

transportation ALTERNATIVES

Volume 5, No. 3
www.transalt.org
May/June 1999

Our Streets!

Making noise
on Earth Day

More Car-Free Hours won for Prospect Park — *but the Fight Continues*

NEW HIGHWAYS AND THE ECONOMY: NO BENEFIT

During last year's debate over reauthorizing the federal transportation law ISTEA (Intermodal Surface Transportation Efficiency Act), the claim that more highway funds are needed to boost our nation's economy echoed through congressional hearing rooms like a mantra. This effective, if vague, contention emboldened Congress to authorize roughly \$171 billion in highway spending under TEA-21 (the new acronym). But how accurate was this claim? Does highway spending truly help the economy?

Two basic arguments are advanced to support the assertion that highway investment makes economic sense. First, the additional highway stock is said to make it easier for goods to be delivered quickly and efficiently, thus reducing transportation costs for companies and enhancing their productivity. Second, it is argued that highway investment leads to good jobs in the highway construction and supply industries, which produces a ripple effect through the economies of the region and the nation.

But transportation economists generally agree that at the regional level, additional highway capacity offers little added value in terms of productivity, economic competitiveness or efficiency. True, the nation saw tremendous productivity gains from highway spending during the 1950s and 1960s. But these gains were achieved back in the days when the country lacked a network of modern highways. As the interstate system was completed, economists found that returns on infrastructure investment fell because the efficiency gains from basic connectivity had mostly been captured. By 1991, according to a study commissioned by the Federal Highway Administration (FHWA), the rate of return on highway capital spending was less than that of private capital investment. This decline suggests that we have enough highways and that additional capacity is unlikely to yield economic benefits.

The second argument - that highway construction generates employment that in turn spurs economic activity - is only meaningful if road building produces more employment and activity than other types of public spending. In other words, compared to what? Rather than building a new highway, would it be better to pay a crew to dig a hole and fill it back up again, which would have fewer negative social and environmental consequences?

The evidence is that the economic benefits of highway construction in one community tend to come at the expense of other places in the same region. While new roads are likely to create new economic activity for a limited area, they also shift economic growth from one locality to another within a metropolitan region.

Moreover, evidence suggests that the temporary jobs created by road building projects are costly indeed. A recent University of Illinois study of the economic effects of the controversial I-69 highway proposed in Indiana found that each job generated would cost \$1.5 million, compared to \$5,000 to \$30,000 per job in rural economic development programs.

If we are really interested in fueling the economy, we should instead be repairing roads and creating more mass transit. Clark Wieman, Research Director of Cooper Union's Infrastructure Institute, found that road maintenance projects are more labor-intensive than new building projects or major construction. Meanwhile, the per-passenger capital costs of expanding mass transit are one-tenth those of highways. Moreover, investment in transit can be expected to generate a higher level of employment due to the continuing need to operate public transportation systems. Studies for the Economic Policy Institute found that cost-benefit ratios for transit exceed those for highway spending.

New conditions call for new solutions. TEA-21 offers regions the resources to implement a broad range of strategies that make far more economic sense than new highway projects. But to make use of them, transportation decision makers must resist the lure of supporting road construction in the name of economic development. Such "development" is in reality nothing more than a zero-sum game.

This article was adapted by Ken Coughlin from articles by Hank Dittmar and Don Chen appearing in the February 1999 issue of Progress, a publication of the Surface Transportation Policy Project (www.transact.org)

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TRANSPORTATION ALTERNATIVES

MAY/JUNE 1999 VOL. 5 NO. 3

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: Earth Day riders "block the box" at 42nd St. and Madison Avenue. Photo by Malcolm Matusky.

CALENDAR

MAY

- Mon. 10 6:30 pm** **T.A. Brooklyn Committee meeting.**
Location tba. Call T.A. 212-629-8080
- Tues. 11 7 pm** **T.A. Bronx Chapter meeting.**
Williamsbridge Oval. Call Rich for info: 718-653-2203
- Wed. 12 6 - 9 pm** **Volunteer Night at T.A.**
On nice evenings we go out into the "field"
- May 15-23** **Bike Week 1999.** See insert inside this mag. To volunteer call Sue or Ruth: 212-629-8080. Also check our calendar at www.transalt.org.
- May 22 6-9 pm** **R-A-B Benefit Bike Auction.**
At Charas 605 E 9th St. See www.bway.net/~rab for more.
- Mon. 24 6:30 pm** **Auto Free Central Park Committee**
Meet at T.A. Call to confirm: 212-629-8080 / CP hotline 212-787-PARK
- Tues. 25 6-8 pm** **Auto-Free NY**
A 2nd Ave Trolley...? at T.A. 212-475-3394 or geohaikalis@juno.com
- Wed. 26 6 pm** **Volunteer Night at T.A.**
Meet the neighbors. Have some bundt cake. What could be better?

JUNE

- Tues 8 6:30 pm** **T.A. Magazine Volunteer Meeting**
Interested in helping out? Find our more at this meeting. Bring samples of your work. At T.A.
- Wed. 9 6 pm** **Volunteer Night at T.A.**
Contagious cosmic conviviality.
- Mon 14 6 pm** **T.A. Brooklyn Committee Meeting**
Location tba. Call T.A. 212-629-8080
- Wed. 16 7 pm** **T.A. Bronx Chapter meeting.**
Williamsbridge Oval Park. Call Rich for info: 718-653-2203
- Tues. 22 6-8 pm** **Auto-Free NY meeting**
"Killed by Automobile," Charles Komanoff of Right of Way. At T.A. 212-475-3394 geohaikalis@juno.com
- Mon. 28 6:30 pm** **Auto Free Central Park Committee**
Meet at T.A. Call to confirm: 212-629-8080 / CP hotline 212-787-PARK
- Wed. 30 6 pm** **Volunteer Night at T.A.**
Exercise your digits.

JULY

- Fri. 1 6:30 pm** **T.A. magazine mailing party**
Fireworks au naturel.

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



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. Our old sloooooowwwww Macintosh computer with the 12" monitor is killing our magazine team. We need a G3 angel. A great setup would cost less than \$3,000, save many hours of time, and make mag production a joy! Any donations at all to the mag-Mac fund are greatly appreciated. Thanks!

Publisher's Letter

Is T.A. Too MEAN?

"Time is neutral; waiting never produced inevitable progress."

— **The Reverend Martin Luther King, Jr.**

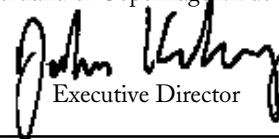
In this issue, Jackson Wandres, the Department of City Planning's former bike planner, suggests that T.A. might treat transportation bureaucrats too harshly. It's true that sympathetic transportation bureaucrats are in the frustrating position of trying to help cyclists and pedestrians without support from their bosses and then facing criticism from the public that they are trying to help. This frustration is no doubt why in the last year, the City has lost about two-thirds of its bike/ped planning staff, including both Wandres and senior pedestrian planner Scott Wise from its planning agency, and Michael King, DOT's top traffic calming expert, as well as five other seasoned bike/ped professionals from both agencies. But the problem is not T.A. The problem is backward city policies that plainly put motor vehicle travel first.

If American history shows anything, it is that positive social changes do not happen without struggle, heat and action. Martin Luther King, Jr. did not sit down with the local sheriff for a few martinis at the local country club and win civil rights for African-Americans with reasoned argument. King and many other courageous people staged demonstrations intended to provoke a response. They were beaten, jailed, harassed, spied on and for many years viewed by the governing elite everywhere as troublemakers. Many was the time that reputedly sympathetic politicians, John F. Kennedy chief among them, wished that King would just go away because he forced them into politically awkward decisions.

King and the civil rights leaders were not kidding when they demanded an end to segregationist, racist and other immoral governmental policies. Shouldn't we in the movement for environmentally sensible transportation be just as serious? If we aren't aggressively pursuing benefits for cyclists and walkers, than what are we doing? Shouldn't our passions be stirred by the continuing horror of conditions so poor that over 200 cyclists and pedestrians are killed each year and 15,000 struck by automobiles in our city alone? Should we quietly protest the fact that fewer than one in five motorists who kill a cyclist or pedestrian are even given so much as a traffic ticket, despite detailed analysis showing that they are to blame in three-fourths of the deaths? Should we speak softly when 0.5% of transportation spending in NYC is for cyclists and pedestrians who make up 19% of travel?

Unlike the sheriffs faced by King, the officials T.A. deals with are fairly friendly. But when it comes to winning a better world for cyclists and pedestrians by persuading these officials to alter their automobile-oriented policies through rational argument and empirical evidence, we fare as well as King would have arguing moral philosophy with Bull Conner. Decision-makers here ignore the overwhelming evidence which shows that favoring cars leads to more cars and they seem oblivious to the traffic and quality of life disaster they have helped create. They ignore the proven success of traffic calming and pricing bridges and parking to reduce automobile travel, and they resist helping bicyclists and pedestrians.

Surely Dr. King would rather have won what he did by citing New Testament verse rather than facing a fire hose. Likewise, it would be great if T.A. could sit down with the DOT Commissioner for a fine meal, say nice things to him and get a network of new bike routes installed. Maybe that's the way it works in Portland or Copenhagen. But this is New York.


Executive Director

BROOKLYN BRIDGE CHANGES

Bold Plan for Brooklyn Outshines Lackluster Manhattan Approach

Under current plans, cyclists and pedestrians using the Brooklyn entrance to the Brooklyn Bridge can look forward to an exciting new design for access. On the Manhattan side, however, the story is not so encouraging.

