

Volume 5, No. 1

www.transalt.org

January/February 1999

TRANSPORTATION ALTERNATIVES

1998:
**The NYC cycling
year in review**

***NEITHER WIND,
NOR SNOW, NOR
GLOOM OF
NIGHT...***

Inside: Bike/Ped Deaths Drop; Escape Bike Tickets!

GERMAN SOCCER LESSONS

Real soccer fans know what Borussia Dortmund is. For the non-fan, it is the local soccer club in German Bundesliga currently experiencing big time success. What you may not know is that every ticket to every home game comes with a 50 p. (30 cent) surcharge to pay for transit to and from the game. As long as you have a ticket, you travel free on game day.

So the Borussia Dortmund plays in 67,000-seat Westfalen Stadium - think Giants Stadium. Yet the stadium, which sits on the edge of a huge park, offers only a fraction of the parking available at the Giants' Meadowlands. What little parking exists is generally situated in smaller lots that are spaced throughout the park's fairgrounds, meaning a long walk to the stadium. Conversely, the two subways, one commuter train and one tram line all stop closer to the stadium. Plus, there are bicycle/pedestrian bridges across the freeways. Patrons arriving by bike or train and on their way to the biergarten get to watch the dismal ones stuck in traffic on their way to more traffic.

The free transit concept was born a few years ago when the team decided to expand the stadium another 22,000 seats. Local policy makers wanted to increase parking accordingly, but common sense prevailed. Instead the team added the transit ticket surcharge and the city extended a subway line to the stadium.

The resulting equation: bus/tram/subway/train = free; driving = congestion, parking fees, designated drivers, and you still have to walk from the distant parking lots. Guess how most people go to games?

How does the public transport agency get in cahoots with the local soccer team? Because the agency markets its product, just like Ford. It makes deals with theaters, concert halls, expo halls—whomever attracts a large audience to a single location and would rather not spend money building car parking (think about the MTA proposing to transport Yankee fans for free, and George not building a new parking garage...). In general, German transport agencies see themselves as entities that must expand their market or die.

In Bremen, parking meter stubs may be used by two persons as tickets for trips

on public transport within the city center during the parking time. (This requires smart meters like the MuniMeters that the NYC-DOT is installing.) After hours, one can arrange a "call-collect-taxi" that operates every 30 minutes from designated stops and delivers passengers to their desired destinations. There's also coordinated night bus and taxi service where the bus drops you at a stop and a taxi completes your journey. Tickets are time sensitive, not mode specific. As a result, people are constantly transferring from bus to train to tram. More choices = less reason to drive = more transit customers.



This fall, my wife and I traveled to the country using a transit pass from her job that allows her to go anywhere in the region for seven consecutive days. On the weekend, you can bring a friend (or a husband) for free. We packed a lunch and gazed at the blaze of reds, oranges, purples, and yellows through the train window. We got off in a town in the middle of nowhere and traversed a meadow, taking in the cool crisp air. On our return, we snoozed — instead of staring at the back of a semi speeding down the Thruway in the drizzle.

The German transit companies realize it is in their best interests to accommodate all trips, not just those made during rush hours or weekdays. They know that every time someone cannot get somewhere by bus, tram or train, that is one more time when someone thinks about buying a car...and one less customer for them.

—Mike King & Guido Mueller

Michael King, an architect and former director of Traffic Calming at NYC-DOT, is currently researching innovative street designs and regulatory initiatives in Europe at the Institute for City and Regional Development (ILS) in Dortmund, Germany. Guido Mueller also works at ILS.

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JAN/FEB 1999 VOL. 5 NO. 1

is published bi-monthly by Transportation Alternatives, a 4,000 member New York City-area citizens' group working for better bicycling, walking, public transit, and fewer cars. T.A. is a non-profit, 501(c)(3) organization. Subscriptions are available in the U.S. for \$25/year, \$35 (U.S.) overseas.

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On the cover: Paul Harrison negotiates a snowy Second Avenue by mini-bike. Photo by Jesse Kalb.

CALENDAR

JANUARY

- Thurs. 7
6:30pm** **Auto Free Central Park
Committee Meeting**
At the T.A. office/call to confirm
- Wed. 13
6:30 pm** **Volunteer Night at T.A.**
115 W. 30th #1207.
Come see what T.A. is cookin'.
- Mon. 18
6:30 pm** **Brooklyn Committee Meeting**
At T.A. Call to confirm: 629-8080.
- Tues. 26
6-8pm** **Auto Free NY Meeting**
Speaker TBA. At T.A.; call
212-475-3394 for more info.
- Wed. 27
6:30 pm** **Volunteer Night at T.A. & Bike
Week Planning Meeting**
115 W. 30th #1207.
Stuff, brainstorm & snack.
- Thurs 28
6:30 pm** **Williamsburg Bridge Demo**
Meet at Grand St entrance to
Bridge - bring lights!

FEBRUARY

- Wed. 10
6:30 pm** **Volunteer Night at T.A.**
Your audience awaits.
- Thurs 11
6:30pm** **Auto Free Central Park
Committee Meeting**
At T.A. - call to confirm
- Mon. 15
6:30 pm** **Brooklyn Committee Meeting**
At T.A. Call to confirm: 629-8080.
- Wed. 16*
6:30pm** **Volunteer Night at T.A.**
Your hands, our paper- it's magic!
- Tues. 23
6-8pm** **Auto-Free NY Meeting & 10-year
anniversary celebration**
At Van Alen Institute, 20 W 22nd
St. Call 212-475-3394 for more info.
- Fri. 26
6:30pm** **Magazine Mailing Party at T.A.**
Hot off the press! Call to confirm.

***Bronx Committee has a ride (see pg. 25), but no meetings 'til March.*

Keep up with our calendar on the web:
www.transalt.org/calendar

LOOK!
Transportation Alternatives
magazine is bigger — now 28 pages!
Send comments to info@transalt.org
or fax 'em to 212-629-8334.



T.A. Wish List... for those 'little' things that would help a lot but fall just out of reach...to make a tax-deductible donation or contribute a wish list item, contact Sharon at T.A. 212-629-8080, or send a check to T.A. 115 W. 30th St. #1207, NYC 10001. Okay, Yes, we asked for chairs in our last issue, but guess what — we still need chairs. Or contributions to cover at least four new desk chairs -- about \$500. Thanks!
Special wish list thanks to Steve McMaster who gave T.A. a new digital camera!

Publisher's Letter

CALLING ALL ANGELS

New York City is tantalizingly close to being the best big city for bicycling and walking in the world. Despite forty years of trying to cram cars into every nook and cranny, the city still has the housing density, street grid, bridges, transit system, and overall culture that provide a rich medium for non-automotive travel. An optimist can see wonders could be worked with a smart transportation plan that incorporates: regional transit passes; dedicated rights of ways for buses and new light rail; large scale traffic calming; an energetic effort to bring bicyclists into the mainstream; and peak-hour pricing for East River bridges and on-street parking

In the current social and political climate this vision of aggressive municipal planning and action seem fantastical. But keep in mind that we are in the midst of a period in which city planning is viewed with suspicion, and cooperation between the citizenry and government with distaste. Yet, things can change for the better faster than you think. As we have reported over the course of 1998, communities around the city are demanding safe and pedestrian friendly streets with a new found vehemence and sophistication. The work that T.A., the Straphangers Campaign and the Tri-State Transportation Campaign have done over the last four years is allowing NYC neighborhoods to better advocate for transit and effectively question decisions that allow their streets to be used as short cuts for cars and trucks. Transportation has become an issue of local empowerment, instead of far away technocrats.

These are the stirrings of the revolution in the making. Every issue of the T.A. Magazine we show you a little snapshot of the change stirring the city. (Take a look at page 14 this issue.) It is a heady and exciting time to work on environmental transportation issues here. But given the enormous possibilities in reach, it is also incredibly frustrating. Change is coming slowly, and for most everyday cyclists and pedestrians is probably not noticeable - it is a rare day when I pass more than a few other cycle commuters or don't have to dodge oblivious or obnoxious motorists. But as you can see from T.A.'s Top Ten Wish List for 1999, (pages 12 and 13) we are closing in on bigger and more important goals.

My personal goal for 1999 is to preserve the optimist inside from being overcome by the pessimism that comes when the almost possible does not happen. My other goal is to see the "angel" - the visionary or optimist - inside of the bureaucrats, politicians and others we work so hard to persuade. We will see how far I get.

As for you, T.A. is calling on your angel to join our campaign for a better city in a way that maybe you haven't gotten around to yet. T.A. is proud of you - our members - and the enormous talent and energy you inject into our movement. Think about what you could do in 1999 to help bring better cycling and walking closer - then do it. It will make you feel good.

Happy New Year from the Board of Directors, and Staff of Transportation Alternatives.


Executive Director

P.S. Good Luck Dear Friends... A fond farewell to Elizabeth Ernish, formerly T.A.'s terrific Campaign Coordinator and "Ped Lady", who has joined the Sam Schwartz Company as a big dollar pedestrian consultant. And, don't miss the advertisement on page 20 for the sure-handed Andrew Megginson. Andrew has left his job as T.A.'s firebrand office manager to launch a career in body work - the human kind - employing the Trager Method. Welcome to David Silva, Andrew's capable successor.

Share the ~~Road~~ Freight Elevator

For each New Yorker riding to work in NYC every day there is another commuter who leaves their bike at home for fear of it being stolen. City Councilmember Adolfo Carrion is sponsoring legislation that will help eliminate this impediment for bike commuters. The soon-to-be proposed legislation will make it unlawful for a building owner or management company to prohibit entrance to tenants with bicycles in buildings equipped with freight elevators.

Most large buildings have freight elevators but restrict bike access for irrational reasons ranging from the fear of explosive lubricating grease to fear of the unknown. In buildings that already provide access, there are rarely problems. In fact, compliance with the law would not generate any costs and has the potential of boosting the number of employees in that building who would consider cycling to work.



Sue Boyle

Ideal parking, in full view of the attendant, at the Livingston Street garage in Brooklyn.

Garage Bicycle Parking Report Card

Cyclists sometimes assume that the parking garages with bike parking are secure. Unfortunately, the security of the bike parking at New York City garages varies widely. Some racks are located out of the parking attendants' view and are dimly lit, cluttered with forgotten bikes and precariously accessible to bolt-cutter-toting thieves.

The following garages provide indoor bicycle parking and are given security ratings based on whether the racks are in view of an attendant, well lit, and are relatively inaccessible to passers-by: ☺ safe, ☺ safer, ☺ safest.

Manhattan

- ☺810 7th Avenue (at 52nd Street; enter on 52nd or on Broadway)
- ☺Essex Street (north of Delancey Street)
- ☺One Police Plaza (entrance below the Brooklyn Bridge overpass)

- ☺345 Park Avenue (at 52nd Street)
- ☺30 Park Avenue (enter at 36th Street)
- ☺E. 71st Street (south side of 71st & east of 3rd Avenue)

Brooklyn

- ☺ Atlantic Ave. and Court Street (rack on State Street side)
- ☺Livingston Street at Bond Street

Bronx

- ☺Jerome Avenue at Gun Hill Road
- ☺Jerome Avenue at 190th 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

T.A. Presses for Bike Parking At Bedford Avenue Stop

Bicycle parking is so scarce in Williamsburg, Brooklyn, that if you stand still too long on Bedford Avenue someone may try to lock up to your thigh. Cyclists who bike to the subway are especially hard up due to the NYC Transit's new policy restricting bike parking on the metal fencing surrounding the Bedford Avenue subway entrance. Transportation Alternatives is kicking off a campaign to establish bike parking inside subway stations where it would be visible to the token clerk with good lighting and plenty of space. The Transit Authority has the opportunity to create a convenient connection between two environmentally sound modes of transportation while eliminating the congestion created by the bicycles locked to the fence around the subway entrance. A successful

indoor rack installation in Williamsburg would establish a prototype for other areas of the City where cyclists are a high percentage of the traffic mix, such as the East Village.

