. Good for your George! El Kaplan asked Stern to make Central Park's loop drive car-free every morning until 7 AM. Stern sounded agreeable, but canned the idea of complete car-freedom in the park. The political people at T.A. told me that the Cycle Club, Road Runners and Road Skaters (now defunct) asked for the same thing a couple of

years ago, but got no response from the ever-endearing Mayor G.

This spring, the Parks Department pulled the plug on a hundred years of racing tradition in Central Park after a pace car crashed into a jogger and kept on driving. The driver was said to have had a minor stroke. Racing literally paved the way for bikes and cars in the park and helped lead to car-free weekends in the late 60's and 70's. But, for a while now, "bike racers" (a name erroneously applied to everyone on a high-end road bike clad in racing togs) have been burnishing a reputation as arrogant jerks who piss off other park users with their

high-speed antics and intimidating Tuesday and Thursday pack rides (a "peloton" or "pace-line" to racing aficionados like HT). Thing is, most "real" racers train in the early morning and avoid crowded times like the plague. Unfortunately, the real racers haven't tamed their wild brethren and now, they have precious little good will to work with. The Century Road Club organizes the bike races and is optimistic that at least part of the season will be salvaged. Good luck guys.

Seen in Central Park: an amazing collision between two skaters wearing head phones and trailing dogs on those pulley leash things. There wasn't a jogger or cyclist passing by who wasn't deeply touched by the sight.

Seen on Hudson St: Cop on bike ticketing cars blocking bike lane.

Seen on Queensboro Bridge: Parking agent in official-looking bike garb heading to Queens.

Do you ever wonder why the cops on bikes can't use toe cages and road tires like they do in other places? Damn they're slow.

Seems there was a big crash on June 15 at the Skyscraper Harlem Criterium (A.K.A. the "Skin-scraper.") Premier crashee, Cat. 3 racer Jackson Wandres, who in his other life is the chief of the bike group at City Planning, was taken down and had about 10 other roadies piled on top of him. Injuries ranged from bad bruises to some serious nasty lacerations. Hey, be careful Jackson, we like your cool new bike plan.

Turns out that Phil Liggett, the very English chap who narrates the Tour de France for U.S. TV audiences and personifies big-time racing, is also the president of the Cycle Touring Club, which is the U.K. equivalent of our League of American Bicyclists. Pretty cool to see such a strong crossover between racing and advocacy.

Congrats to T.A. Prez Rob "the Kingpin" Kotch for his nuptials to the lovely Linda and to T.A. Admin Boss Sharon Soons for tying the knot with Clarence.

—H.T.

Classifieds

Classifieds are free to members. Members may mail or fax ads to T.A. by August 8 for the September/October 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.

Wanted: 50/52 cm crit bike for novice racer. Can pay up to \$400. Jim 212-929-4524.

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

Sale: Raleigh Super Perfect city bike - 3spd Ladies 19" British race green \$75 516-432-9116

Sale: Campy Rear Derailluer 93-94 \$40 516-432-9116

Sale: 1970's Colnago all Nuovo Record Components - 59" center to center - Lusty Red \$600 o.b.o. Trek 970 Mtn Bike 18" \$600 o.b.o Call Filippo 718-349-8014

Sale: 19" Murray Cintro 10 speed hybrid, \$75, good condition, black/yellow, writing in red, sturdy/no quick release to ever get stolen! Contact Mak at 718-596-3080

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

Sale: 21" Alan Mod. Super Record w/ 105/600 groupo. \$500 o.b.o Paul 718-777-1796

Wanted: I want to buy a 'messenger style' road bike w/ trials drive train setup. Looking for a frame between 19" & 21" Call Daniel 718-349-7287 or beep 917-773-6692

Sale: Trek 1000, 52 cm, good cond., needs some work. Aluminum frame - silver to black fade finish. Upgraded parts include. Great training bike for someone with short legs (under 32" inseam). \$150 or o.b.o. Rich 212-362-0035 or rkassel@nrdc.org

Sale: Skis - 1 yr old - used only twice. K2 XTS 17 (Sport 7.2mm Length 175) w/Salomon Quadrax 600 Series Bindings; Micro Structured East-to-Turn Sintred Base; Sidecut for Easy Round Turns, Fiberglass Reinforced Torsion Box. Ski poles; boot carry case and more o.b.o Call Trudy 212-838-2141 or Trudyth@aol.com