The Department of Transportation has requested \$4 million in Federal clean air funds (CMAQ) to connect Cadman Plaza to the Bridge Path on the Brooklyn side. If funded, the Cadman Plaza link would likely be completed sometime in 2004. T.A. strongly supports the bold changes envisioned in the Cadman Plaza Plan, which include converting a five-block section of Cadman Plaza East/Washington Street into a car-free plaza, including a separated bike path.

One of the best parts of the plan is that cyclists and pedestrians will no longer have to navigate the huge and treacherous intersection at Adams and Tillary. While some details need to be worked out — particularly how cyclists will access the path from the north at Prospect Street, and exactly how cyclists and pedestrians will coexist on car-free “New Washington Place” — the Cadman Plaza extension is a fresh and innovative solution.

Alas, the impending changes on the Manhattan side, which should be completed as early as October, are not so inspired. Despite T.A.’s four-year lobbying campaign for “Alternative 6,” which would merge the bridge promenade into City Hall Park by eliminating Centre Street, the DOT and Parks Departments chose a watered-down version of another design that widens the existing access island. Despite T.A.’s intimate involvement with the Manhattan side changes, a process T.A. initiated more than five years ago as the champion of a new entrance design, and numerous meetings in past years between the Mayor’s Office and high-ranking DOT officials, T.A. was not invited to comment on the city’s final design.

One result of this is that the chosen design poses serious safety problems. By putting a fountain and chained-off garden space at the base of the promenade, the design unnecessarily squeezes cyclists and pedestrians into narrow paths. Additionally, the plan calls for cyclists and pedestrians to swap places so that cyclists



will travel on the north side of the bridge. However, this will work only if NYC Transit removes the subway entrance that now emerges into the promenade a few hundred feet from the Manhattan side — a change that is not assured. When T.A. confronted a DOT official with the concern that cyclists will have to squeeze through a three-foot gap between the railing surrounding the entrance and the walls of the promenade, the official unhelpfully replied, “Well, I guess we’ll just have to stick a cop out there until the

entrance is closed.”

T.A. has asked the DOT to help create more room for cyclists and pedestrians to move around each other by replacing the fountain and garden with a “bowling pin” array of flexible, plastic bollards like those at the Manhattan side of the Williamsburg Bridge Path.



Flexible bollards, like these on the Williamsburg, slow cyclists and eliminate the need for “dismount” signs.

Write and ask Deputy Mayor Rudy Washington to ensure that cyclists and pedestrians have a fair chance to review and comment on the Brooklyn Bridge Manhattan side access plan:

Rudy Washington
Deputy Mayor
City Hall
New York, NY
10007

Manhattan Bridge Slowly Nears Peacetime Footing

When the U.S. entered World War II, the City closed down the walkways on the Manhattan Bridge in an attempt to fortify its islands. Although the U.S. won the war in 1945, the walkways remain closed. The good news is that by spring 2001, according to the NYC Bureau of Bridges, the Manhattan Bridge will regain its non-motorized thoroughfare, at which point all of the East River Bridges will provide 24-hour bike and pedestrian access for the first time in at least 50 years.



Look closely and you'll see that the bridge's path structure has been built and most of the railing is in place - so why the two year wait? Thanks to a complicated rebuilding process and a contract that requires completion of the south side subway tracks first. In fact, the contract specifically calls for the path to be used as a construction staging ground. Over the next two years, workers will replace the entire structure under the subway tracks on the south side (the tracks, which have been closed since 1991, carried 160,000 subway riders a day). At various points in the track overhaul, the bike/ped path will have cables running across it and be contained in plastic as sandblasting and finally, painting, is completed.

"By spring 2001 ... all of the East River Bridges will provide 24-hour bike and pedestrian access for the first time in at least 50 years."

TRUMP HOLDS MISSING LINK IN HUDSON RIVER GREENWAY

T.A. and Manhattan Community Board 7 are working to win an interim bike path on Trump property along the Hudson River between 59th and 72nd Streets. The organizations have asked the Riverside South Planning Corporation and developer Donald Trump to build the path now instead of waiting another 10-15 years to finish the permanent path mandated under the official development plan.

When the state's Route 9A greenway is completed in late 2002, cyclists will have their own car-free path from the Battery north to 59th Street. A year later, the Parks Department will complete its greenway trail through Riverside Park south from 125th Street to 72nd Street. The Trump City development, a collection of more than 10 high-rise apartment buildings to go up just east of the elevated Miller Highway, sits between the greenways. The Trump project, which is on the site of the old Penn Central rail yards, drew strong community opposition throughout the 1990's because of its enormity and density. It appeared that decades of bitter conflict lay ahead until five non-profit groups, envisioning an expanded Riverside Park, endorsed a somewhat scaled down version of Trump's original plan and joined with the developer to form the Riverside South Planning Corporation. Key to their park plan was moving and submerging the elevated Miller Highway. However, the highway was rebuilt for \$45 million in 1995, and key politicians like Congressman Jerry Nadler vigorously opposed using tens of millions more in Federal funds to bury the newly completed highway.

The development plan originally approved by the Department of City Planning had the bike path meandering around the complex and linking with a relocated Riverside Drive. Now, given the demise of the highway relocation, Trump and the City must devise a new plan.

T.A. and Community Board 7 have two immediate goals: first get an interim path built, and second, ensure that the new development plan places the permanent path along the shoreline.

T.A. members interested in helping advocate for the new path should write to the following key decision-makers and tell them: 1) to install an interim greenway path along the Trump City waterfront in 1999, and 2) to make sure that the new Trump City design plan includes a waterfront greenway.

Henry Stern
Parks Commissioner
830 Fifth Ave.
New York, NY 10021

Joe Rose
Department of City Planning
22 Reade St.
New York, NY 10007

Donald Trump
725 Fifth Avenue
New York, NY
10020



Clearing the way for high rises — will it mean the bike path must wait?

Malcolm Matusky(2)

Bike-Friendly Buildings

As cited in the Department of City Planning's recent comprehensive survey of cyclists, the lack of secure bicycle parking is the number one reason that cyclists do not ride to work. Fortunately, some building owners and managers are willing to do what they can to accommodate their tenants. Here are a few examples of buildings in the Big Apple where tenants requested bike access and/or parking and got it.

Natural Resources Defense Council, 40 West 20th St.
A 12-bicycle "bikepark" conserves space and creates a great visual. A steel framework, anchored to the wall and ceiling, supports hooks for hanging bikes vertically. Wooden runners protect wall from scuffs. Bicycles hang off the floor, sparing the carpet.

NYC Dept. of Transportation, 40 Worth Street
A bicycle rack is situated next to the 10th floor elevator bank in a roomy corner.

General Electric, 570 Lexington Avenue
Cyclists use the freight entrance. Bikes are secured in the guarded and locked freight area.

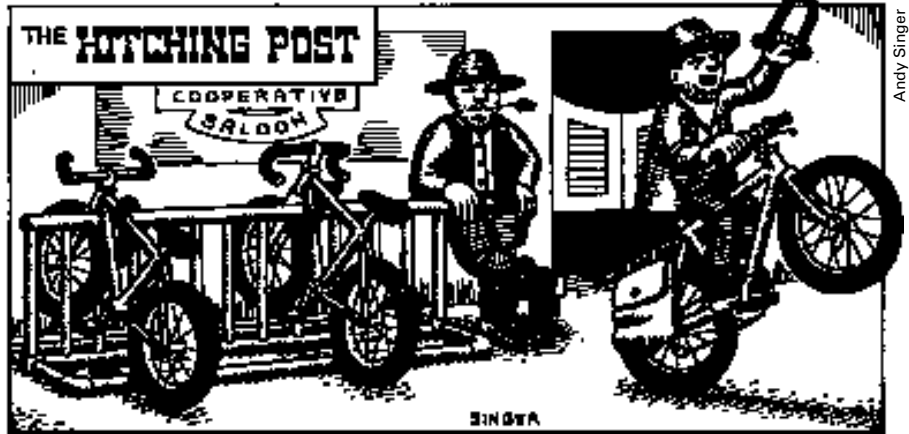
2 Penn Plaza, a Mendik Realty property
2 Penn Plaza has a bicycle rack on its loading dock. Outdoor racks were added.

Conde Nast, 350 Madison Avenue
Conde Nast provides a bike rack for employees in a sheltered outdoor vestibule near the doorman.

201 Park Avenue South
Bicycle racks are located in the back lobby in full view of a security guard.

Guardian Life Insurance, 7 Hanover Square
Cyclists can park in a garage in the building.

1065 Avenue of the Americas
Bicycles are allowed inside the building.



11 Penn Plaza, a Mendik Realty property
11 Penn Plaza has installed a bicycle rack on its loading dock. Employees can gain access to the main building through the loading dock entrance.

Sterling Winthrop, 90 Park Avenue
Cyclists enter through a side entrance and take the freight elevator to the basement, where bike racks, showers, lockers and changing rooms are located.

J.P. Morgan & Co., 60 Wall Street
J.P. Morgan designated a space for bicycles on the ground floor, which is usually occupied by 5-6 bicycles. No bicycles are allowed in the elevators.

Pfizer Building, 219 East 42nd Street
Pfizer provides a designated room with a bicycle rack, which tenants access with a special key via a separate entrance. Up to 12 people use this facility in the summer.

Ford Foundation Building, 320 East 42nd Street
No bicycles are permitted within the building. However, the management provided a bicycle rack in the garage thanks to an employee's request.

1 Bankers Trust Plaza, 130 Liberty Street
Bikes are not allowed inside the building, but a bicycle rack is provided in the parking garage.

112 West 34th Street
Tenants are allowed to bring their bicycles to their office space via the freight elevator.

Lincoln Building, 60 East 42nd Street
Tenants are allowed to bring their bicycles to their office space via the freight elevator.