The Transit Authority has shown interest in working with T.A. to come up with the best location for a rack. If you live in Williamsburg and want to help get proper parking installed call the T.A. office and ask for Susan.

Let the Transit Authority know you are happy they are working to improve bicycle parking at the Bedford Ave. station and you support the installation of a rack inside the station.

Write to:
Field Supervisor Brian Fitzpatrick
NYC Transit Authority
370 Jay Street
Brooklyn, NY 11201

Williamsburg Bridge Opening Pushed Back Again

The spanking new, shiny pink bike and pedestrian path on the Williamsburg Bridge appears to be fully usable but will remain closed, at least until February. The Department of Transportation has pushed the opening of the pathway back eight months from the original July 1998 deadline, citing the need to create enough vertical clearance.

Cyclists and peds crossing the Willy-B have been frustrated to see what appears to be a functional bike and ped path being wasted as a staging location for construction workers. This frustration is compounded by the fact that basic maintenance on the open pathway is being completely ignored. The lights are out along much of the open pathway on the North side of the bridge, and cyclists and users have to practically wade through the piles of glass that have accumulated from the DOT's neglect.

Join T.A. on Thurs., Jan. 28th for a Light Up the Williamsburg Bridge Demonstration! Demand proper maintenance on the open path and a speedy opening of the new one.



The new path looks ready to go...

T.A Opposes Shared-use Pathways On The QBB

In late October, the Chief Engineer at the DOT Division of Bridges, Cosema Crawford announced plans to open both the North and South Outer Roadways on the Queensboro Bridge to cyclists and pedestrians. Sounds great, but there is a major catch. The North Outer Roadway will be open to cars during the morning rush and the South Outer Roadway in the evening rush. Not only is this proposal a retreat from DOT's commitment to provide a path for the sole use of bicycles and pedestrians, but it raises serious safety concerns as well.

There are three basic problems with the DOT's dual-use plan:

1. Access to the Bridge path will be dangerous and confusing. The approaches to the QBB are designed to maximize motorized traffic flow. This is not compatible with providing safe and easy bicycle and pedestrian access. Having four separate access points to two paths which are open or closed on a time of day basis is confusing and bound to cause conflict and crashes.

2. Motor vehicle use creates unsafe conditions and hazards on

the bridges bicycle /pedestrian path(s).

Cars leave a slick sheen of oil and transmission fluid, especially dangerous to cyclists when the roadways are wet or damp. Motor vehicles also destroy the special non-slip, asphalt "micro-surfacing overlay" and create dangerous potholes.

3. Bicyclists and pedestrians are vulnerable to periods of reduced access to the bridge based on political whim. The DOT's dual-use plan would allow both the Outer Roadways to be opened at anytime to automobile use.

It is critical that the proposal for shared use lanes is rejected and DOT sticks to the original plan of a bridge path dedicated to bicycle and pedestrian use. Urge DOT Division of Bridges to stick to the long standing commitment to a lane designed for the sole use of non motorized travelers, write to:

Cosema E. Crawford
Chief Engineer
NYC DOT - Div. of Bridges
2 Rector St. 8th floor
New York, NY 10006

EDC Moves To Remedy South Street Bikeway Road Block

Thanks to prodding from T.A., the City Economic Development Corporation (EDC) is trying to find a way for cyclists to safely bypass the makeshift fish market parking lot on the South Street bikeway. A verbal agreement between the EDC and the Fulton Fish Market allows market customers picking up fish to block the 2 block section of the South Street bike lane from RF Wagner Square Place to Peck Slip from about 3am to 11am on weekdays. Unfortunately, this means the lane ceases to exist during morning bike commuting hours.

The EDC is looking into solutions which include forging a compromise with the Fish Market to keep the off-street bikeway clear or creating a connection to an on-street bike lane.

Let the EDC know you support their efforts to find a workable solution to the blocked bikeway. Write to:

Charles Millard
NYC Economic Development Corporation
100 William Street
NY, NY 10038

Adams Street Grand Opening

The bike lane on Adams Street in Brooklyn is open! The Economic Development Corporation deserves kudos for their innovative bike lane design for Adams, the major approach to the Brooklyn Bridge. The red pigment asphalt and belgium blocks used for the lane is a German-style design that increases the lane's prominence on the road and is more effective at channeling traffic than the standard strip of white paint.

Unfortunately, motorists are not yet accustomed to the new design and park illegally in the lane; on top of that, police are slow to ticket the offenders. Help get the cars out of the Adams Street lane: write to the 84th precinct and urge them to enforce the parking regulations along the Adams Street bike lane.

Captain Waltman
NYPD 84th Precinct
301 Gold Street
Brooklyn, NY 11201



GIVE-GET UPDATE

Bike Lanes for Bikes: It's The Law, Buddy!

On a balmy Thursday morning in December, civilian cyclists from Transportation Alternatives and NYPD cycle cops from the Manhattan Traffic Task Force teamed together to alert motorists to stay clear of the venerable Sixth Avenue bike lane. The action was the sixth of T.A.'s two-year-old Give Respect/Get Respect Campaign to encourage motorists, pedestrians and cyclists to act more courteous and lawful.

T.A. activists gave out good-natured mock tickets to drivers for a number of offenses that endanger bicycle riders. In the meantime, motorists got zapped for parking or standing in the Sixth Avenue bike lane by the cyclists in blue.

The police Traffic Task Force, which rides herd on traffic from 60th Street to Houston, gives out on average 2,200 tickets a year for blocking bike lanes, and some months exceeds 500 bike lane summonses. In recent months, the Task Force has doubled its cycling contingent to include both day and night shifts for a total of about 24 cycling cops. Additionally, the Task Force employs 10-15 civilian traffic agents on bikes who focus on double parking and meter violations.

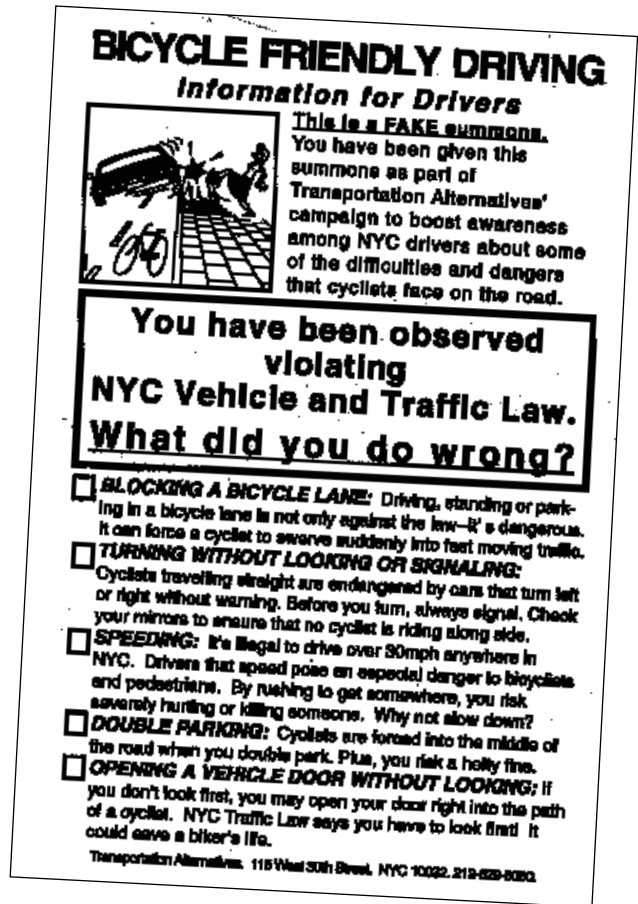
For the next action, bookmark www.transalt.org/calendar or call Sue at T.A.



You're surrounded! NYPD Bike Patrol and T.A. member Karen Southerland corral bike lane-blocking motorists on Sixth Avenue.



(Above) Tri-lingual fliers help spread the word for safe cycling.



(Above) Mock summons provides a clear reminder for dangerous drivers to stay in line.

Sue Boyle

Ever design by Jay Jones

Slowly Racking up the Racks

DOT reports the CityRacks program is slowly picking up pace. In June, 57 racks were installed, bringing the total number of racks on the street to 650. The Department of Transportation's Office of Bicycle Program hopes to install 1692 racks between now and the new millennium and is still accepting suggested locations. This overdue push to get the racks out of storage and on the street is encouraging, as is the focus on locations in the outer boroughs and at subway connection points.

Submit that perfect CityRack location you have been thinking about to:

CityRacks
Department of Transportation
40 Worth St., Rm. 1209
New York, NY 10013

Sue Boyle



Hazard ID Phase II:

This grate will grab you—T.A. volunteers, John Lindsay and Jonathan Brown mark hazards for fellow cyclists on Centre Street at the December 12th Operation Hazard ID event. The roadway dangers were surveyed, categorized and sent off to DOT, who has 30 days to repair them. Over the last year T.A. identified 150 dangerous defects in the roadway that DOT has repaired.

How to Void Light and Bell Tickets



Got a ticket for not having a bell or lights on the front and rear of your bike? Often officers issuing these tickets neglect to mention that you have 24 hours to procure the missing gear, bring it to the officer's precinct, and the ticket will be forgotten. To brush up on these and other important rules of the road, check out T.A.'s web site, www.transalt.org.



Jane Sanders

Join Sue's Helpers

5 Sort of Easy Things You Can Do To Improve Cycling in NYC

Susan Boyle, T.A.'s Bicycle Program Coordinator, needs you! If you want to get your hands dirty and step up to the front lines of bicycle advocacy in New York City, this is your chance. Sue has five fun-filled and challenging projects for velo-rutionaries to sink their teeth into.

You can reach Sue at (212)629-8080 or email: bike@transalt.org

Rid the City of Potholes

Join the Operation Hazard ID team on survey rides and take independent action by filling out a street survey form.

Get More Bike Parking

Know an indoor parking garage that would be a great place to park your bike? The City Department of Transportation will give private parking garages free racks. Tell the garage manager to call the City Racks program at 212-442-7705 and also report the location and the garage contacts to T.A. (212-629-8080).

Get Bike Access to Office Buildings

Ask the head building manager at your workplace what the bike access policy is. If they do not allow bikes and cite insurance company restrictions, find out the name of the insurance company and request a copy of the bike restrictions. Send the info to T.A.

Make Bike Week 1999 Huge

Spring is right around the corner and that means Bike Week. Help make this — the last Bike Week of the century — *the best ever!*

Come to the T.A. office Wednesday, Jan. 27 at 6:30 pm to find out more. We need you: to help plan and coordinate commuter rides, breakfasts, and other fun events. We want your ideas, muscles and heart!

Win a Clean, Well Lit Williamsburg Bridge

Disgusted by the DOT's neglect for the Williamsburg bridge bike and pedestrian path? Join the T.A. demonstration at the bridge on Thursday, Jan. 28th at 6:30pm. Meet on the Manhattan/Grand St. side. Come out and demand a safer, lighter, cleaner pathway.

→ Save These Dates in 1999! ←

Jan 28: Williamsburg Bridge demo (see above)

April 22: Annual T.A. Earth Day Ride

May 2: T.A. tables at Bike NY finish

May 17 to 21: Bike Week '99

September 12: 10th Annual NYC Century Bike Tour
Stay up to date at: www.transalt.org/calendar

CITY FREEZES BIKE/PED SHARE OF CLEAN AIR FUNDS AT 10%

The Departments of Transportation and City Planning have colluded to deprive bicycle, pedestrian and traffic calming projects of access to tens of millions of dollars of Federal clean air funds. Over the next four years, transportation agencies in New York City will receive \$320 million in Federal "Congestion Mitigation Air Quality" (CMAQ funds) or about 19% of the approximately \$1.7 billion of transportation aid directed towards non-transit projects in the city.

Unfortunately, the DOT and City Planning have decided to give bicycle and pedestrian projects a paltry 10% of the City's CMAQ funds. Put another way, New York City has elected to use its scarce Federal clean air funds on dubious traffic flow and road capacity projects instead of desperately needed bicycle and pedestrian improvements.