Sale: Raleigh Super Record 25" Frame (like new) Serfas Nu-Gel Seat; Sake FX Slip-triple Crank; Sach 7 Cog 12x26 Free Wheel; 2 Bottle Cages; Aztec Break Pads; New Front & Rear rims 27x1/4; Extra pair of tires Mr. Tuffy Tube Protectors - Call or fax 718-816-0230

Sale: 25" triple butted chromolly 4130 lug Bike Nashbar; Blue; 6" ahead seatpost 72 degree angles. Dia Compe brake levers-hidden cables. Weinman ctr pull front brake TTT 90 mm Stem and wide deep TTT handlebars. Suntour bar end shifters/front derailleur; Sugino triple crankset 48 36 24 175 arms, Superbre pedals; XT long cage shifter. Rear rack, Blumels English white fenders. 36 DT spoked wheels wide aluminum Super Gentlemen french rims 28mm Inoue tour blackwall 28mm tires w/European imbedded relectorstrips \$275 phone 908-566-2865 Donald

Sale: Specialized Hard Rock Mtn Bike \$150 20" direct drive Cro Mo Frame; green

metallic; array 36 spoike 26x1.50 alum rims; specialized Rockcomp.95 black tires; Shimano full Altus C20 group, 170 crankarms, new Vetta gel saddle. Below bar separate click shifters, VP3301 pedals phone 908-566-2865 Donald

Sale: Steal this bike - 19" Bridgestone MB-4 Mtn Bike; Excellent-like new; ridden 20 times. \$350 to card-carrying TA member ONLY Theft call Andy 718-486-8810

Sale: '96 Racermate Computrainer w/ heart monitor, spin scan, new 8-bit Nes Control deck Mint condition, will sacrifice \$900 call Maurice 212-668-7990 W - 718-442-1962 H

Sale: For guy 6'4" or over rare 27 1/2 frame used Panasonic excel. cond. Road Bike o.b.o. Ken 212-595-5133

Wanted: Titanium bike medium to small; Also hand powered bike, any condition. Call 718-339-0237 or write P O Box 200 Bklyn, NY 11223 Golub

Sale: New assorted jerseys, shorts, & tights (mostly small and extra large) \$10 each. Selle Master racing saddle \$5. Oakley replacement Trigger earpieces Blade System \$5; Shimano 105 Look Style Clipless pedals \$35; Grip Shift 9.0 Shifters \$45. Grip Shift 7.0 Rear Der. \$40 James 516-421-5826 leave message will meet in city

Sale: Not new Tubular Rims - prefect for stretching \$5 each; Like new Salsa 1" Mtn bike stem 145mm extension for threaded fork \$30; Mt Zefal hp mini frame pump \$5; Campagnolo 265.6 seatpost \$10; Books "A Rough Ride", "Bicycling Repair & Maint"; "Bill Walton's Total Book of Cycling" \$5 each; Park SPT-1 Tool \$3. Oakley Frogskins \$10; Profile waterbottle cage \$3; Quill Road pedals \$5; Toe clips \$3; Modolo Carbon Fiber superlight downtube non-index shifters \$10; Shimano 6 speed freewheel \$5; American Classic 36 hole threaded rear hub \$15; Shimano Dura Ace 7 speed 36 hole cassette hub \$35; OMAS 36 holethreaded rear hub \$15; Shimano 600 braze on font der. \$10; Shimano 105 braze on front der \$5; Assorted cogs Shimano and Regina new and used \$3 each; Wheelset Mavic GP-4 Tubular rims Shimano Dura Ace 36 hole threaded hub \$50 pair James 516-421-5826 leave message will meet in city

Sale: Hand Built Riden less than 200miles - \$2,500 54 cm Marinoni Frame; dura-ace integrated 8 Shimano Index System Dual control-front chainwheel (172.5mm - 39T X 53T) - hyperglide cassette sprockets - front der.; Ultegra 600 rear der. - spd pedals; Mavic Open 4 CDS 32 Hole Wheels; Ultegra Hubs; Continental tires; Shimano Total Integration Hyperglide chain; Cinelli Bars and Stem; SDG Kevlar Saddle; Vetta Computer; 2 water cages; size 9 1/2 (10) addidas shoes call Andy 212-666-7473 or andubin@jtsa.edu

Sale: #1 rated Schwinn Criss Cross Hybrid 21 speed. \$100. Howard after 7pm, 212-243-5483

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