Rockefeller Center Management Corp.
Bikes are permitted on a case-by-case basis. Some of the buildings managed by this company have bike racks.

Con Edison, 14 Irving Place
Con Edison provides several bicycle racks in its employee outdoor car parking lot.

1411 Broadway
Tenants are allowed to bring bicycles to their office space via the freight elevator (access from 7am-6pm only).

1133 Avenue of the Americas
An outdoor bike rack in the loading area is available for about 15 bikes (also for bike messengers). The rack is visible by security cameras and security patrols.

4 Times Square (to be completed Fall '99)
Hanging bike racks provide secure parking for 20 bicycles on the ground floor of the building.

115 W. 30th St.
Bikes use the freight elevator, operated by the best crew of "freight guys" in the city.



Bikes Are Freight Too!

T.A. has joined with The Bronx's City Councilmember Adolfo Carrion to draft legislation that would amend the Administrative Code of the City of New York to require the owners of commercial buildings to allow their tenants to bring bicycles on freight elevators. According to a 1999 Department of City Planning survey, the lack of secure bicycle parking is the number one obstacle cited by those likely to cycle to work.

As a part of the bill-drafting process, Carrion surveyed the Building Owners and Managers Association of Greater New York and found that the majority agreed that better access for bikes was needed. But owners were concerned about their liability if anyone gets hurt by a bicycle, as well as potential damage to carpets, doors and floors. T.A. and Councilmember Carrion are working to address these concerns by pointing to the lack of incidents at buildings that already accommodate bikes on their freight elevators. Ultimately, concern over the bill seems rooted in a fear of the unknown and a social bias against bicycles as objects that don't belong in "professional" buildings - concerns that Carrion is confident can be overcome. The bill will be introduced for consideration by the City Council later this summer after more outreach to building owners and managers.

Who's that bicyclist? Meet Adolfo Carrion — your cycling City Councilman.

Station Parking Stymied

New York City Transit has responded with a blanket “no” to the proposal for in-station parking at the Bedford Ave Station in Williamsburg, Brooklyn, despite letters of support from community members, City Councilman Kenneth Fisher and Senator Martin Connor. Although T.A. worked with transit agency representatives to be certain that the station itself was large enough to house bike racks for five to seven bikes, NYC Transit contends that the “mezzanine is too small to safely accommodate the installation of bike racks.” Further, NYC Transit says that it is concerned about the “safety of customers carrying bicycles down the narrow stairs of the station to the mezzanine.” In fact, by failing to install these racks, NYC Transit is encouraging more bicycles on rush hour trains and therefore more bike traffic on the “narrow” flight of stairs to the mezzanine and the second set of stairs to the train platform.

T.A. is continuing to push the proposal with NYC Transit and to work with them to create a solution to the parking dearth for cyclists at the Bedford Ave. station. A new bike parking study by the Department of City Planning proposed sidewalk extensions with bike parking under a bus shelter-type cover. T.A. has asked the NYC Department of Transportation to install such parking at Bedford Ave. as an alternative to in-station parking.

GWB Bike Patrol On the Way

Beginning in June the Port Authority (P.A.) will introduce a two officer bicycle patrol on the George Washington Bridge pathway. The patrol is a response to security concerns raised after two women were robbed of their bikes on Sunday, March 14. Chief Cafaro of the PA Surface Transportation Section, who heads the initiative, stated that “they have bike patrols at La Guardia and Kennedy Airports. It is about time we had them here.” Additionally, Cafaro intends to add PA police bike patrols at the Port Authority bus terminal and the World Trade Center.

Whitestone ‘Bike on Bus’ Bounces Back

In our last issue, T.A. reported on damaged bike racks on QBx1 buses, the only NYC buses with such racks. Queens Surface Corporation, which owns and operates the bike-friendly buses, was quick to respond, explaining that while the bus parking lot was under construction some displaced buses’ racks were damaged. Queens Surface has since repaired or replaced all of the racks and is ready to carry you and your bike over the Whitestone Bridge this season (April to September).

Greyhound Goes Pro-Bike

Peter Pan Bus Lines announced a service-pooling agreement wherein Peter Pan’s long-standing practice of allowing passengers to stow bikes in the luggage compartment at no cost is now the policy on Greyhound buses as well. Prior to this agreement, cyclists traveling on Greyhound buses were required to disassemble their bikes, box them (or pay \$10) and then pay an additional fee of \$15. The new “stow it for free” bikes-on-board policy affects all Peter Pan and Greyhound buses operating in the Boston-Philadelphia-Washington D.C. corridor.

Bad Policing Prevails

Part of the problem with meting out proper punishment to motorists who injure cyclists and pedestrians is persuading the police to pay attention. Getting doored rarely elicits police action — and even being involved a crash doesn’t guarantee proper police procedure. An example of this abominable pattern (well documented by Right of Way’s “Killed by Automobile,” see pg 16), came to light in a recent City lawsuit settlement. The federal civil rights suit charged NYPD sergeant Thomas Kennedy with dropping a handcuffed suspect on his face. (The City settled for \$275,000). Court records show Kennedy had received more than 23 misconduct complaints since 1984. One was from 1991, when Kennedy told a van driver who had struck a cyclist to leave the accident scene — so the sergeant could avoid writing an accident report. The Civilian Complaint Review Board substantiated this claim, but not surprisingly, no action was taken. Kennedy is still on the NYPD payroll at the 28th Precinct in Harlem.

Downed Cyclist Remembered

On April 8, T.A. held a vigil in memory of Gustavo Undreiner, a 38-year-old cyclist struck and killed by a truck on April 5 around 10:30 am. While riding south on 2nd Ave., Mr. Undreiner was hit by a 33-foot-long truck when the van he was riding behind made a right turn on 63rd St. A small group of fellow cyclists gathered at the scene of the tragedy to remember Mr. Undreiner, who lived in the West Village with his wife. Several participants expressed dismay at the peril of city streets, but urged each other to keep riding and fighting for safer streets. As a result of the vigil and pressure from Right of Way and T.A., City Councilman Andrew Eristoff, in whose district Mr. Undreiner was killed, wrote a letter to Police Commissioner Safir calling for a “thorough investigation of the tragic accident to determine its cause, with a view toward preventing similar tragedies in the future.”

John Harris



Rosary beads and flowers were left to remember the latest victim of NYC’s dangerous streets.

JACKSON WANDRES REMINISCES ABOUT CITY PLANNING

While on staff at the NYC Department of City Planning (DCP), Transportation Division Project Manager Jackson Wandres spearheaded the agency's creation of the Citywide Bicycle Master Plan, the New York Cycling Map and the 1999 Bicycle User Surveys and other key studies. As he prepares to leave the agency, he took some time to fill us in on the state of planning for cyclists in NYC. Jackson, both a bike commuter and a category three racer, is that rare combination of avid cyclist and a skilled planner. His contribution at the Department of City Planning will be missed by the bicycling community.

What accomplishments during your two year tenure at DCP make you most proud?

The widespread distribution of the cycling maps. The work I did to raise awareness for cyclists' issues at higher levels, especially helping to win additional Federal funding for new projects and making sure that funded projects were designed and constructed to the highest standards possible.

What did you expect to happen that hasn't?

I thought more bicycle lanes would have been installed.

What happened that surprised you?

I never thought I would see Joe Rose [the Commissioner of the Department of City Planning] on network television saying that in ten years you will be able to ride your bike around the perimeter of Manhattan.

The City has said that it has a goal of institutionalizing bike and pedestrian planning. How would you say it's going?

They have made a lot of progress, but still have a long way to go. Too often bicycle projects are viewed from a safety point of view. Bicycling projects should be viewed more from an ecological and quality of life point of view.

What are the top three things that the City should do to help cyclists?

The City needs to make a serious commitment to constructing the entire bike network and start enforcing laws to protect cyclists. The City needs to demonstrate that it recognizes the benefits of cycling and visibly and publicly encourages it. The City also needs to enforce the Vehicle and Traffic Law equitably for all transportation modes — motor vehicles and bicycles alike.

What are three "realistic" things the City could do to help cyclists in next five years?

What can happen in the next five years is influenced more by political will than anything else. The political climate for bicycling as it currently exists is discouraging. The City could easily implement major portions of the bicycle network. High priority bike lanes should be implemented where needed most. But this is

tricky to do because to make room you have to pit bikes against cars. If bicycle lanes aren't appropriated, then traffic-calmed routes can be created, speeds reduced and enforcement increased. The City currently shows a lack of will but, if they chose to, resources could be allocated, deadlines could be set, etc. Bike parking could be institutionalized in new developments. Through work with zoning resolutions, this could happen. Joe Rose gave a long speech about the need to make substantial revisions to the zoning resolutions, so DCP is thinking along those lines. It needs to make sure a requirement to provide bike parking is part of those revisions.

As an everyday cyclist over the years what changes have you noticed?

It feels like more people are riding bikes for commuting reasons. People seem more prepared and deliberate. Cyclists have evolved. More take it seriously and have taught themselves to be good at it. People that the current administration would consider to be average or "mainstream" people have discovered the advantages of cycling to work. Ten to fifteen years ago you saw people that could be considered eccentric people riding around. In a city that has done next to nothing to encourage and promote cycling over the past 20 years, to see that change occur naturally over time despite conditions that have remained static or declined is a good reason to promote cycling even further.

How much of the hold up for bike stuff is money related?

None at all. Money is rarely the issue. There is money available for whatever the City decides to build. Cycling infrastructure has to be deemed worth the expenditure of resources. Government bureaucrats assume that people who want bike facilities make up a small percent of the population, so it is deemed an ineffective, inefficient use of politicians' and bureaucrats' time to address those issues. If you demonstrate a great safety benefit, people in power are more likely to respond.