In July 1998, T.A. and a host of leading environmental and civic groups called on the City and

State to devote \$204 million, or about 1.5% of total transportation spending in NYC, to bicycle and pedestrian projects over the six year course of TEA-21. (See July/August 1998 T.A. Magazine.) By freezing the bike/ped share of CMAQ at a tiny 10% or \$32 million, the City has effectively rejected this modest and reasonable proposal.

During the 1990's, CMAQ funded the city's bicycle and pedestrian projects and greenway network. Unfortunately, the City has spent far more of the clean air funds on things like the enormously costly "System IV" computerized traffic signal project, which will consume more than \$40 million just wiring The Bronx and Northern Manhattan. The choice by the DOT and City Planning to use clean air funds to promote motorized traffic flow over cycling and walking in a city in which more than half the people don't have cars speaks for itself.



•Tell the Mayor's Office that freezing cyclists and pedestrians out of clean air funds is a bad move. Also, remind him that it's time he speak out clearly on a car-free trial period in Prospect Park

Write to:
Robert Grotell
Mayor's Transportation Office
52 Chambers St. Rm. 315
NY, NY 10007
Fax: (212) 788-2782

•Urge City Council to hold oversight hearings about the City's failure to use Federal clean air funds to help cyclists and pedestrians.

Write to:
Peter Vallone
Majority Leader,
NYC City Council
City Hall
NY, NY 10007
Fax: (212) 788-7126

NY State on HOV Lanes: "Don't Confuse Us with the Facts!"

Expanding highways to add HOV lanes is exactly the same as expanding them to add general purpose lanes: the result is more pavement and more car trips. New Jersey's decision in October to abandon High Occupancy Vehicle lanes (HOV) and convert them to general highway use has created questions about the future of the elaborate HOV network planned for Long Island. HOV fans have nothing to fear. Despite opposition from the Tri-State Transportation Campaign and other environmental groups, the State Department of Transportation is pressing ahead with plans to build 20 miles of additional HOV lanes in Queens and Suffolk County.

In a December 10 letter to State Assembly Member David Sidikman and copied to Transportation Alternatives, the State DOT claims that the existing HOV lanes on Long Island are "environmentally beneficial" because "As carpooling increases, the number of vehicles used decreases. Since fewer cars equal less congestion and air pollution, all Long Islanders benefit." But guess what? It is not true. The SDOT's own statistics show

traffic on the general purpose lanes jumped 12% from 1995 to 1998. This is in addition to increases of 18%-25% in the HOV lanes. Elsewhere, it has been repeatedly shown that HOV lanes take cars or buses carrying two or more people out of the general travel lanes. The "new" space in those lanes is then quickly filled by single occupant vehicles. Now it has been shown again.



Contact Governor Pataki and let him know that real environmentalists oppose HOV lanes and other highway widenings.

Send your letter to:
George Pataki
Executive Chamber
Albany, NY 12224



Ken Zirkel

"Good Afternoon. NO Thank You for Despoiling Prospect Park."

At a Nov. 6 action, T.A. Brooklyn Committee members Alan Mukamal and Paul White donned gas masks and decontamination suits and erected a "toll gate" where they issued motorists "environmental" summonses for driving in the Prospect Park. See www.transalt.org for more, including T.A.'s report on the Park's use by cars, "Dangerous by Design."

Central Park Campaign Shifts Into Higher Gear

1998 was a productive year for the newly rejuvenated campaign to ban cars from the nation's most famous urban oasis. During the summer months, park users signed some 7,000 postcards calling on Mayor Giuliani, Parks Commissioner Henry Stern and Manhattan Borough President C. Virginia Fields to ban cars from the six-mile Central Park loop drive. The card-signing effort was featured on a September edition of The Bike Show, a Manhattan Neighborhood Network cable program. Then, when darkness began to fall while taxicabs still hurtled along the park drives, the Car-Free Central Park Campaign members turned to their computers to enter the names of post card signers into a central data base. After this mind-numbing but important task was completed, the Campaign contacted the card recipients—Giuliani, Stern and Fields—to set up appointments to deliver the signed cards.

Ms. Fields quickly responded with an invitation to make a presentation to the Manhattan Borough Board, which is made up of herself and the City Council members who represent Manhattan Districts. At press time, this presentation is scheduled for the Board's January 21 meeting, although it may be delayed until the Board's February conclave. The campaign plans to call for a ban on cars from the drive above 72nd St. as an interim measure, as well as a public hearing on the ultimate objective of an entirely car-free park.

Note: the "Central Park file" was borrowed from T.A. and never returned. This file is critically important as Campaign members prepare for the Borough Board meeting. Whoever has the file, please return it to T.A. ASAP (no questions asked!). For more information on the Campaign, visit our new Web site at www.transalt.org/campaigns/cpark. If you want to help make Central Park a car-free oasis, please call (212) 712-2718.

METROPOLITAN

HIGHWAYS

New Highways Don't Boost Economy

An analysis by Professor Marlon Boarnet of the University of California found that "Highway infrastructure contributes little to state or national productivity... Yet the idea that highways add to the economy is common." Boarnet argues that what many planners see as growth is actually highways shifting economic activity from one part of a region to another. See: www.scweb.uci.edu/faculty/boarnet.html

NEW YORK

NY Senate Transportation Chair Pans East River Bridge Tolls

Owen Johnson, the Babylon, Long Island Republican who chairs the New York State Senate Transportation Committee, spoke out in the last issue of AAA's New York Motorist against East River Bridge tolls because of his concern that they will add to traffic congestion. Senator Johnson seems unaware of non-stop tolling systems in place around the world. These can easily be adapted to work with existing EZ-Pass technology. Nobel prize winning economist William Vickrey showed decades ago how "congestion pricing" on the bridges would actually reduce, not increase, traffic congestion. Reconstructing the East River Bridges has consumed the lion's share of federal transportation aid to NYC and will eventually cost more than \$3.4 billion.

NEW JERSEY

Commuter Rail Stalls

While the \$600 million Trenton-Camden light rail project whistles along, a study of adding new commuter lines along the west shore of the Hudson River in northern New Jersey has been bogged down in planner land. One problem is that NJ is using state funds unencumbered by red tape for its Camden project and more ponderous Federal funds for the Hudson study. A north-south conflict has emerged in Jersey where about \$133 million in transportation funding will shift south in 1999.

CONNECTICUT

CT Shell Game Exposed

The Connecticut Bicycle Coalition (CBC) is preparing to launch a lawsuit against the Connecticut Department of Transportation for misusing Federal Transportation Enhancement funds. CBC says ConnDot has failed to meet ISTEPA and TEA-21 mandates to have a full-time bike/ped coordinator and a Statewide bike/ped plan, and for illegally allocating TEA-21 Enhancement money towards funding gaps incurred during ISTEPA. Of the \$41 million in Enhancement funds available during TEA-21, ConnDOT has grabbed \$18 million for ISTEPA era project funding.

TRANSIT

Subway Crime Continues to Plummet

Police report that serious crime on the subways has fallen another 24%, to levels last seen in the early 1960's. Only one person was murdered on the system this year.

—Compiled from Mobilizing the Region, a publication of the Tri-State Transportation Campaign. www.tstc.org; and The Ride magazine

SPEEDING CRACKDOWN PRODUCES BIG DROP IN

After years of hectoring the New York City Police Department to take dangerous driving seriously, Transportation Alternatives scored a giant success in 1998 when the police launched an unprecedented “Zero

Tolerance” for speeding and dangerous driving campaign. In March, the mayor kicked off the campaign with great fanfare, when he identified streets as perhaps the city’s most important public

space and vowed that pedestrians should be able to cross the street without fear. On this issue we couldn’t agree with the mayor more.

We congratulate the NYPD for taking on speeders and for establishing the crucial “Traffic Stat” process in which police commanders are held responsible for traffic deaths in the neighborhoods they patrol. As T.A. has been aggressively pointing out for years now, “Speed Kills.” As police speeding enforcement has vastly increased, pedestrian and cycling deaths have decreased even more. Clearly there remains much to do. NYC streets remain filled with motorists who think nothing of cutting off pedestrians in crosswalks or cyclists in bike lanes. For many, cycling still remains as an activity for the bold or crazy. That said, the police crackdown on dangerous motorists is off to an excellent start and is a huge success for T.A. advocacy.

Jesse Kalb



Thanks to T.A., the police are at last taking dangerous driving seriously.

SPEED HUMP DEEP FREEZE

“We are instituting a moratorium on speed humps in the city. Many of the neighborhoods which have had speed humps installed now want them removed. An evaluation of the speed humps will be conducted, and then we will determine future action. This community will not be getting one anytime soon.”

—NYC DOT Spokesperson Maria Smith to Neighbors in Highbridge, a Bronx civic group

Speed humps are working in neighborhoods across New York City. The first round of speed humps were installed with great care by the Traffic Calming Group at the city DOT, and it is unlikely that many were poorly located or designed. While they are not the answer to every street’s speeding or traffic problem, the humps are flexible, and at \$4,000 each, cheap traffic calming improvements. Contrary to what the DOT has asserted, it appears that public enthusiasm for speed humps keeps growing. The only complaint the 70 neighborhood and civic groups in the Neighborhood Streets Network have about the humps is that there are not enough of them, and that the ones there are don’t slow cars enough.

It is completely expected that some motorists will complain about the humps: after all their favorite streets to speed on are not as fun anymore. But it is very unlikely that as the DOT says “Many of the neighborhoods which have had speed humps installed now want them removed.” What is far more likely is that some turf conscious community boards which have wanted veto authority over DOT’s placement of the humps have continued to complain about them until DOT buckled. Community boards consisting of unelected appointees of City



Speed humps, like this one near F.I.T in Manhattan, could become a rarity — despite their effectiveness.

Councilmembers and Borough Presidents have often been deaf and blind to community concerns about speeding and traffic. The real force for safer and quieter streets are the neighborhood associations and civic groups who have taken the lead in pressuring their City Councilmembers and the DOT.

It is unfortunate that DOT chooses to kowtow to these know nothing voices opposed to traffic calming while it ignores and resists community calls for more traffic calming and car free parks.

1998 CYCLING AND PEDESTRIAN DEATHS

Police Crackdown Correlates with Reduction in the Number of Cyclists and Pedestrians Killed By Motor Vehicles

Killed By Automobile

(Jan.1 to Dec. 10, 1998)

	1998	1997	% Change
Pedestrians	158	232	-32%
Bicyclists	16	22	-28%

Increase in Police Enforcement*

(Jan. 1 to Dec.10, 1998)

	1998	1997	% Change
Speeding	82752	73232	+13%
Red Light	105202	73450	+43%

*(Number of Tickets Given Out)



Preston Price

Finally, something for NYC pedestrians to smile about.

HUMAN BOLLARDS

In December, members of Transportation Alternatives, Project for Public Spaces, Community Board 2 and Greenwich Village residents formed an outline of human bollards around a painted sidewalk extension that the Department of Transportation has chosen not to install in concrete as part of the Mulry Square pedestrian safety project. While DOT is planning to extend some sidewalks around the intersection, the section outlined in the action is the keystone of the entire project, which is supposed to make the intersection of 7th Ave. Greenwich Ave. and 11th Street safer for pedestrians. DOT claims that it must remove the large sidewalk extension at the east side of Mulry Square because it keeps cars from cornering at 30 mph. DOT's decision flies in the face of the original plan which was approved after extensive community outreach and traffic analysis and the fact that the location is within 300 feet of a school which allows street speeds as low as 15 mph.

Urge the City to return to its original Mulry Square Plan

Write:

Wilbur Chapman, Commissioner NYC DOT
40 Worth Street
New York, NY 10013



Lorenzo Ciniglio/Villager

10 THINGS T.A. WOULD

Thirty years ago, the New York Times was editorializing about the inevitability of a car-free Midtown Manhattan. History has not turned out that way, and pedestrian barricades rather than pedestrian-friendly streets are now the dominant feature of Midtown transportation planning. It goes to show that it is tough to know what is possible and what is fantastical. Following is T.A.'s best shot at a 10-item wish list for 1999 that we think is achievable given the dominant political leaders and social attitudes prevalent in fin-de-millennium New York.

1. STATEWIDE TRAFFIC CALMING LEGISLATION

Cities, towns and counties in New York State are hamstrung by an archaic state law that requires a 30-mph minimum on local streets. This nonsensical law has hampered efforts to improve local quality of life and pedestrian safety through the use of traffic calming. It is time for the NY State legislature to promote local traffic calming, instead of hindering it, by passing T.A.-crafted legislation that has been endorsed by leading environmental groups, the mayor and all the borough presidents of NYC, and numerous other town and county officials across the state.

2. A FAIR SHARE OF SAFETY FUNDING FOR NYC PEDESTRIANS AND CYCLISTS

In 1995, Transportation Alternatives and the Tri-State Transportation Campaign documented the fact that 92% of the Federal safety funds spent in NYC go to area highways, even though 55% of traffic fatalities occur on city streets. T.A. has pushed the State and City into acknowledging this disparity and

now the State seems ready to do the right thing and work with the City to achieve more equitable safety funding. T.A. challenges NYC DOT chief Wilbur Chapman to sit down with State DOT Region 11 head Richard Maitino and work out an agreement. The ball is in the City's court.

3. RESURRECTION OF THE CITY'S 'SAFE SCHOOLS' PROGRAM

Then-acting DOT Commissioner Richard Malchow hit a home run in April 1998 when he told the City Council that the City was embarking on a five-year, \$60-\$80 million Safe Schools program. The ambitious plan featured traffic calming improvements at many of the City's 1,300 schools, and was hailed by T.A. advocates as putting NYC in the same league as pedestrian-friendly cities like Amsterdam. A scant eight months later, the program seems to have shrunk to about 1/100 of its former size and is now an unimaginative, routine sign replacement program coordinated out of the DOT's Sign Workshop. What a dismal ending to one of the best ideas coming out of DOT in ages. We urge DOT Commissioner Chapman to pull

this program to its feet using Federal safety funds transferred from the State and proudly highlight it as the centerpiece of his tenure at DOT.

4. A THREE-MONTH TRIAL CLOSING OF PROSPECT PARK TO AUTOMOBILES

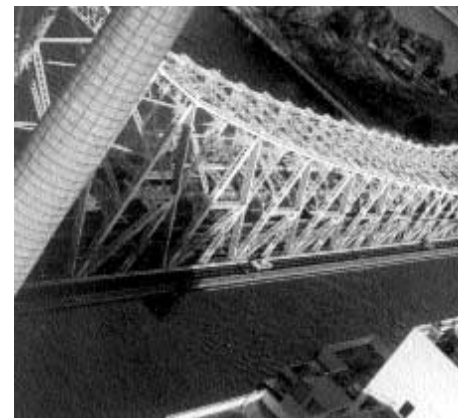
What will it take to get the cars out of Prospect Park? Mass civil insurrection? Armed rebellion? DOT's traffic projections show little or no traffic impacts. Thousands and thousands of letters and postcards have been sent to elected officials, and public meetings have been completely one-sided in favor of getting cars out. Additionally, all four city councilmembers bordering Brooklyn's green oasis have endorsed a trial closing. Yet, nothing has been forthcoming from the mayor, DOT or Parks Department. Mayor Giuliani needs to make a decision here that shows his rhetoric about improving quality of life extends to the city's parks. We call on him to conduct a carefully monitored three-month trial closing in 1999 or issue a clear "no" to auto-free advocates.

5. "SPEED KILLS" CAMPAIGN AND MORE RED LIGHT CAMERAS

The police should be feeling good about the big decline in traffic fatalities resulting from their huge traffic enforcement push in 1998. Yet much needs to be done to make NYC streets truly safe and tolerable places for pedestrians and cyclists. A next step is for the NYPD to mount an aggressive "Speed Kills" campaign. Along with advertising and heightened speed enforcement, the cops should seek state legislation allowing automated speed radar cameras, and then test and deploy the devices. These cameras automatically take a picture of a speeding vehicle's license plate, the same way that red light cameras do. Additionally, the DOT should get all 35 red light cameras it is permitted by state law out on the streets and plan on expanding the program to 100 cameras over the next five years.

6. DOT COMMITMENT TO PERMANENT BICYCLE / PEDESTRIAN PATH ON THE SOUTH OUTER ROADWAY OF THE QUEENSBORO BRIDGE

The twenty-year saga of the Queensboro Bridge bicycle



D LIKE TO SEE IN 1999



and pedestrian path features more twists and turns and broken promises than a bad day at the Clinton White House. The city Department of Transportation has done a disservice to itself and the bicycling public by constantly and secretively changing plans for the bridge path. T.A. has made a clear and compelling case many times over for putting a permanently car-free path on the bridge's South Outer Roadway. That the DOT felt comfortable tearing down the South Outer Roadway completely during the peak traffic season in late 1998 should be evidence enough that a permanent path on that lane is feasible. It is time for DOT to stop jerking around the cyclists using the bridge and commit to a real path on the bridge. We like the sound of a "Wilbur Chapman Bike Path" on the South Outer Roadway. What do you say Commissioner?

7. EXPANSION OF NYC TRAFFIC CALMING PROGRAM

Hey DOT! Do not retreat from traffic calming. Speed humps work and the public wants them. It is a mistake for the DOT to put its speed hump program on hold because of the complaints of a small number of motorists and turf-conscious community boards. Across the city, neighborhood groups and PTAs have requested speed humps to stop speeding and excessive traffic. Speed humps make communities safer and more livable. Given the exhaustive review and analysis DOT conducted on speed hump design and methods, the agency should have confidence in its conclusions and move full speed ahead on this popular program. Similarly, the agency should begin installing mini-traffic circles and temporary sidewalk extensions.

8. CREATION OF AN INTERIM HUDSON RIVER GREENWAY PATH ON TRUMP PROPERTY BETWEEN 60TH AND 72ND STREETS

The State Department of Transportation is making rapid

progress on the Hudson River Greenway segment between the Battery and 59th Street, and should be done by 2002. North of 72nd Street, the city Parks Department is filling in the path's gaps in Riverside Park, and will have a continuous greenway path built between 72nd and 133rd Streets by 2003 or so. The critical link in what will be the country's busiest greenway is an 18-foot-wide swath of city land alongside the massive Trump City project. The Parks Department must work with Mr. Trump to create an interim greenway path to keep the vision of a continuous Hudson River Greenway alive.

9. SECURE BICYCLE PARKING INSTALLED AT ONE NYC SUBWAY STATION AND GRAND CENTRAL STATION OR PENN STATION

Judging by the bikes locked to just about everything around NYC subway stops, New Yorkers have embraced the concept of bike to transit. As part of a comprehensive strategy for reducing automobile use, transit agencies in Germany and Holland have long encouraged bike to transit trips by providing secure parking. The enormous growth in cycling in NYC over the last five years (from 75,000 to 105,000 everyday cyclists) lends impetus to NYC Transit testing bicycle parking at one or more of its subway stops. The Bedford Avenue stop on the "L" line in North Williamsburg is an ideal test site. Likewise, there is strong demand for secure parking at major terminals like Grand Central and Penn Station. Metro North officials have expressed interest in Grand Central Parking, but are moving too slowly. (See Sept./ Oct. '98 T.A. Magazine.)

10. PASSAGE OF A CITY LAW GUARANTEEING BICYCLISTS ACCESS TO FREIGHT ELEVATORS IN THEIR WORKPLACES

The only really secure bike parking is indoor parking. According to a 1992 T.A. survey, 67% of bicycle commuters park their bikes in their workplace. Conversely, the largest single factor cited by those who would like to bike commute but don't (48%), is the lack of secure parking. In our experience, the problem is not employers but building owners and managers. Building owners hate bicycles for a variety of reasons, but they especially dislike them in passenger elevators. Since virtually all big buildings have freight elevators, the solution to the problem of "unsightly" bicycles in lobbies and elevators is allowing bikes on freight elevators. Some buildings already do, and there are few reports of problems. However, the vast majority of buildings do not allow bikes on freight elevators. The reasoning is often bizarre. The manager of one building claimed that the lubricating grease in bicycles can explode. T.A. hopes to get beyond the irrational prejudice against bicycles with this new law.

RUNNER-UPS:

- Innovative lane redesign for an existing bike lane
- Reconstitute Mayor's Bicycle Pedestrian Advisory Council (BPAC): it worked well.
- Emergency vehicle override of red lights: sensible, inexpensive and proven.

DOT FACES ROUGH TREATMENT IN THE BRONX

After years of requests for help, and months of persistent and focused public pressure by residents, the DOT has finally taken concrete action to address the Hunts Point community's concerns over illegal truck traffic by installing a temporary median on Spofford Ave. The median is considered a victory for Hunts Point residents, but it is only the first step and has come at the cost of exhaustive campaign efforts on the part of the community. By its refusal to work in partnership with the community, the DOT has made itself look contrary and stubborn. Ideally, the DOT will learn from its embarrassing experience in Hunts Point and begin to work with, rather than against, the communities they serve. The choice is clearly up to the DOT. If they approach the community as a potential partner and ally, the rewards of good planning are theirs to reap. Conversely, if they assume an adversarial relationship from the outset, they have nothing to gain but political pain and tough sledding.

The willingness of the police to work with the Hunts Point activists in this matter stands in stark contrast to the DOT's recalcitrance. The 41st precinct stepped up to the challenge of increased truck enforcement and has the numbers to prove it. Rather than treating the community's concerns as an attack, the police took it as an issue that was their responsibility to address. Department of Transportation representatives need to be trained in community planning practices and the DOT as a whole should try out different kinds of collaborative planning in various neighborhoods. T.A. has already pointed the way with Safe Routes to School in the Bronx and the Downtown Brooklyn Traffic Calming Project. Until then, DOT officials will continue to find themselves in situations like the one in Hunts Point in late December, when a group of concerned parents and residents marched on DOT Bronx Borough Commissioner Kilkenny's office, declaring him the "Grinch that stole our safe streets."

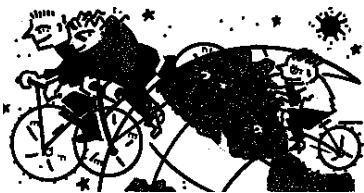


Sue Boyle

In July 1998 the Hunts Point Community held a demonstration demanding DOT to traffic calm their streets after a truck, traveling off the designated truck route, killed 7-year-old Crystal Vargas.



Have you contributed to the Transportation Alternatives annual fund yet? It's not too late...



Support T.A. programs and projects into the next millennium!

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BAD SIGN

BY JAY JONES
JYKE@AOL.COM



Transportation Alternatives' Job Announcement

Environmental Transportation Advocate

Transportation Alternative seeks an environmental transportation advocate to promote our bicycling, traffic calming and pedestrian agenda. You should be an urbanist and student of current events and political organizing.

Qualifications: Commitment to environmentally sensible transportation; Strong writing and presentation skills and ability to effectively represent T.A. to the public; Highly self-motivated and able to lead and energize others; Organizing or advocacy experience; Political experience a big plus; Ability to work closely with volunteer leaders, including after hours; Savvy with print, radio and TV journalists.

Minimum three years post-college experience required.
Salary: \$26,000-\$33,000.
Benefits: HMO health coverage and three weeks paid vacation.

Start Date: November 1, 1998

Send: a cover letter explaining your interest in the position, with your resume and writing samples (and anything else that makes your case) to: Program Staff Search, Transportation Alternatives, 115 W 30 St #1207, NY, NY 10001, fax 212-629-8334, email info@transalt.org. No calls please!

WHAT'S NEW ON THE T.A. WEB SITE?