The Mayor has said, "We don't need planning." Is he right?

Yes and no. Many things get planned unnecessarily. Projects get unnecessarily delayed because there is a fear of doing the wrong thing. This bureaucratic fear is crippling because meaningful steps forward require taking risks. There are often common sense solutions that simply need to be implemented.

The City is erring on the side of conservatism. For example, the City's stand on Prospect Park is a weak one. The City is unwilling to test out new ideas, even in places where they are so obviously right.

What is your advice to TA?

It appears that T.A. and the city agencies with which they deal find themselves as opponents. This causes name-calling like the cartoons in the T.A. magazine (see T.A., Jan/Feb 1999, pg. 8). I understand the criticisms, but what ends up happening is that the gap grows bigger. More constructive criticism will create a much more productive working relationship. Name-calling really does piss people off. T.A. needs to reserve that kind of criticism for when a really horrendous offense has been clearly demonstrated. By the same token, people in the City government are too thin-skinned. Unfortunately, people take bad reviews personally and cop an attitude, revealing an inability to take the heat. Both sides need to make an effort to work together. Also, the magazine has the tone of disapproval - yes, I agree that the higher-ranking bureaucrats need to do more. But the magazine should do more to acknowledge that the people in the middle are trying their best.



Photo courtesy Metro Bikes

CELEBRATORY CRITICAL MASS ENDS IN ARRESTS

About 200 cyclists, bladers, skateboarders and one bouncy guy (on spring-loaded shoes) channeled their respective energies to take back the streets of Manhattan from noisome cars in the annual Earth Day Bike Action on April 22. Riders and skaters from T.A., TIME'S UP and the Empire Skate Club were accompanied by a large force of police on bikes and scooters, but made it from Astor Place to Central Park without incident.



John Lawson

Follow that Man! Bounding guy leads cyclists up Madison Avenue.

Crowds of Midtown office workers looked on — many cheering and waving back to the revelers who created a joyous din of bike bells, party horns, whistles, and shouts of “Happy Earth Day!” One sidewalk watcher rushed up to a group of cyclists and gushed, “Good for you! Good for you!” NYC tourists seemed less surprised than natives, perhaps because bicycles are more welcome in their native lands.

Once away from the hordes of pedestrians and inside Central Park, NYPD and Park Rangers were ready to crack down — dozens of officers in riot gear waited on the lower loop behind barricades placed across the park drive. In their zeal to prevent the Earth Day celebrants from actually riding on the park's loop drive, police blocked cars on the drive for



Malcolm Matusky

Greetings and Felicitations: Gary Roth from the Empire Skate Club with a fruitful message.

more than 45 minutes. This despite knowing beforehand that the Earth Day riders did not intend to stop or block traffic.

After receiving contradictory instructions from police commanders (all caught on videotape) about how to proceed, nine cyclists were arrested. Eventually, after some heated discussion and citation of the law, the NYPD acquiesced, allowing the balance of the riders free passage through the park. A few hours later, the arrestees were released; police officials told T.A. that their summonses for disorderly conduct would not hold up in court.



Malcolm Matusky

Bike Lane Expansion: Cyclists enjoy visiting the other four lanes of Lafayette Street.

Earth Day celebrants, accompanied by a contingent of police scooters, arrive at the park.... not knowing what was around the bend — barricades and even more NYPD representatives.



Steve Whalen



Steve Whalen

'GREEN BARRIER' RALLY SYMBOLIZES RENEWED CALL FOR CAR-FREE TRIAL PERIOD

Supporters of a car-free Prospect Park vigorously renewed their call for a three-month car-free trial period in response to the March announcement by the Departments of Parks and Transportation and Brooklyn Borough President Howard Golden of only minor changes in car-free hours. The announcement by the agencies that weekday car-free periods would be expanded from 10am to 3pm to 9am to 5pm was intended to be the official conclusion of a five-year traffic study by the Department of Transportation to assess the effects of creating a car-free Prospect Park. But given the massive public support for a car-free trial period, and the DOT's own conclusion that keeping cars out of the park would result in minimal traffic disruption, the City's decision fell far, far short.

In the last three years, Brooklynites have sent more than 20,000 letters and postcards to government officials demanding a car-free park and three-month trial period. All four city councilmembers surrounding the park support the trial closing, as does Community Board 6 and numerous park user and environmental groups. In April 1998, more than 300 Brooklyn residents showed up to testify at a Borough Hall hearing on a car-free park. Of those able to testify, 75 spoke in favor of a car-free park, while three were opposed.

"The City is afraid of a car-free trial period because it will prove once and for all that a car-free Prospect Park would work," said T.A. Brooklyn Committee Chairman Alan Mukamal. "If they had any confidence in their claim that a traffic mess would result from a car-free park, the smart thing for them to do would be to have a trial period, let traffic jam up for a week or so and then point to the howls of anger and traffic problems. That would silence the car-free park movement for a long time to come. But this is purely about politics and letting the mayor's friends keep driving through the park. The City's claims that a car-free park would create a traffic disaster don't hold water. Neither do the misguided ideas that motorists are 'park users' or that cars make the park safer. We will win a car-free park within the next five years."



Unfazed by torrential rains, 60 supporters of a car-free Prospect Park gathered on Friday, April 23, to create a green barrier of potted plants at the park's Grand Army Plaza traffic entrance and renew the call for a three month car-free trial period.



Stalwart park supporter Councilmember Steven DiBrienza delivered a rousing speech and promised to aggressively push for the three month car-free trial.

GOWANUS TUNNEL OPTION GETTING SHAFTED

Legislation just introduced by State Assemblywoman Joan Millman and Senate Minority Leader Marty Connor requires the State Department of Transportation to fund a study by independent experts to assess replacing Brooklyn's decrepit Gowanus Expressway with a submerged interstate and street-level boulevard. The State DOT claims that it will fairly compare both the modern tunnel-boring technique and the traditional cut-and-cover tunnel construction with building a new elevated highway, but T.A. and the Gowanus Expressway Community Coalition have their doubts.

At recent public meetings, the DOT painted a dismal picture of tunneling, combining all of the drawbacks of cut-and-cover and tunnel-boring technology into a generic list of "tunneling" complaints.

The agency repeatedly failed to mention any of the benefits of tunneling and listed problems, like having to condemn land for new exits, which are also on the elevated option's problem list. The DOT even sunk so low as to raise the ridiculous specter of having to uproot graves in Greenwood Cemetery.

Since the DOT clearly doesn't want to build a tunnel, it cannot be trusted with evaluating the tunnel as an option. While the Millman/Connor legislation would assure that the tunnel option gets a fair hearing, Governor Pataki should show good faith by directing the DOT to give money to an independent study group now. After more than a decade of bad faith by the DOT, the community that lives in the shadow of the monstrous Gowanus Expressway deserves, and demands, a fair process.

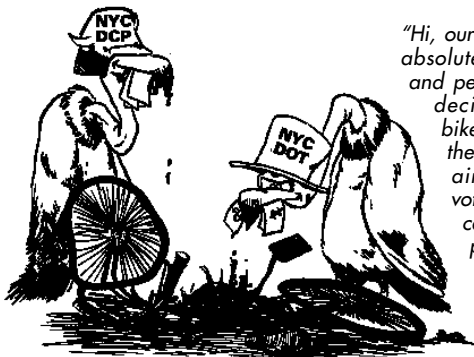
Write to the Governor and ask him to direct DOT to give at least one-third of its Gowanus study funds to an independent research organization, like the Council on Transportation, to perform the tunnel portion of its Gowanus Expressway Environmental Impact Statement.

**George E. Pataki, Governor of New York
Executive Chamber
Albany NY 12224**

PROGNOSIS STILL GRIM FOR NYC BIKE/PED FUNDING

Public Participation in NYC Federal Transportation Funding in Full Reverse — It's Time for Feds to Pull Plug on NYMTC

The U.S. Department of Transportation should no longer have any doubts about whether it should decertify the New York Metropolitan Transportation Council (NYMTC) for its many public participation deficiencies - it should. If NYMTC's serious backsliding on public participation is not enough, the Feds should pull the plug on the organization for two other reasons: its perpetual failure to develop an air pollution model which has any relationship to reality; and, the continuing inability of its member groups to approve a Transportation Improvement Plan (TIP) which conforms with the stated goals of the organization's Long Range Plan.



"Hi, our agencies are doing their absolute damndest for cyclists and pedestrians. That's why we decided in 1999 to limit bike/ped funding to 10% of the available Federal clean air funds, and revoke the vote of bike and ped advocates and their allies on the project selection committee for Federal Enhancement funds."

NYMTC, which consists of city and state transportation agencies, distributes billions of dollars in Federal transportation funds within the 17 million-person NYC area. Three years ago, NYMTC was almost decertified, which would have resulted in all Federal transportation aid to the NYC metro area being frozen. Ultimately, Federal watchdogs were called off by the White House. Now NYMTC, led by the NYC Departments of Transportation and City Planning, has sunk to new lows and seems to be courting Federal sanction once again. In recent months it has effectively excluded the public from meaningful participation in selecting which projects will be funded by Federal Transportation Enhancement funds (formerly a bright spot); agreed to freeze the bike/ped share of Federal Congestion Mitigation Air Quality (CMAQ) funds to be spent in NYC at a maximum of 10% for the next four years without any public discussion or debate; and has created a CMAQ project selection process which consists of backroom haggling and zero meaningful public input.