⇒ **The Bicycle Blueprint**
www.transalt.org/blueprint/

T.A.'s groundbreaking 1993 book about bicycle policy — including 151 steps to increase bicycling in New York City — is finally in cyberspace, and it's fully searchable!

⇒ **Take a "virtual" bike ride on Fiboro Bridges**
www.transalt.org/bridges/

Fiboro Bridges is T.A.'s popular guide to getting around the region's bridges (using your feet, a bike, or skates of course). Now updated with a user-friendly map, new photos, and updated info!

<http://www.transalt.org>

AUTO-FREE WORLD



VEEP TO TARGET BEEPS

At a meeting of the Democratic Leadership Council in December, Vice President Al Gore unveiled the issues he will prominently feature in his all-but-declared presidential run. High on the list of objectives singled out by Mr. Gore were “containing suburban sprawl and reducing the traffic jams that induce road rage.”

—*The New York Times*

CANADIAN REPORT: CYCLISTS SHOULD COME FIRST

Toronto’s Regional Coroner has recommended that Canada’s highway laws be changed to give cyclists precedence over drivers. In a report reviewing 38 Toronto cycling deaths over an 11-year period, Dr. William Lucas concluded that “the concept of motorized vehicles yielding to non-motorized vehicles seems to be a common sense rule which should be accepted by all road users. Entrenching this principle [would] likely significantly reduce risk of injury and death.” Dr. Lucas also urged the installation of “side guards” on large trucks and buses to prevent cyclists from being pulled under the vehicles’ rear wheels. Such guards are mandatory on large vehicles in several European countries. The Lucas report is Canada’s first epidemiological study of cycling casualties. U.S. officials have ignored demands for similar studies.

—*The Toronto Star*

YOU’VE GOT BAD AIR

Some southern California residents will soon be alerted to dangerous air pollution conditions via beepers. Officials plan to issue Stage 1 smog alerts over free personal pagers to 50 Los Angeles-area residents, warning them to stay indoors during bad air episodes. They seek to learn if the system is useful for coaches, joggers and those who have respiratory problems. If the pilot program is successful, the service will be offered for a monthly fee of about \$8 to pager users.

—*The Los Angeles Times*

SAN FRANCISCO BACKS ‘CLEAN’ TRANSPORTATION

Bike commuting in San Francisco just got more refreshing. The San Francisco Board of Supervisors has unanimously approved a plan to amend the city’s building code to guarantee bike commuters a place to shower, change and park their bikes. The new law requires all parking garages to provide bike parking. The San Francisco Bicycle Coalition estimates that 14,000 commuters cycle to work each morning. SFBC credits sustained pressure on decision makers, including regular Critical Mass rides.

—*San Francisco Chronicle & SFBC*

WHERE WALKING SHOES PAY

The Aberdeen, Scotland, City Council is considering paying its staff members to walk. Currently, the council reimburses staffers traveling on official business 13 pence per mile if they ride a bike, 16.1 pence per mile if they travel by motorcycle, and 51.9 pence per mile if they use a car. Said Peter Cockhead, the council’s director of planning: “We are flagging up a whole series of options to encourage people to travel green and to cut down on congestion on our roads . . . [a] walking mileage allowance could be considered for short journeys.” A sharp increase in the bicycle allowance is also being proposed. The council already has a bike pool for staffers who need to borrow a bike.

—*Pednet*

GRAND CANYON MINUS THE GRAND CHEROKEE

It’s becoming easier and easier to view the nation’s most famous natural attraction from something other than a car window. U.S. Transportation Secretary Rodney Slater recently announced funding for a new 5-mile hiking and biking trail along the rim of the Grand Canyon. The new trail will complement a planned light-rail transit system designed to curb vehicle congestion at Grand Canyon National Park.

—*The Salt Lake Tribune*

PLAN-FULL IN SEATTLE

The City of Seattle, Washington, recently adopted its Transportation Strategic Plan (TSP), a long-range collaborative document designed to achieve the City’s goal “to make Seattle a city where streets and bridges are well-maintained, where transit, walking and bicycling are convenient and attractive, and where we are less dependent on cars for transportation needs.” The TSP will also play a lead role in protecting the character and livability of Seattle neighborhoods. Copies are available from the City’s Strategic Planning Office, 600 Fourth Avenue, Suite 300, Seattle, WA 98104 or by calling 206/684-8080, or on the web at www.pan.ci.seattle.wa.us/seattle/td/tsp/strategy.htm.

—*City of Seattle*

A REAL ‘PARK AVENUE’

An engineer has proposed that the Washington State city of Lacey’s Woodland “pave” one of its streets with grass to help spare salmon from storm-water runoff. Thomas Holz estimates the natural surface would decrease the amount of pollutant-carrying storm water runoff by 70 percent to 80 percent. “It really fits into everything that’s happening now,” agreed City Council Utilities Committee Chair Jim Weber. “We were thinking, ‘What an identity—the first community in the country to have a grass boulevard.’”

—*Portland Oregonian*

SHARE-A-BIKE IS REVIVED

Amsterdam, often called a cycling paradise, is employing a modern technology to revive an idealistic 1960s program. Starting in 1999, 750 white bicycles will be available for shared use. Commuters will borrow a bicycle outside one establishment, pedal to a destination and leave the bike there for the next cyclist. Back in the 60s a similar program ended when thieves took advantage of the goodwill. This time around, though, the bikes will be released from electronic locks only when riders insert “smart cards,” which will automatically register the bikes in their names.

—*The New York Times*

BIKES FOR AFRICA

In November, T.A. members and students from Recycle-a-Bicycle, helped our friends at the Institute for Transportation and Development Policy (ITDP), load 100 bicycle trailers, 350 used bicycles and tools, parts and wheels into a shipping container bound for Mozambique.

To learn about ITDP or volunteer for the next container day, please call Paul White at 212-629-8001 and check out www.itdp.org.



Ellen Cavanagh

(Right) ITDP's Deike Peters, T.A. Volunteer John Lindsay and an R-A-B student roll another bike into the container destined for Africa.

T.A. MEMBERS FLAG CHINA'S BIKE MISTAKE

T.A. members penned four of the five letters to the editor in the *New York Times* in response to a November 3rd article on the banning of bicycles from Beijing's Xisidong Avenue. Beijing police acted "to improve traffic flow" despite the fact that "bikes remain the primary mode of transportation for the vast majority of Beijingers."



Noting the absurdity of not including the dominant transportation mode in the definition of "traffic," was T.A. member Hanna Borgeson; while William Yates compared Beijing's action with the Giuliani administration's sacrifice of the bike lane on the Queensboro Bridge to cars two years ago.

The push by the major car manufacturers to sell auto dependency is powerful; the *Times* article ends with the tired refrain, "cars are the future." T.A.'s Jeff Prant countered: "If it is China's destiny to replicate our mistakes, it is our destiny to create a better example."

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6th Sat 10 pm Ch 34
8th Mon 9pm Ch 34

March 1999
4th Thurs 10 pm Ch 56

Commuter of the Month

BERNIE BROSK

Name: Bernie Brosk Age: 83

Occupation: Real Estate Broker

Neighborhood: Gramercy

Number of Years Riding? Over 20

T.A. Member Since: March 2, 1983

You remember the date you joined T.A.? Yes, I bought a picture of Babe Ruth for \$35 at a T.A. benefit auction.

Your commute? I'm only about twelve blocks from my home, but I put in anywhere from 10 to 15 miles a day.

So you use your bike to meet clients? Of course...just commuting is peanuts. I love to ride - it's relaxing and great exercise, and much faster than waiting for a bus or cab. Luckily I don't have to dress up too much - although once I was required to wear a shirt and tie just to get in to Trump Plaza to close a deal with Abe Hirshfeld.

How do clients react? They get a kick out of it. For a while I billed myself as Bernie "The Biker Broker." You know, I've been doing this for over 20 years so I know all the ins and outs. Some folks have said I'm crazy for riding a bicycle in Manhattan, but one nice person once told me, 'You are my role model.' I'll always remember that.

"The Real Estate Tycoon"

What kind of bikes do you own? A Trek hybrid and a Specialized road bike. I park them on the street close to my office.

Precautions: I use a Kryptonite lock on the front wheel and frame, and a chain on the back wheel. Three years ago, I got some N.Y.P.D. stickers and put them on my bike. So far it's worked - no stolen bikes since.

Suggested punishment for stealing a bike? 25 years to life - no parole.

What's been the biggest improvement you've seen in bicycles? Making the gear shifts more accessible.

How about pollution and drivers? The pollution has gotten slightly better. Sadly, drivers are much worse.

If you were made NYC Bike Czar, what changes would you make? Enforce the rules to make pedestrians stay on the sidewalk while waiting for traffic lights to change. I'd also go after messengers and cyclists who blatantly break the law. In addition, we don't have enough bike lanes so I'd put in more of those.

What do you most enjoy about biking in NYC? The convenience. That and shooting the breeze every day with other bike

David Silva

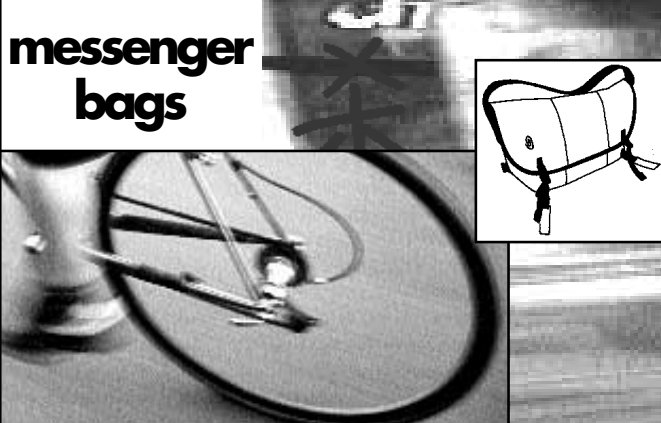


riders. I even talk to cab drivers while I'm stopped at a light.

Feats: Every year I do a fifty-mile ride for MS Society from Sandy Hook to Belmar.

Advice for the novice: Ride slowly, wear a helmet, and obey all traffic rules. Do that and I promise you'll never want to get off your bike. Just jump on and go, take a ride and smell the roses - even in New York.

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Celebrity Commuter of the Month

MICHAEL MUSTO

Age: Between 30 and death
Occupation: Journalist
Neighborhood: Murray Hill
Number of Years Riding? 20

Your commute? I live a mile from work and generally take Lexington and then 3rd Avenue down to Cooper Square. There are no real trouble areas - it's all bliss.

What kind of bike do you have? An indescribable one-speed mess designed by Emey's Bike Shop in order not to be stolen. It was thrown together out of ragged but usable parts. It's the Frankenstein monster of vehicles.

Where do you park? I chain it to the same pole every day. This way I never forget where I left it.

Best things about biking in NYC? You never get stuck in traffic. There is a sense of constant progress. And you feel everything in town is attainable. Plus, it's the only damned exercise I get. I also enjoy riding around Central Park, which is like the country but within the grasp of civilization.

Worst things? Potholes, thieves, bike riders who cut you off, and drivers who feel you're invisible.

Ever had a bike stolen? No. I've had *five* bikes stolen.

Get any good gossip or spot celebrities in compromising positions while bicycling? I've learned that whenever I swivel my head to see something, I crash, so I've stopped looking for gossip - though I have perfected the art of taking notes while riding.