The long and short for NYC area cyclists and pedestrians is a decline in both funding for important projects and less opportunity for their voice to be heard. Missing from the picture are the local and regional offices of the Federal Highway Administration, which are supposed to ensure that NYMTC complies with the will of Congress and the letter of the federal transportation law, i.e., the Transportation Efficiency Act for the 21st Century (TEA-21).

Demand that NYMTC be decertified unless it creates meaningful opportunities for the public to participate in its decision making. Write to:

Sen. Daniel P. Moynihan 405 Lexington Ave New York, NY 10174	Sen. Charles Schumer 229 Dirksen Senate Office Building Washington, D.C. 20510	Rep. Jerrold Nadler 11 Beach Street, #910 New York, NY 10013
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METROPOLITAN

VANTASTIC

Thanks to a court decision favoring the creation of more commuter van lines in the city, the iron triangle of bus, subway, and commuter rail is about to become a quadrilateral. Manhattan Supreme Court Justice Louis York held that the City Council's power to review commuter van licenses granted by the Taxi and Limousine Commission violated state law.

A 1997 City Planning Commission study asserted that, with 361 licensed vehicles, there is a massive shortage of van lines in the transit-starved outer boroughs. The commission called for 61% more vehicles, increasing the number of commuter vans to 917. The City Council has used its oversight to squelch 98% of requests from van drivers for more licenses. TLC officials claim the council was less motivated by consumer protection than by the urge to please private bus companies and public transit unions.

BATTLING GOVERNORS COULD SINK SHIPPING LEASES

Squabbling between Governor Whitman of New Jersey and Governor Pataki of New York has prevented the Port Authority from renewing the leases of two major shipping lines in the Authority's shared harbor facilities. Whitman is keen to sign highly subsidized new leases for Sea-Land Service and Maersk Line, which base their local operations in Elizabeth. Observers see Pataki holding out for the Authority to spend more on aging JFK international airport and New York State's own rat-gnawed wharves.

If the inter-state dispute goes unresolved, Baltimore harbor is waiting in the wings with its own generous incentive offers to the two shipping giants.

BAD GRADES NO SURPRISE TO STRAPHANGERS

NYC Transit recently gave itself bad grades for subway cleanliness and bus performance for the second consecutive quarter, agreeing with recent findings by the Straphangers Campaign.

Commuters now endure longer waits to squeeze into more crowded coaches, according to Slow Going, the Straphangers' second annual "State of the Buses" report released in April. Using NYC Transit data, the transit advocacy group found that 36 of 40 key routes had more bunching and service gaps in 1998 than 1997. System-wide, four of every ten buses didn't arrive on time. The report attributed poor performance to growing street congestion and a new wave of riders, one million more per day in 1998 than 1997. They called on transit officials to add service and on city officials to do more to speed buses, including building more bus-only lanes and increasing enforcement in existing bus lanes. But some transit officials report that they've heard no serious talk about new bus lanes in years. NYC Transit's own statistics also support Subway Shmutz II, a Straphangers report released in February on deteriorating levels of subway cleanliness Jersey City

PUTTING THE CITY IN JERSEY CITY

Liberty Harbor North, a brownfield parcel in downtown Jersey City will be developed like a city, not a suburb, if developer Peter Mocco and new urbanism guru Andres Duany have their way.

The now-empty 80 acres have a view of Liberty State Park and will be served by two light rail stops, a water taxi dock, and the PATH train. Along with narrow streets to encourage slow driving and the mixed-use retail storefronts beloved of new urbanists, the stellar transit connections will lead to Duany's avowed ideal: communities where people don't "need a car as a prosthetic device." Mocco plans to obtain permits for the project within eight months and begin construction in two years.

IRONIC PEDESTRIAN "IMPROVEMENT" IN CT

As part of the Train Station Enhancement Program, the city of Stamford, Connecticut, has begun building an 8,200-square-foot enclosed walkway for rail commuters. The tube will accommodate train passengers who now must walk under a highway and through parking lots on their way to downtown's North State Street. Stamford, marked by car-oriented design and populated by steel-and-mirror corporate headquarters, was once in fact a typical New England railroad town — until urban "renewal" prompted the destruction of nearly all of downtown in the late 60s-early 70s.

DOWNTOWN BROOKLYN TRAFFIC CALMING PROCESS UNDERWAY

New York City began its first ever collaborative traffic planning venture when the Department of Transportation and its London based traffic calming consultant, Ove Arup, kicked off the Downtown Brooklyn Traffic Calming project with a series of small public meetings in March. The meetings are the first of many, and are intended to elicit public opinion about what to do to improve neighborhood quality of life and conditions for pedestrians and bicyclists. The innovative \$1.2 million Downtown Brooklyn project study was the result of intensive negotiations between neighborhood groups, T.A. and City officials in late 1997 and early 1998 and came in response to a virtual uprising by residents fed up with heavy traffic in their neighborhoods. This discontent was manifested in a series of early morning street blocking demonstrations in 1997 which drew a broad spectrum of west Brooklyn residents.

By far the highest priority of both T.A. and the neighborhood groups who spurred the city into conducting the planning process is to reduce the number of cars traveling on west Brooklyn streets. However, early signs are that DOT has instructed its consultant to focus more on spot pedestrian improvements and urban design changes than reducing through-traffic. T.A. representatives have been chided by consultants for pressing for reductions in through-traffic and for championing measures like street reversals, rather than identifying specific problem locations. While "traffic calming" measures like speed humps and sidewalk extensions which improve pedestrian safety are certain-

ly welcome, the focus of the project must be reducing overall car trips and through-traffic.

If you live in Brooklyn Heights, Carroll Gardens, Boerum Hill, Fort Green or Red Hook, T.A. strongly urges you to get involved. We have worked hard to give you the chance to be heard.



Contact the T.A. Downtown Brooklyn Team:

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718-834-0268

Andrew McConnell
kolmac@worldnet.att.net
718-237-1662

Alan Mukamal (Chair, Brooklyn Committee)
amukamal@ix.netcom.com
718-282-1794

MULRY SQUARE REDESIGN BY 2001?

In 1994 the Project for Public Spaces (PPS) launched a community planning process aimed at winning a pedestrian friendly design for the dangerous intersection at 7th Ave., 11th St. and Greenwich Ave. In 1996, the DOT agreed to a nine month test of the sidewalk extension plan developed by PPS and Manhattan Community Board 2. DOT's Pedestrian Group simulated the proposed new sidewalk space with plastic bollards and green painted pavement. By all accounts the experiment worked and the real thing was set to be installed in April 1999. Along the way though, DOT got cold feet and decided not to install the sidewalk extension, the keystone of the entire plan. After elected officials and the Community Board complained, the feature was restored. (See "Human Bollards" Jan/Feb 1999 *T.A. Magazine*.) At long last, DOT's traffic engineers have signed off and sent the project to the Department of Design and Construction which intends to combine it with extensive utility work. As a result, the project's scope, cost and time to completion have all grown substantially. An informed guess puts the project's completion date sometime late in 2001.

DRESS DOWN, BIKE IN, FEEL GOOD

Bronx bicycle commuting will be getting an official boost on Friday, May 21, when Bronx Borough President Fernando Ferrer announces "Dress Down, Bike In" Fridays. As part of his ongoing commitment to promoting cycling in the Bronx, Ferrer's office is encouraging several major Bronx employers to incorporate "Bike In Friday" to their existing "Dress-down Friday" policies. The lack of adequate changing facilities is often cited as a key deterrent to cycling to work. The program will help employers to institute bike-commuting programs. Ferrer will make the announcement after leading Bronx bike commuters down the Grand Concourse to the Bronx's Bike to Work Day Breakfast at the County Courthouse on May 21.

Bronx employers who are interested in "Dress Down, Bike In," Fridays should call Doris Quinones of the Bronx Overall Economic Development Corporation (BOEDC) at 718-590-BRONX. New Commuters can call the bilingual telephone information line set up by The Bronx Chapter of Transportation Alternatives for help in mapping out individual bike routes for interested employees. Call 718-653-2203.

BRONX STUDY TOURS REVEAL THREATS TO KIDS

On Wednesday, April 21st, Transportation Alternatives organized the second and final Safe Routes to School study tour of the 1998-1999 school year. The first study tour took place on March 10th. Joining T.A.'s Safe Routes to School staff was consulting engineer Georges Jacquemart and representatives from the City and State Departments of Transportation and the Police Department. Tour participants were together to evaluate conditions along the main walking routes to 12 Bronx schools and recommend traffic calming improvements. A special briefing book for the tour identified recurrent problem locations on primary walking routes. Safe Routes gathered together NYSDOT accident data



Parents hold court with Bronx Commissioner, James Kilkenny, on the Steps of P.S. 62 during the March 10th Safe Routes to School Study Tour.

and the experiences of each school community to determine the most hazardous spots.

Three hazards emerged as common to all 12 schools. The first was very wide streets. Many streets that children cross on their journey to school were designed and built much wider than what traffic needs dictate. These wide streets are dangerous — encouraging speeding and high-speed turns — and, of course, they take longer for pedestrians to cross.

Another safety problem encountered was that cars parked next to pedestrian crossings end up blocking oncoming drivers' view of pedestrians entering the crosswalk, especially when the

pedestrian is a child under 3 feet tall. When the parked vehicle is a van or an SUV, taller children are affected as well. Similarly, children must venture far out into an intersection to see past the adjacent parked vehicles.

Finally, at many schools crossing guards were absent because of sickness or maternity leave, and these guards were not replaced by substitutes. There is currently no set policy for providing a substitute for a crossing guard who is absent. This issue must be addressed by the Police Department. Without crossing guards, children are left to make dangerous crossings alone. Yet with traffic calming improvements these intersections would become safer, 24 hours a day, with or without guards.

For several months before the tour, the Parents' Associations of the participating schools met and formed traffic safety committees, distributed and collected route survey maps on which parents marked their children's routes and problem locations, handed out safety information, organized Walking School Buses, and encouraged other parents to get involved. (Parents, along with principals and district managers, also turned out to greet the study tour at each stop.)

The tour represents a unique collaborative effort between The Bronx Borough President's office, T.A., parents' associations, community groups, school administrators, community boards, the City DOT, the State DOT, elected representatives, the NYPD and private sector engineers.

Safe Routes to School is preparing the final reports for each tour and will soon present the recommendations to the schools, community boards, elected officials and the DOT for comment.

Safe Routes to School Program Coordinator, Ellen Cavanagh, and Community Affairs Officer Guadelupe talk traffic at P.S. 95 during the Safe Routes to School Study Tour on April 21.



Device Could Check Speeding Taxis

Naughty cabbies jack up the fare. Worse ones endanger their riders with whiplash speeds. And the worst do both.

A new device the Taxi and Limousine Commission is installing on all new taxis has declared war on both practices, giving the TLC new ammunition against hacks who cheat their passengers and drive too fast, the New York Post reported Feb. 4.

The anti-speeding component of the software detects when a driver exceeds 65 mph, illegal in all parts of New York City. As of now, TLC Chairwoman Diane McGrath-McKechnie plans to use the speed detector to pile up extra evidence against suspected fare cheaters. In the future, however, she envisions a possible joint project with the police that would ticket speeders. T.A. suggests calibrating the devices to detect speeds over 30

mph as well, the limit on the vast majority of NYC streets.

The so-called zipper detector babysits the meter and looks for "zaps", electronic pulses that trick the meter into inflating the fare. When zapping begins, the detector stops the meter from turning until the offending pulses stop.

David Pollack of the League of Mutual Taxi Owners pronounced the new tool "fantastic", especially in its anti-speed guise. "Anyone who drives over 65 mph shouldn't be a taxi driver," he said.

After detectors become standard, sometime after tests finish in April, passengers who suspect their cabbie of zapping them ask for a receipt. If the receipt reads "Miles 2", someone's been naughty with the meter. Call 212 NYC-TAXI to file a complaint.

AUTO-FREE WORLD



COURT RULES FOR CLEANER AIR

The Federal Court of Appeals for the DC Circuit ruled on March 3 that Environmental Protection Agency (EPA) requirements for highway project approvals violate the Clean Air Act. The ruling appears likely to stop funding for major road projects in a number of metropolitan areas that have failed to revise their regional transportation plans to meet motor vehicle emission targets set by states under the Clean Air Act. The decision mandates compliance with requirements enacted in 1990 to hold transportation agencies accountable for air pollution from automobile use across America. The appeal from the EPA's transportation planning rules was filed by the Environmental Defense Fund. The Court struck down a rule allowing planned highway projects to be guaranteed future funding many years in advance of construction even if the transportation plan for the metropolitan area no longer meets Clean Air Act requirements when construction funds are to be spent. This hugely important decision will insure that federal funds may only be spent on highway projects that do not interfere with a metropolitan area's pollution cleanup plan.

—*Environmental Defense Fund*

GAS-POWERED TOYS POLLUTE BIG

After finding that snowmobiles and all-terrain vehicles are major polluters in some cities, the U.S. Environmental Protection Agency (EPA) is preparing to write the first emissions standards for the machines. The EPA estimates that snowmobiles and ATVs produce about 15 percent of all hydrocarbons emitted by mobile sources such as cars and lawnmowers. The agency expects that share to rise to 19 percent by 2010. The new rules could add several hundred dollars to the vehicles' retail prices. The nation has 1.3 million snowmobiles, and an additional 1.7 million ATVs.

—*AP/St. Paul Pioneer-Press*

SPRAWL FEEDS ROAD RAGE DEATH RATES

Where you live influences the likelihood that you will be killed in an aggressive driving crash, according to a recent study by the Surface Transportation Policy Project (STPP). Analyzing National Highway Traffic Safety Administration Data, researchers found that areas with high rates of deaths due to aggressive driving are marked by weak transit systems and development that discourages walking and biking, forcing people to drive everywhere they need to go. By contrast, areas with lower rates of aggressive driving deaths are older and have grid street patterns, sidewalks and more developed transit systems. STPP points out that much of the literature on aggressive driving focuses on anger management and tougher law enforcement, but almost none of it recommends avoiding the situation — driving — altogether.

—*STPP*

WHERE THE RUBBER MEETS THE ROAD

Add sexually transmitted diseases (STDs) to the evils that highways spread. A study investigating a syphilis epidemic that peaked in 1990 found that eleven North Carolina counties bordering Interstate 95 had syphilis rates twice those of other counties in the state. Researchers said this was the first interstate transportation-related STD study in the U.S. Similar studies in Africa, India and Southeast Asia have found links between major highways and the HIV/AIDS epidemic.

—*American Journal of Public Health*

BIKES REWARD KIDS IN NEWARK

Police in Newark, N.J., have found a new way to dispose of unclaimed stolen or confiscated bicycles: give them to deserving schoolchildren. The new cooperative program between police and the local school district rewards youngsters who have exhibited leadership qualities, performed good deeds or distinguished themselves academically.

—*Newark Star-Ledger*

DO SEAT BELTS KILL CYCLISTS AND PEDESTRIANS?

The government of Ireland is trying to make roads safer by increasing seat belt usage. But Irish cyclists are pointing out that the introduction of compulsory seat belt use in Britain was accompanied by an average 175-per-year increase in fatalities among cyclists and pedestrians. The explanation may be the same theory used to explain why compulsory seat belt legislation in some countries has led to a rise in car accident deaths: belted drivers may be increasing speeds out of a false sense of security.

—*Car Busters*

TOYOTA TOUTS TRAFFIC TREES

How does a car manufacturer claim it's helping to fight global warming? If you're Toyota, you spend eight years developing a tree that can absorb more carbon dioxide, thus allowing you to sell more cars with a clearer conscience. "The trees will be planted wherever it is climatically possible, a Toyota spokesperson said. "The plan is to see them growing everywhere in the world." (With a Land Cruiser parked beneath each one, no doubt.)

—*Car Busters*

CARJACKING VICTIMS FIGHT WITH FIRE

To combat South Africa's growing epidemic of carjackings, a lawyer has invented a flame-throwing device that incinerates would-be assailants. When a driver spots an approaching thief, the driver steps on a switch near the accelerator, causing a wall of flame to shoot out from both sides of the car. "I don't think [attackers will] be killed, but their hijacking days will be over," says inventor Chari Fourie. "Best of all, there is no damage to the paint-work or any part of your car." Drivers who lean on the switch too long, however, could set their car on fire. South African police say the Blaster is legal as long as it is used for self-defense.

—*The Wall Street Journal*

MODEL CYCLE STATION IS A WINNER

California's Long Beach Bikestation recently won an "Environmental Excellence Award" from The Federal Highway Administration (FHWA), which gives 13 of the awards each year to recognize environmental leadership and innovation. Bikestation is a one-stop-shopping location aimed at cyclists — offering secure bike parking and storage, rentals, repairs, sales and locker rooms. The year-round hub also has a wealth of cycling and transit information, and a cafe. Palo Alto reportedly plans to open a Bikestation, thanks to the success of Long Beach.

—U.S. Senator Barbara Boxer's Office

OUR EXPENSIVE GAS ADDICTION

The International Center for Technology Assessment reports that while the retail price of a gallon of gas is now about

85 cents in the U.S., the real cost to the U.S. economy is between \$4.74 and \$12.82 a gallon. Researchers concluded that the U.S. spends between \$558.7 billion and \$1.69 trillion per year to support the production of gas. Nevertheless, the report notes that these costs represent "the largest portion of the externalized price Americans pay for their gasoline reliance." For more information see www.icta.org.

—Car Busters

ALARMING EXPERIENCE

A businessman in the Ukraine who had just bought pagers for his entire staff was so alarmed when they all went off at the same time that he let go of the steering wheel of his car and plowed into a lamp post. The message on all 50 pagers read: "Congratulations on a successful purchase!"

—Car Busters

KILLER AIR

An Environmental Defense Fund report estimates that 360 of every million people living in the U.S. will develop some form of cancer as a result of airborne pollutants, with the rate in New York coming in at four times the national average. EDF found that cars, trucks and small businesses are responsible for more air toxins than previously thought, finding that motor vehicles account for 60% of the risk of cancer and non-malignant ailments from air toxins. Not surprisingly, four of the five leading hazardous chemicals covered by the study are found in motor vehicle emissions.

—Boston Globe

THOSE SNEAKY SUVs

Car-makers cranking out fuel-gobbling Sport Utility Vehicles have figured out a new way to avoid meeting mileage standards - build a big car, call it a hybrid and then categorize it as a light truck. Currently in the light truck category, for which the feds require a 20.7 mpg average, are SUVs, pickups and minivans. Rather than improve the mileage of those bigger vehicles (from the abysmal average of 15mpg), auto makers are lumping in new so-called hybrids, whose better fuel economy boosts their light truck average and protects them from federal fines. Already on the hybrid bandwagon and riding through this loophole are Daimler-Chrysler, BMW and Toyota. Presumably the National Highway Traffic Safety Administration (NHTSA) would have to revise its truck definition to prevent continued evasion of fuel economy standards.

—USA Today

John Lawson



Don't look now, but SUVs have snuck into Grand Central Station. This passer-by looks just a little bit peeved.

Bike Week '99 is May 15-23

Enjoy activities and events all week — see the schedule inside this issue or check www.transalt.org. To volunteer (a fun way to meet fellow cycle commuters!) call Sue or Ruth at T.A.: 212-629-8080.