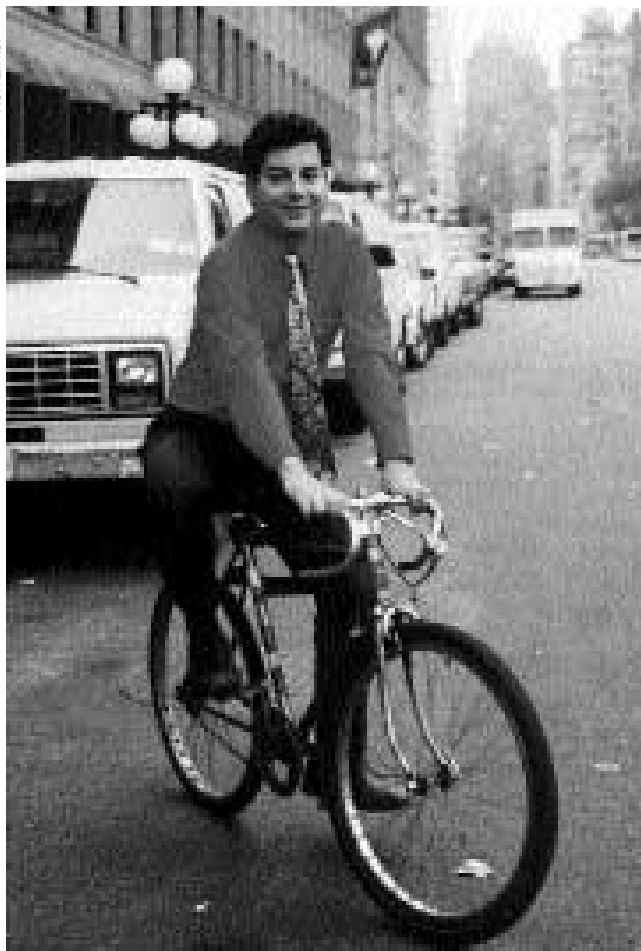
Do you take your bike to premiere parties or gala events? I've gone to tons of black-tie premieres on my shabby, dingy bike. It adds to my sense of mystery and endearing contradiction.

What kind of reception do you get? People think it's cute, and most of them admire my chutzpah and lack of pretension. I love it because it's fast, enjoyable, and there's no driver to tip.

You can be rather candid in your Village Voice column. How do you react to speeding automobiles? I hate reckless drivers who think nothing of risking your life. But they usually take off too fast for any heated argument to occur. And I never think of the really good bon mots - like "Asshole!" - until afterwards.

Know any other celebs who ride? New York Times' photographer Bill Cunningham rides everywhere, and I recently saw Cabaret's Alan Cumming tooling around outside my house.

Ken Zirkel



What's the funniest thing that's happened to you while riding? Once, my front wheel came off while I was riding. I skidded for a while, pushed along by a van right behind me. It was hilarious - and terrifying.

Any other accidents? Someone clipped my brakes while my bike was locked to a pole. Later, when I started riding it, the brakes fell into the spokes and I went flying. It was the most near-death experience I've ever had.

Your Tips? Be courteous to other bike riders. Follow the same rules you would as if driving a car - stop at red lights, don't ride on sidewalks, don't go against traffic. This is a handy way to protect ourselves - and each other. And please don't laugh at my bike.

Celebrity Commuter of the Month is new!

Send comments and celeb nominations to info@transalt.org

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FOR REPAIRS

Volunteer of the Month

JOHN LINDSAY

Age: 24

Occupation: Paralegal

Neighborhood: Greenpoint, Brooklyn

T.A. Member Since: 1997

Volunteer Activities: Wednesday Volunteer Nights, NYC Century Marshal, Operation Hazard ID

How did you first hear about T.A.? When I lived in Buffalo, I took part in demonstrations with Act Up! and started doing research on advocacy groups. Since I was interested in biking it wasn't long before I started hearing great things about T.A. Once I moved here, one of the first things I did was join. When I got my first magazine I discovered the listing for volunteer nights.

What keeps you coming back? I want to help and be involved — after all, it is in my best interest.

Your first reaction to volunteer night? That's a lot of mail!

Describe Operation Hazard ID: We go out as a group and identify major routes used by cyclists. Then we do a survey of the road - looking for potholes, loose sewer grates, sinkholes, anything that's not cyclist-friendly. We write down the location and mark it with spray paint. T.A. then reports the dangerous conditions back to DOT. If they aren't fixed and someone has an accident the city can be held liable. The coolest part is getting to legally spray paint the road.

Commuting - NYC vs. Buffalo: NYC is much more bike-friendly. In Buffalo, I'd ride my bike 45 minutes each way to go to school in the suburbs. One night, I got off my bike to walk through a busy intersection and got hit by a car. I got pretty messed up. Despite the fact that the car ran a red light, nothing happened. No one was there to take my side. A big city without an advocacy group is at the mercy of politically appointed planners. People don't realize how lucky they are to have an organization like T.A.

Kryptonite Plus: I've had two bikes stolen as a kid so I'm always

been very aware of theft. If my bike is not in my hand it is locked — always. The first year I lived here, I even locked it up in my apartment when I'd go out at night.

The paradox of traffic: When you're riding in the stream of traffic it is such an exciting adrenaline rush. I enjoy that. But it's also a drawback. When drivers start to get aggressive and switch lanes without warning, it gets scary.

Where do you ride for leisure? My favorite spot is going up the Palisades on the other side of the GWB. But I must profess that I love all the parks, especially Central & Prospect Parks. I couldn't believe that in the middle of NYC there were huge parks you could ride a bike in! That's why it's important we make them car-free so people can use them without feeling endangered.

Volunteer highlights: Helping with the NYC Century. It was a great event to be part of. Everyone had so much fun and I got to enjoy the entire day by assisting others by riding as a Marshal. I can't wait 'til the next one.

You've been elected Mayor in the year 2002. What's the first law you pass? A ban on all personal automobiles in Manhattan. For instance, if you're commuting from New Jersey, you would have to leave your car there. Only buses, cabs, and commercial vehicles would be permitted. There are so many mass-transit options available to everyone in the city and surrounding area...you don't need a car to get around.

C. Eckerson



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THESE ARE THE CHAMPIONS

The Grammy. The Emmy. The Trannie? Even though they don't have a nickname, T.A.'s annual awards are no less coveted. T.A. executive director John Kaehny gave out praise and recognition to a group of deserving volunteers and other friends of the organization.

Leading off was a special recognition award for columnist "Gridlock" Sam Schwartz for his progressive thought and writings about transportation in New York City.

Cheerful crack volunteer and everywhere rider-Sena Fadel was named Spirit of Cycling, and Web and HTML whiz Ken Zirkel was honored as Electronic Bike Guru. The always well-turned-out Ibrahim Abdullah got the Dapper Dresser nod, while noble Ross French took home Century Stalwart & Ironman. No one promoted bike culture in 1998 like Bike Show

master Alan Lowe, and for Lifetime Achievement, the choice was clear: Roger Herz. The father-son team of Jesse and Jonathan Brown was Cycling Family of the Year, and the dedicated Martha Rowen and Judy Ross were recognized with Grassroots Action awards for their countless hours dedicated to Auto-Free Prospect and Central Parks, respectively. Mike Gaughan was recognized as All Around Special Events Maven, and last, but not least, Robert Eberwein beat off legions of snack-loving competitors to become Volunteer Night & Mailing Party Mainstay.

Congratulations to all award winners and all the wonderful T.A. volunteers who make it happen. Thanks also to the Puffin Room and Carl Rosenstein for hosting our party at the gallery.



Danny Lieberman (2)

Award winners Martha Rowen (above) and Ken Zirkel are all smiles at the T.A. Holiday Party.



REWARD offered...

T.A. needs a new logo to better reflect our mission as an urban environmental organization. As you know, T.A. works to improve cycling, walking and skating conditions, reduce car dependence and impact on our neighborhoods. Got ideas? Sketch 'em up. Got friends who might be able to help? Let us know. E-mail Sharon at T.A.: info@transalt.org.

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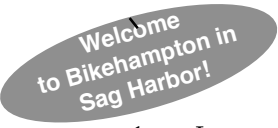
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- A: Accessories
- B: Bicycles
- C: Clothing
- P: Parts
- R: Repairs
- S: Skates
- X: Bike Rentals
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 14 St Metro Bikes ***10% ACPR** 332 E 14 St
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 New York Cyclist ***10% ACPR** 300 W 110 St
 96 St Metro Bikes ***10% ACPR** 231 W 96 St
 Sid's Bike Shop ***8% ABCPR** 235 E 34 St
 Sixth Ave Bicycles ***10% ACPR** 546 6 Av
 Toga Bike Shop **10% ACPR** 110 West End Av
 Tread Bike Shop ***10% ACPR** 225 Dyckman St.
 Victor's Bike Repair **8% ABR** 4125 Broadway
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Ace Cycles **10% ABCPR** 1116 Coretelyou Rd

Arnold's Bicycles **10% ACPR** 4220 8 Av
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 Bicycle Land **10% ACR** 424 Coney Island Av
 The Bike Shop **10% ACPR** 240 Smith St
 Brooklyn Bicycle Center **10% ABCPR** 715 Coney Isl. Av
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 Larry's Cycle Shop **5% ABCPRS** 1854 Flatbush Av
 On The Move **10% ACP** 400 7 Av
 Open Road Cycles **10% ACPR** 256 Flatbush Av
 P & H Bike **10% ABCPRS** 1819 Coney Island Av
 R&A Cycles **10% ACP** 105 5 Av
 Roy's Sheephead **10% ACP** 2679 Coney Island Av
 Sizzling Bicycles **8% ACPSRX** 3100 Ocean Pkwy
 Verrazano Bicycle Shop **10% ACPR** 8717 3rd Ave

BRONX

Eddie's Cycle **5% A 10% P** 2035 Grand Concourse
 Neighborhood Cycle **10% ABCPR** 571 Courtlandt Av
 Sid's Bike Shop **8% ACPRS** 215 W 230 St
 Westchester Bike **10% ABCPRS** 2611 Westchester

QUEENS

Astoria Bicycle **8% ABCPR** 35-01 23 Av
 Bellitte Bicycle ***10% ABCPR** 169-20 Jamaica Av
 Bicycle Barn **8% R** 111-51 157th St & 107 34 Springfield Blvd
 Bike Stop **8% ACPRS** 37-19 28 Av
 Bill's Cycles **10%** 63-24 Roosevelt Av
 Bill's Ozone Park **15% AP 10% B** 108th St & Liberty

Shops interested in joining the program should contact Sharon at T.A.:212-629-8080.

Buddy's **10% ACPR** 79-30 Parsons Blvd
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 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

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 Bikeworks ***10% ACP** (Rochelle Park) 383 Rochelle Av
 Clifton Speed **10% ABCPRS** (Clifton) 1074 Main Av
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 Four Sons **10% ABCPR** (Wayne) 1154 Hamburg Tpke
 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
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TRAINS

Amtrak—800-872-7245, www.amtrak.com; bicycles travel only in baggage cars. Not all trains offer baggage service/have baggage cars. You may put your bike on an earlier train 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” and “Adirondack” trains — call for reservations.

Long Island Rail Road—718-558-8228 or www.mta.nyc.ny.us; need permit: pick one up at Penn or Grand Central Stations. \$5 one-time fee. Collapsible bikes ok without permit. Same rules as Metro-North, except summer season weekend trains have serious restrictions—see permit for details.

Metro North—212-532-4900; need permit, pick one up at Grand Central Station, window #27. \$5 one-time fee. No bikes during rush hours (call for times for your station) and on several holidays. Limit 2 bikes per car, 8 per train, except special bike trains. Groups of 4 or more must call ahead. Bikes ok all weekends. Port Jervis line- get NJ Transit pass.

New Jersey Transit—201-491-9400; need permit for train, no bikes on buses. Permit is free at Penn Station, at Track 10 in Hoboken, or by phone or www.njtransit/state.nj.us/bikeperm.htm. Collapsible bikes always permitted. No regular bikes during am rush hours to NY and pm rush hours to NJ. No bikes on some holidays. Bring two bungee cords to secure bike.

NY Transit (Subway)—Bikes permitted at all times; be considerate & use ends of train cars. A few stations’ gates limit bike exit/entry at times.

PATH—800-234-PATH/201-216-6247; permit not required. No bikes 6-9:30am, 3-6:30pm weekdays, 1-7pm Sat. No restrictions Sun. and Holidays.

SEPTA—(Philadelphia)—215-580-7800; Bikes permitted on regional rail, Norristown, Market-Frankford, Broad St. lines. Off peak travel only.

BUSES

Academy—212-971-9054, 212-962-1122; serves Jersey Shore. No charge.

Adirondack/Pine Hill Trailways—800-858-8555; 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 connecting carrier will accept it.

Asbury Park—212-971-9054; No charge, call for restrictions.

Bonanza—212-947-1766; national; \$3 per bicycle, travels in luggage bay.

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BIKES ABOARD

Carey Transport—No bikes.

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.

Hampton Jitney—800-936-0440; serves the Hamptons. \$10 per bicycle, travels in luggage bay.

Liberty Lines—No bikes.

LI Bus—No bikes.

MTA—718-445-3100; Seasonal on QBx 1, runs over Whitestone Bridge.

Martz Trailways—800-233-8604; serves Philadelphia, Poconos. No fee, but provide your own box.

Miami Express—212-781-7954; serves Jacksonville, Orlando, Miami. Collapsible or boxed bikes only, \$0.50 per pound.

Olympia Trails—212-964-6233; No fee, call for details.

Peter Pan—800-343-9999; No fee, travels in luggage bay, take off front wheel.

Red & Tan Lines—No bikes.

Short Line—800-631-8405; Hudson River Valley. No fee, but now requires bikes to be in canvas bag or box.

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

Trailways—800-858-8555; no fee, must provide your own box or bag.

FERRIES

Delta Water Shuttle—800-933-5935; to LaGuardia Airport.

Express Navigation—800-262-8743; \$3 fee: Pier 11: Manhattan to Highlands, NJ; Atlantic Highland, NJ; and Bay Ridge Brooklyn.

Harbor Shuttle—888-254-RIDE; Bikes OK always, no fee.

Fire Island Ferries—no bikes on ferries, must use infrequent cargo boat.

New York Waterways—800-533-3779; Bikes OK always, \$1 fee, limit 2 bikes on most runs. No bikes on Port Imperial- Weehawken and Wall Street.

New York Fast Ferry—800-NYF-NYFF; Bikes OK always, no fee.

NY Water Taxi—no bikes allowed.

Staten Island Ferry—718-815-BOAT; no extra charge, enter on Lower Level.

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THE SECRET PARKS & PIERS OF RED HOOK

by Clarence Eckerson Jr.

Since it's the middle of winter, we'll keep this one short. In fact, at under eight miles, this jewel of a joyride can also be done on foot. This month, we're visiting the burgeoning community of Red Hook, located on Brooklyn's Western toe. Neglected for decades (thanks primarily to the monstrous BQE) this area is now experiencing a renaissance with an infusion of artists, waterfront development, and cunning entrepreneurs.

You'll visit four newly reconstructed piers from which you can enjoy unmatched views of New York Harbor and lower Manhattan. Bring a book or snack and immerse yourself in the solitude of these magnificent, secluded lands. The endpoint is the Brooklyn Heights Promenade, making this a perfect adventure on a sunny, winter afternoon.

START: Brooklyn side of the Brooklyn Bridge bike path. Closest subway: Borough Hall (2, 3, 4 & 5) and join the ride at Joralemon Street. The A, C, F, G, M, N & R trains stop within blocks of the start.

- 0.0 Go south on the brand-new, Adams Street bike lane!
- 0.3 (R)ight on Joralemon.
- 0.8 (L)eft on to Furman Street.
- 1.0 Ahead is Columbia Street. Future plans for the Brooklyn waterfront include separate off-street bike paths on this and adjoining streets.
- 1.4 R on Degraw St.
- 1.6 L on Van Brunt
- 2.7 At dead end, road becomes Beard Street Warehouse/Pier. Check out the vintage trolley car and train tracks being restored by Bob Diamond. Also, don't miss the eccentric sculptures at the pier's end. Spend some time and reverse out via Van Brunt St.
- 2.8 Next L is Reed Street.
- 2.9 R on Conover - BUT before continuing, visit the Red Hook Garden Pier to your left. Anchored here is the unique Lehigh Valley No. 79, a floating wooden barge which hosts art exhibits and a free concert series in the summer. Fact: Over 300 tons of silt and muck were pumped from its hull to get it to float.
- 3.1 L on Coffey St. (cobblestones!) to another dead end. This is Louis Valentino Park which offers some more spectacular views of the waterfront and Statue of Liberty.
- 3.4 Reverse direction and head back out Coffey.
- 3.8 R on Ostego - then quick L on Sigourney St.
- 4.0 R on Columbia St. Continue to the Columbia Street Esplanade and use the bicycle path on the sidewalk. Don't miss the twisted relics and dilapidated warehouses on the opposite shore. Ride to the end and reverse out.
- 5.4 R on Bay Street
- 5.7 L on Clinton St. Careful crossing under the BQE, Clinton continues on the other side.
- 7.4 L on Montague. Ride to the end for the world famous "movie view" of Manhattan from the Promenade.



Kick back on the Columbia Street Esplanade, one of the newest greenways along the Brooklyn waterfront.



Back to the Future? Bob Diamond wants to restore trolley service in Red Hook. Monitor his progress at the Beard Street Warehouse.



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january / february

RIDES

Sat. Jan. 9, 1999 Yaohan Plaza. The Far East in Edgewater, NJ. You'll find quaint things Japanese. Bring a lock, \$ for food, post-holiday shopping, fare for Waterways ferry ride to NYC. 10am, City Hall. 25 miles. 5BBC

Sun. Jan. 10, 1999. Frost Bite #6: Sheephead Bay and Beyond in Brooklyn. Lunch & travel to the Floyd Bennett Field greenway path . 25 miles. 10am, City Hall. 5BBC.

Sun. Jan. 10 - Nyack: Up 9W to Nyack, take 'em back from Nyack on 9W. Fast pace, road bikes only, please; freezing cancels; 50 mi. round-trip. Call the ride leader if you plan to show. Leaves from the big rock across the sidewalk just north of the Boathouse in Central Park Sundays at 9 a.m. Contact Richard at (718) 963-1764 or richmatt@att.net. Fast & Fabulous (F & F)

Sat. Jan. 16, 1999 Quieter & Quieter Brooklyn. Everybody's in need of peace and we can bike & attain some of it at Borough Park, for starters. 20-25 miles. 10am, Prospect Pk. Picnic House. 5BBC.

Sun. Jan. 17, 1999 Frost Bite #7: Alice Austen Museum. Home of a prominent 1900's American woman photographer & houses many of her works. Bring a lock, \$ for food & admission . 25 mi., mostly flat, some hills. 10am, City Hall. 5BBC.

Sun. Jan. 17 - Piermont: Moderate to fast pace up to Piermont and home. This is a quickie, about 40 mi. round-trip from the Boathouse. Road bikes only, please. Cancel at 35F. Call the ride leaders if you plan to show. Leaves from the big rock across the sidewalk just north of the Boathouse in Central Park Sundays at 9 a.m. Contact Kate at (212) 531-2901 or ke39@columbia.edu, or Claudia at (718) 832-9623 or CLA@cbsnews.com. F & F

Sun. Jan. 24, 1999 Frost Bite #8: Coney Island Dreamin' Let's go to the Bay Shore & under the Verrazano Bridge. Lunch at Torttonno's. 25 miles. 10am, City Hall. 5BBC.

Sun. Jan 24 - Purchase: Ride through the Bronx to Pelham Bay, and on into Purchase, N.Y., the land of monster homes in Westchester. After a s snack stop, we'll return via White Plains. Fast pace, warm company; road bikes only, please; 20 degrees F cancels; about 70 mi. round trip. Call the ride leaders if you plan to show. Leave from the big rock across the sidewalk just north of the Boathouse in Central Park at 9 a.m. Contact Shawn and Magda at (212) 569-6340 or mot3@columbia.edu. F & F

Sat Jan 30, 1999 T.A. Bronx Chapter ride, 30 mi or so. Meet at Williamsbridge Oval Park (Bainbridge Ave and V-C East in the Bronx) inside building.

Call Rich for more info: 718-653-2203.

Sat. Jan. 30, 1999 Liberty State Science Park. Ponder the exactitude & subtleties of science. Bring a lock, \$ for lunch, admission, & PATH fare. 25 miles. 10am, City Hall. 5BBC.

Sun. Jan. 31, 1999 Frost Bite #9: Under /Over the Hudson. Via PATH & north to the GWB. We'll take Manhattan (south) for more riding and lunch. Bring a lock, \$ for PATH fare, food. 25 miles. 10am, City Hall. 5BBC.

Sun Jan 31 - Piermont: Check out midwinter prices at the Piermont bike shop! Road bikes only, please; moderate pace; freezing cancels, 40 mi. round-trip. Call the ride leader if you plan to show. Leaves from the big rock across the sidewalk just north of the Boathouse in Central Park at 9 a.m. Contact Paulette at (718) 293-0885. F & F

Sat. Feb. 6, 1999 Cantigue Cruise. Moderately paced ride to Nassau County. We'll visit a warm place — a local diner - before returning to colder climes of Queens. Ride cancelled if the temperature is below 25o. 35 miles. 9:30am, Cunningham Park. 5BBC.

Sun. Feb. 7, 1999 Frost Bite #10: Ethnic Food in Astoria. Converge on this community in the fine borough of Queens. Lunch at Uncle George's. Bring a lock, \$ for your appetite. 25 miles. 10am, City Hall. 5BBC.

Sat. Feb. 13, 1999 Yaohan Plaza, A second chance to find Godzilla. Bring a lock, \$ for lunch, possible momentos, fare back to NYC. 25 miles. Meets 10am, City Hall. 5BBC.

Sun. Feb. 14, 1999 Frost Bite #11: Flat Rock Brook Nature Preserve. Combined bike/hike. Bring a lock, \$ for lunch and contribution to the Nature Preserve. 30 miles. 10am, City Hall. 5BBC.

Sun. Feb. 14, 1999 Radical Walking Tour: Village Valentine's Day Tour. Meet at McDougal St. and Wash. Sq. North. 1 pm 2.5 hrs/\$10. 718-492-0069.

Sat. Feb. 20, 1999 ??? Ride. Leaders choice. 30-40 mile trip. Bring lock & money for lunch. 9:30am, City Hall. 5BBC.

Sun. Feb. 21, 1999 Frost Bite #12: Coney Island Dreamin' Polar Bear Club members need not apply. Totonno's or bust! 25 mi. 10am, City Hall. 5BBC.

Sat. Feb. 27, 1999 Training Series Ride #1: Englewood. Spring training for those who want to condition themselves for the season and/or strive for the Montauk Century. Will offer both regular-paced /quick spin groups. Go for it! 30 miles. 9:30am, Plaza Hotel. 5BBC.

Sun. Feb. 28, 1999 Frostbite #13: Bayonne for

Pancakes. Ride to eat delicious hotcakes in Jersey via the SI Ferry, & visit Liberty State Park. 25 miles. 10am, City Hall. 5BBC.

Sun. Feb. 28, 1999 Radical Walking Tour: Riots, Folksingers & Prohibition. West Village tour meets at Village Cigars at Sheridan Sq (7th Ave & Christopher) 1 pm. 2.5 hrs/\$10. 718-492-0069.

Sat. March 6, 1998 Happy Face: Bronx Zoo. Miss the Sea Lions? Let's go on mostly flat roads of the borough of the Yankees. Bring a lock, \$ for lunch, souvenirs. 20 miles. 10am, Plaza Hotel. 5BBC.

Sun. March 7, 1999 Training Series Ride #2: Sands Point. Nassau County, here we come. Will offer regular-paced/quick spin groups. 35 miles. 9:30am, Cunningham Park. 5BBC.

Sat. March 13. Radical Walking Tour: Chelsea - Ladies Mile Tour. Meet 1 pm front of Chelsea Hotel 222 W 23rd St. 2.5 hrs/\$10. 718-492-0069.

ride resources

Bad weather cancels most rides.