Special thanks to breakfast sponsors Krispy Kreme, Starbucks and Pick A Bagel, as well as all five NYC Borough Presidents.

Recycle-A-Bicycle Benefit Bike Auction — Saturday May 22, 6 - 9 pm

\$5 Gets you in for bidding on a load of great bikes and more. Check www.bway.net/~rab for more info.

KILLED BY

A report by Right of Way

Transportation Alternatives aggressively protests the killing and injuring of cyclists and pedestrians by automobiles. We strive to change the government decisions and laws that place motor vehicles before the well-being of those choosing to travel on foot or by bike.

*However, achieving these goals and changing the deeply ingrained "Windshield Perspective" of officialdom will take the energies of many New Yorkers. Since late 1996, the members of Right of Way, led by former T.A. President Charles Komanoff, have taken up the banner of pedestrian and bicyclist rights. The group is known for its "street memorial" project in which is has stenciled the outlines and names of 145 pedestrians and cyclists at the locations they were struck and killed. Right of Way's newest project is the report *Killed by Automobile*, which was researched, written and produced by a dedicated team of volunteers who spent hundreds of hours typing in nearly 1000 police crash reports. T.A. applauds the work of Right of Way and appreciates the opportunity to bring you excerpts from this important report.*

*Those interested in reading the full text of *Killed by Automobile* can order it by sending a check for \$7.50 to Right of Way, 305 Broadway, #402, NY, NY 10007 or download it from www.panix.com/~jlevre/cars-suck/.*

Killed By Automobile: Death in The Streets in New York City 1994-1997

BY RIGHT OF WAY

Killed by Automobile addresses the ongoing slaughter of pedestrians and cyclists on New York City's streets: it asks, who is dying? and who, and what, is causing the killing?

These questions should have been asked, and answered, long ago by the government bodies charged with transport policy, driver licensing and public safety. Instead, how the streets are used and who dies using them, is rarely discussed. Transportation policy in New York City, if it can be called that, is a question of how best to squeeze the most cars in, and move them at the highest speed. Even here in New York, the nation's only city where drivers are a minority, this "windshield perspective" governs, deflected neither by moral consideration of its costs, nor by factual analysis of local conditions and needs.

Killed by Automobile seeks to fill the gaps in the data. It is an analysis of 1,000 deaths of pedestrians and cyclists in New York City in the most recent four years for which data are available. What emerges as well is an indictment of the police, transport, driver-licensing and criminal-justice authorities for failing in their duty to make the streets safely available for all.

**Killed by Automobile* was conceived, researched and written by Right of Way, an organization seeking to end vehicular entitlement and stop vehicular violence in NYC.*

TEN KEY FINDINGS

1. Motor vehicles killed 1,020 pedestrians and bicyclists in New York City during the four-year period 1994-97; this toll was 25 percent greater than the 800 motor vehicle users who died in crashes in the same period.
2. New Yorkers age 65 and older were more than twice as likely to be killed by an automobile as to be murdered during 1994-97.
3. Drivers were largely or strictly culpable in 74 percent of pedestrian fatalities and partly culpable in another 16 percent, meaning that drivers were at least partly culpable in 90 percent of fatalities.
4. The most frequent causes of fatalities were vehicles turning into pedestrians in crosswalks, followed by speeding, and driving through a red light or stop sign.
5. Buses killed 53 persons during 1994-97 - one for every 11.4 million miles, or over five times the rate for all vehicles driven in New York City, and triple the rate for heavy trucks.
6. Automobiles were equal-opportunity threats, killing New Yorkers of every income level and ethnic group roughly in proportion to the group's share of population.
7. Motorists killed 50 pedestrians on sidewalks during 1994-97 (one pedestrian was killed by a bicycle on a sidewalk during the same period, out of a total of five pedestrians killed in collisions with bicycles in New York City during the four years).
8. Neighborhoods where officials clamored for crackdowns on bicyclists to safeguard pedestrians had unusually high rates of pedestrians and cyclists killed by automobile.
9. Drunk driving was known to be present in only four percent of pedestrian and bicyclist fatalities (less than three percent in 1997 alone), suggesting that DWI is now a relatively small subset of a larger class of dangerous and aggressive driving, which is routinely ignored in law enforcement and media campaigns.
10. Drivers were summonsed for moving violations in only 16 percent of pedestrian and bicyclist fatalities during 1994-97; police cited only seven drivers, or fewer than one percent of those who killed pedestrians, for violating laws specific to pedestrian safety.

A U T O M O B I L E

NTSB to NYC Peds and Cyclists: Drop Dead

The National Transportation Safety Board sprang into investigative action when a tour bus to Atlantic City crashed and killed eight passengers last Christmas Eve. But the 50 people run over by buses in New York City during 1994-97 didn't merit a second look from the agency.

The NTSB could mandate several design changes in trucks, buses, and cars that would save the lives of untold cyclists and pedestrians each year. If side doors were shaped differently, the rates of bicycle dooring deaths would go down. Engineers need to design buses with greater driver visibility, since a third of pedestrian victims are killed during turns. Truck safeguards, widely used in Europe, are available to prevent cyclists from being swept under the wheels. Enforcing a local law *already on the books*, limiting truck length to 55 feet, would have prevented other deaths.

Since its charter, NTSB investigators have had a mandate to look into "recurring accident modes". "Aren't 250 pedestrian and cyclist deaths a year in New York City alone recurrent enough?" Right of Way has asked. Their reply: the resources are not available.

Drunk Pedestrians? Hardly

The New York Times laid an egg on May 9, 1993, when it trumpeted statistics from 1991 that 32.7% of pedestrians who died in auto collisions were intoxicated. The source of the figure, the National Highway Traffic Safety Administration was instead measuring alcohol detected, including blood alcohol content levels as low as 0.01%, one-tenth the level of legal intoxication.

This glaring misreading of government statistics is compounded by problems of human biology. A study published in the British Medical Journal by a forensic pathologist at the University of Dundee determined that blood samples taken postmortem often overstate the level of alcohol in the bloodstream at crash-time. Microbes produce alcohol after an organism dies, and organs or airways contaminated with gastric material diffuse the substance through the body.

Of course, the pedestrian's state of mind should have no bearing in determining culpability when a driver speeds, mounts the sidewalk or otherwise violates the pedestrian's right-of-way, as occurs in most New York City pedestrian fatalities.

Police Accident Reports

Right of Way received the accident reports on which this study is based in paper form, and we spent hundreds of hours inputting the information to a computer database. This was an illuminating experience in itself.

Each report, seen individually, is a little narrative, and a rather postmodern one at that, often featuring two levels of plainly "unreliable narrators": the police officer making the report, and the driver who is, all too often, the sole source of the information in it.

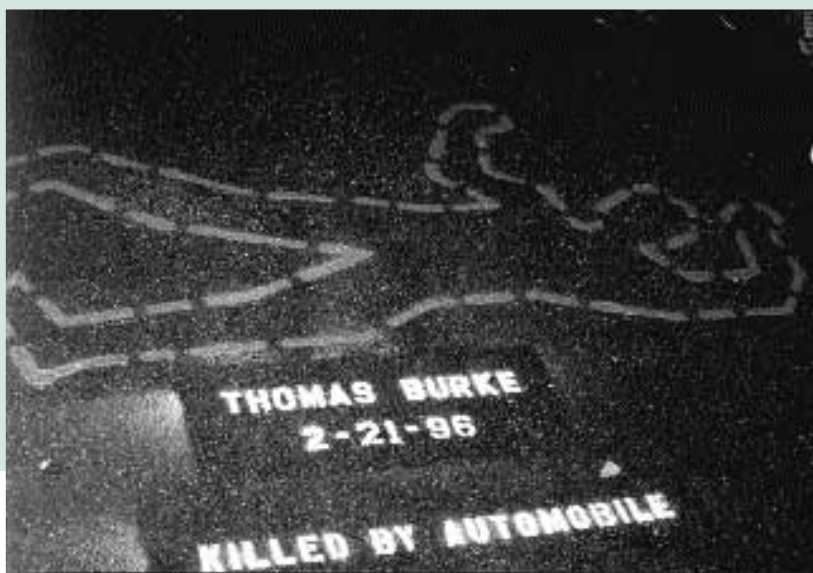
The first-order unreliable narrator, the driver, is pretty much what might be expected, remarkable only for his flawed sense of probability: we are told, over and over, that a 70-or 80-year-old New Yorker has darted from concealment and hurled himself beneath a car.

More surprising, and disturbing, is how frequently the second-order narrator, the police officer, is an accomplice to these fabrications. A pedestrian is flung 60 feet after impact, but there is no reason to suspect excessive speed. A driver is making a left turn when a pedestrian walks into her vehicle. A cyclist runs a red light and then he strikes a car (man bites dog?), killing himself.

More routine, but no less depressing, are the reports where there is no such whopper, but every grudging, minimal entry bespeaks an indifferent functionary wearily going through the motions, utterly unconcerned to find out what really happened. Indeed, far too often, the paperwork isn't even done conscientiously: a witness is mentioned, but no witness statement is present; citations are mentioned, but no violation codes are given.

Coding the reports was hard work; but above and beyond the strain on hand and eye, this effort took a certain toll on the spirit. Reading what happens to people is bad enough; realizing how little anyone cares compounds the pain.

- Michael Smith



Peter Weitzler

CORDELIA ROSE

Age: 58

Occupation: Museum Registrar, Cooper-Hewitt National Design Museum

Neighborhood: Times Square

T.A. Member Since: 1997

What kind of bike do you own? Brompton folding bike. I love it! I'm the U.S. correspondent for a British folding bike magazine A to B. My daughter called me one day from Berkeley and said "I've found you the perfect bicycle for NYC," so I flew out there and got it. To me, it's very nippy going through traffic if you apply your legs to it. It folds up in about 15 seconds. It's got three speeds, which seems to me to be perfectly fine for Manhattan. I've never been defeated by a hill.