Bicycle Touring Club of Northern N.J.
973-284-0404

Fast and Fabulous Cycling Club
Lesbian and gay bike club
212-567-7160

Five Boro Bicycle Club
212-932-2300 x115

This is only a sample of 5BBC's many rides:
helmets **must** be worn on all rides!

New York Cycle Club
212-828-5711

North Jersey Mountain Bike Club
201-291-2332

Paumonok Bicycle Club
516-842-4699

www.bicyclelongisland.org

Staten Island Bicycle Association
718-815-9290

Time's Up! 212-802-8222

skate resources

Empire Skate Club 212-592-3674

other resources

Bicycle Network Development (maps)
www.ci.nyc.ny.us / 212-442-4640

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Garden Party

Dear NY Botanical Garden.:

I am writing concerning parking for bicycles at the New York Botanical Garden. I am a devoted member and frequent visitor to The Gardens and I applaud your decision to ban cars from the grounds. In this vein, why not encourage the best pollution-free form of transport by making bicycle parking more available and convenient. While there is a rack at the Moshulu Gate entrance, there are none at the Conservatory or Waring Avenue entrances. Also, the rack at the Moshulu entrance is in a tight spot, in an area usually overgrown with bushes and weeds. A parking spot close to the main administrative building would be a dream come true. I hope to continue my support for your lovely gardens, but do not wish to buy a car simply to make my visit hassle-free. For your added assistance I am enclosing a brochure from the CityRacks program. Thank you very much for taking the time to consider this letter and this situation.

Sandra Boer
Bronx, NY

Editor's Note: The Botanical Garden responded on all three locations, and said it is working to get a rack for the Waring Gate, especially since "[Ms. Boer was] not the first person to bring up the lack of one at this entrance." Nice work Sandra

RECIPROCITY

Bicycling in Manhattan
I ride through red lights,
though, unlike some,
I yield to pedestrians,

who get irritated when
I ignore traffic laws,
as they whimsically
jaywalk in front of me.

Bob Slaymaker
New York, NY

Ignoramuses

Editor's Note [specifically to Mark Lewis' letter in the Nov/Dec 98 issue]:

Vincent Gallo (and others) pointed out that the bike he's pictured riding on our Sept/Oct. '98 cover is a 1949 Schwinn Spitfire, manufactured before the advent of cable brakes. Thus the bike does indeed have brakes, contrary to Lewis' assertion. The editors regret not catching this error.

Kite Ban

Dear T.A.:

The attached article appeared in the Daily News on Friday, Oct. 2, 1998. The Parks Department (with Rudy Giuliani's blessing) banned kite flying along the Belt Parkway at Dyker Beach Park (over by the Verrazano) because it "distracted motorists, causing accidents." How many absurd sacrifices to our quality of life must we make to automobiles? Geez, there are some billboards along the Henry Hudson parkway that are pretty darn distracting - I don't see a rush to remove them. In the name of removing "distractions," this all could get a bit out of hand.

Matthew Chachere
Brooklyn, NY



NYC Bike Lanes a Dooring Trap

Dear T.A.:

The above photo was staged on 34th Ave. in Queens to show how even the door of a midsize car parked close to the curb fully spans the width of a NYC bike lane. The traffic engineers at DOT just don't seem to get it!

Take the city's bike map advice: "Be wary of parked cars. Motorists can unexpectedly open doors. Be particularly careful if you see a motorist in the car. Ride more than a car's door width away. Ride in a straight line. Avoid dodging between parked cars. Ride in a straight line at least three feet away from parked cars. Watch for cars pulling out of parking spaces."

Stu Desser
New York, NY

Unguided Missal

Dear Auto-Free Press Editors:

A few weeks ago we sent you a new product release about our Ballistic Automotive Design conversion kit for Jeep Wranglers. We included a press release and photograph...We would love



to introduce our kit to your readers. Nationally, interest is running high. Just the other day our sales manager was stopped on a California highway by a man who has four Wranglers and "just had to know more." Please call me at 800-806-5313. Thanks for your interest.

Ernie Skoog
Ballistic Automotive Designs

Editor's note to Ernie: Thanks for your letter to the Auto-Free Press. The white molded plastic you use for your jeep makeover is quite something. Given your knack for market research, we're sure your product will be a big hit. Just one thing, we were very disappointed that with a name like Ballistic, you do not do bullet proofing. We'd hoped to get a new bulletproof jeep given the growing numbers of heavily armed pedestrians and bicyclists we have to deal with.

Letters to the Editor

Direct your letter to:
Editor, T.A.,
115 W. 30th St. #1207,
New York, NY 10001, or fax it to
212-629-8334, or e-mail it to
info@transalt.org
Letters may be edited for clarity and length.



New York's Virtual Salon

for more details:
email: info@echonyc.com
web: www.echonyc.com
voice: 212-292-0900
data: 212-292-0910

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ANNOUNCING TRANSPORTATION ALTERNATIVES TEAM WEAR

T.A. is proud to offer high grade cyclewear from Alexa, outfitter of top NYC racing teams. As a service to our members we're offering everything at or below cost! Choose from short and long sleeve jerseys, 8 panel shorts, tights, thermal jackets, headbands and winter gloves.

Gear Item	Price	Quantity & Size	Total \$
Jerseys short \$55/long \$65		_____	\$ _____
New, high-wicking Air-Tech fabric; 3 rear pockets. Short sleeve has a 5" zipper; long sleeve jerseys have a full top-to-bottom zipper. Yellow with green accents. Transportation Alternatives and wheel on front; "Share the Road" on back. Sizes: 3 (M), 4 (L), 5 (XL).			
Shorts	\$55	_____	\$ _____
Seamless 8 panel 190 gm stretch Lycra shorts for men and women. Avitron micron anti-bacterial chamois insert is machine washable and non hardening. Black with green side stripe with yellow "Transportation Alternatives." Sizes: 3 (M) and 4 (L).			
Lombardia Tights	\$60	_____	\$ _____
Cut through the wind in two-way stretch polyamide fleece perfect for cool weather riding. Black stirrup style with green side stripe with yellow "Transportation Alternatives." Sizes: 3 (M) and 4 (L).			
Thermal Jacket	\$90	_____	\$ _____
Stay warm in Husky Trevira Fleece (aka Ultratherm) - a three-ply laminate, poly/lycra outer shell bonded to stretch fleece inside. Superb heat retention and washability. Three rear pockets, full front zipper, high no-pinch "v" collar. Color: Yellow with green accents. Sizes: 4 (L), 5 (XL) and 6 (XXL).			
Winter Headbands	\$15	_____	\$ _____
Keep your ears happy under warm Ultratherm fabric. Yellow with green racing stripe. One size fits all.			
Winter Gloves	\$30	_____	\$ _____
Hand protection at its finest: fleecy Ultratherm gloves. Green & yellow. Sizes: S,M,L			



Subtotal \$ _____

Shipping: \$5 first item, \$1.50 each additional item \$ _____

Total Amount Enclosed: _____

Sizes:
M= chest 38" waist 32"
L= chest 40" waist 34"
XL= chest 42" waist 36"

Quantities are limited — order today! Items will be sent by Priority Mail. You may see and purchase items at the T.A. office, 10 - 6 pm, M-F. Allow at least three weeks for delivery. No sales tax.

See www.alexausa.com for color photos of some of Alexa's designs.

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Check Enclosed MasterCard or Visa

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Signature _____

To order, fill out the above, add your name and address, and mail it to T.A. with your payment, or fax it to T.A. at 212-629-8334 with your credit card number (MC or Visa) and signature.

Classifieds

Classified ads are free for members, subject to a 3-line limit depending on space. Mail, fax, or e-mail ads to T.A. by Feb. 15 for next issue. One issue run unless requested otherwise. Fax: 212-629-8334 / e-mail: info@transalt.org. Not for commercial use.

SMW (Service Manager Wanted): You are someone who walks, talks, lives, breathes, rides and can fix bikes really well. We are nuts and pay well. Looking for serious long-term relationship. Please fax resume and funny stories to Jeremy at (516) 725-4135.

Sale: 96 CANNONDALE ROAD BIKE, large, Shimano RSX grupo, STI shifters. With extras- Look pedals, computer, aero bars, Sidi shoes, and more. Exc. cond. Ridden less than 500 miles. \$800. Mark (718) 274-9463

Sale: ROYCE UNION CLASSIC FOLDER, made in Germany. Green & white. Dynamo, 1-spd. Coaster brk and hand brk. \$125. John (516) 432-9116

Sale: FUJI CLUB RACING BIKE 19", campy, 20 lbs. Profile & Aero clips. 2 sew-ups, 2 tubulars, computer, underseat bag. Exc. cond. \$400. John (516) 432-9116

Sale: Two early 1970s Raleigh Professional framesets. Never crashed. Reynolds 531 double-butted tubing throughout. One is all chrome, originally purchased in England,

mint condition. \$500. The other is blue mink and in exc. cond. \$450. The frame size is 22 1/2" (57 cm) for both. These frames ride very nicely and have extreme antique value. Please call (212) 627-1279 (eves.), if interested.

Sale: Specialized Rock Hopper Comp (19") ATB; grey, chromoly frame/fork; Shimano components; Specialized rims; excellent condition: new \$649, sell for \$249 negotiable; also, frame/fork/headset (60cm c-c) blue; fork accepts brake; new \$750 sell \$400. Negotiable. Lots more new & used bike stuff. Call for list. James (516) 421-5826.

Sale: RECENTLY OVERHAULED (summer '98) Trek road bike with triple chain ring. Medium frame for male/female 5'3"+. \$150 OBO Good city bike. Nancy (212) 447-2020, ext. 15.

Wanted: A folding bicycle. Please call Sarah at (212) 242-9290.

Wanted: New or used cargo bike. Call Donald 914-277-1837.

###

Give the Gift of Love, Give T.A. ! ! !



Item	Price	+ Shipping	Quantity, Size, Color	= Total
1 Bike Cult A fascinating illustrated book detailing virtually all aspects of cycling — everything you ever wanted to know and more! Written by New Yorker and T.A. member Dave Perry!	\$17*/\$22	\$3.00	_____	\$ _____
2 Asphalt Nation A major work of urban studies that examines how the automobile has ravaged America's cities and landscape, and how we can fight back. By Jane Holtz Kay.	\$20*/\$25	\$3.00	_____	\$ _____
3 Prospect Park Buttons Just the accessory to wear on the street or to the next Community Board meeting. Pin it on your panniers or jersey, or clip it to your brake cable.	\$1.00	\$1.00	_____	\$ _____
4 One Less Car T-shirt T.A.'s original fashion statement. Ride with pride wearing this 100% thick cotton T-shirt. Please indicate size: XL or L, and color: Green, Navy, Black, Natural, or Red.	\$13*/\$15	\$1.25	_____	\$ _____
5 Auto-Free NY T-shirt 100% cotton. Teal. Indicate size: XL or M.	\$10*/\$12	\$1.25	_____	\$ _____
6 Powerbell Super-loud bell gets attention of cars and peds. Attaches to front fork; handlebar trigger. <i>[not pictured]</i>	\$17/2 for \$28	incl.	_____	\$ _____
7 Prospect Park T-shirts 100% natural unbleached cotton. Size: XL. Illustration on front, "Cars Out of Prospect Park!" on back. <i>[not pictured]</i>	\$13*/\$15	\$1.25	_____	\$ _____
8 T.A. Baseball Hats All-Navy, or Khaki with green brim. One size fits all.	\$10*/\$15	\$1.25	_____	\$ _____
9 Cycle & Recycle Calendar 99 30 inspiring photos in color and B&W to keep you pedaling throughout 1999! Limited supply!	\$10*/\$12	\$1.50	_____	\$ _____
10 SafetyVest Safety orange is cool. Adult size.	\$8*/\$10	\$2.00	_____	\$ _____
11 98 Century Bike Tour T-Shirt Unbleached Patagonia organic cotton with full-color design. Specify S, M, L, XL.	\$10*/\$12	\$1.25	_____	\$ _____

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Signature _____

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