Frequent Flyer: Once a month or more, I fly down to Washington, D.C. for meetings at the Smithsonian. I can catch my plane in less than an hour. I ride my bicycle to 34th street and take the bus to the 34th St. pier to catch the Delta Water Shuttle. My bicycle has a bag that I put it in, and then the people at Delta - they call me the "Bike Lady" - check it as baggage. I don't have to pay anything, because it's smaller than most people's suitcases. It fits in overhead compartments in very large planes. When I get to National Airport in D.C., the baggage carousel is right by the automatic doors leading outside. So I unfold my bike at the carousel, ride

through the doors, along the taxi queues and then straight onto the bike path, which goes along the river, over a bridge, and then on to the Smithsonian.

Why do you commute by bike? For a feeling of well-being and independence and not having to wait for the bus. Being able to come through the park everyday is really lovely. Sometimes I just can't quite stop and I go all the way round the loop again and then to work.

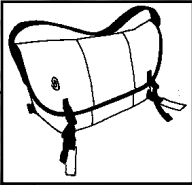

What kinds of cycling improvements would you like to see in NYC? In Central Park, the bike lane is marked for bicycles, but runners and in-line skaters have to use it as well. Meanwhile, there's two great, big lanes for cars and one teeny-weeny lane for the rest of us to argue over. I'd like one lane of cars, one lane of bikes and then a lane for runners, with a buffer zone in-between each.

What are your pet peeves? Tourists who step off a curb to look at the top of a skyscraper mid-block. I have a very loud bicycle bell, and if that doesn't work I have a friendly yell, and if that doesn't work I have a very piercing yell. I once lived on this particular island in the Indian Ocean where all the women called to each other across the rooftops and they have this wonderful piercing call which I learned to do. That wakes people up.



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Skate Commuter of the Month

JEFF GOLDBERG

Age: 401 moons

Occupation: Architect. I also write articles teaching sustainable design/building practices to developers (see www.pathnet.org)

Neighborhood: The frontier of the South Bronx

Years Blading: 7 Years Biking: 28

T.A. Member Since: 1995

Your commute? I skate to the train 2.5 miles. Down 180th Street and up 3rd Avenue to the Fordham Metro North Station. I get off in South Norwalk, CT and walk two blocks to work.

How are you received on the train? Conductors scowl, passengers smile.

What do your colleagues think? That I skate from The Bronx.

What got you started? Simple arithmetic: bus takes 40 minutes, skates take 20.

What kind of skates do you have? 7 year-old, lace-up Bauer XS-5's.

Best things about blading in NYC? Things aren't spread out too far so you have lots of energy when you reach your destination.

The worst? Honking behind me when the road is a mile wide.

Best place to ride in the Bronx? Pelham Parkway is safe and picturesque.

Any accidents? I got doored once. That's the last time I skated the curbside of a double-parked car.

Most memorable thing that's ever happened while skating? Riding the subway home from a class with a rabbi, who taught us to "have an eagle's vision, a lion's strength, a leopard's agility and then run like a deer." I thought I could get home quicker if I got off at 174th street and skate from there. I'm gliding along when some guy runs up to me and asks my name. When I realized he wasn't trying to make friends, I "ran like a deer."

Bronx improvements for 2000: I'd like to see a skateway between Pelham Parkway and Shore Road.

What else do you use your wheels for? I've had a few rollerdates, but skates are mostly a commuter tool for me.

Peeves: We take up twice the road-width as a cyclist. Rough cobblestone streets slow us down. And for the rain someone needs to invent grippy wheels and bearings that don't rust.

Why did you join T.A.? Because they're a fun-loving bunch that cares about the city's lifeblood, trying to prevent her arteries from clogging any further ... and it costs less than your AAA membership.

S.E. Soons



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CONTRIBUTOR OF THE JOURNAL

Volunteer of the Month

EARLENE WILKERSON

Age: 40

Occupation: Community Organizer

Neighborhood: Highbridge, The Bronx

T.A. Member Since: December 1998

How did you get involved with T.A.?

I was trying to get something done about the speeding problem on University Avenue, which has been a major issue in Highbridge for a long time. We worked on it when I was the president of the P.S. 126 Parents' Association, which is on University, but we weren't able to get very far. I decided to try again last year with a group of teenagers as part of the Safe Passage program at Mosaic. I started looking around for other angles and contacts, trying to make progress. Our local community group, Neighbors in Highbridge, told me about the what was going on with P.S. 48 in Hunts Point. Mothers on the Move, which was involved in getting traffic calming around P.S. 48 with the Bronx Borough President's Office's Safe Routes to School program, told me to call T.A. It turned out that T.A. had just begun to work with P.S. 126 on the Safe Routes to School program.

What's your favorite traffic calming tool? One of the recommendations for P.S. 126 that came out of the Safe Routes to School study tour that we had this spring was to put a bike lane in on University Ave. between Sedgewick and E.L. Grant Highway, to narrow the road and slow down cars. There's a lot of bikes in Highbridge, but kids don't really have a lot of space to ride. We want our kids to be safe, so they ride on the sidewalk, but sometimes they feel bad because they're getting in everyone's way. I'd really like to see a bike lane in Highbridge.

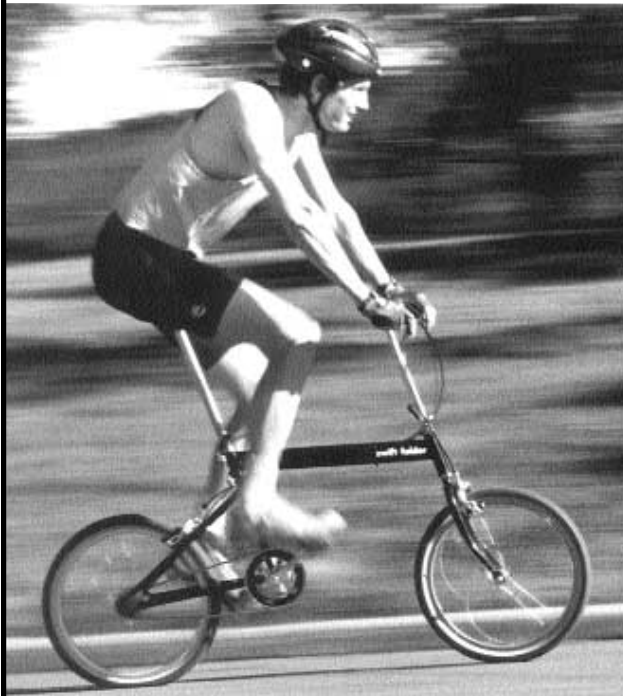
What's your favorite thing about your neighborhood? Being able to give the kids the kind of community they can grow and learn in. Everyone wants to see the best for their own kids, so we work really hard to make our neighborhood great for everybody else's kids. I got a lot of help raising my seven kids, and working with different programs in the community, like Safe Routes to School, is one way that I can give some of that back.



What's next? We're working on setting up a walking school bus at P.S. 126. [A walking school bus is like a school bus, but without the bus; children who walk to school are guided along their route in a group for safety.] I'm just excited to keep learning from working with Transportation Alternatives. There's so much out there that we can do to make our neighborhoods better places to live and raise our kids. T.A. does so many different things. It's pretty amazing to be a part of that.

Don't forget! Volunteer Nights at T.A. — every 2nd and last Wednesday starting at 6pm-ish.

swift folder



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TAKE THE TRAIN TO THE TRAIL

No, you most certainly may NOT mountain bike in City parks. To satiate your need for dirt, here are some trails you can get to with your bike, sans car. T.A. plans to post a more complete listing on our web site (www.transalt.org) soon; or you can always check out your local library, book or bike store for guides on NYC-area ATB riding.

Blue Mountain Reservation

Town: Peekskill, NY
Trail: Blue Mountain Singletrack
Length: 5.2 mi.
Difficulty: Advanced
Trail: Blue Mountain Carriage Trail
Length: 3.6 mi.
Difficulty: Intermediate
Distance from NYC: 44 mi.

Train directions: Take the Metro North Hudson Line to Montrose. Depart the train and cross the tracks on the wooden path to the parking lot. Ride up and make a right onto Montrose Station Road. Stay on Montrose Station Road until it ends (1 mile), and turn left onto Washington Street. Stay on Washington for 1 mile and turn right at the stop sign onto Welcher Avenue. The park is straight ahead, less than 1 mile. Enter the park, turn left at the stop sign near the guard station, and follow the road until it ends at a parking lot (about half of a mile).

North County Trailway

Town: Tarrytown, NY
Trail: Eastview Trail
Length: 8 mi.
Difficulty: Beginner
Distance from NYC: 25 mi.

Train directions: Take the Metro North Hudson Line to Tarrytown. Depart the train, and ride around to the right of the parking lot. Go straight at the first stop sign and bear left at the next stop sign, ahead toward White Street. This is a short, steep road which bears right onto Main Street in Tarrytown. At 0.5 miles, cross over Route 9 (South Broadway) and proceed up the steep Neperan Road, which winds left then right and passes through Marymount College. Approximately 1 mile from the train station, when there is a parking lot on the left, turn right onto Sunnyside Avenue. The trailhead is on the left side of Sunnyside Avenue. (The trip from the train station to the trailhead is mostly uphill.)

Bronx River Pathway

Town: Hartsdale, NY
Trail: Bronx River Pathway, Kensico Dam Plaza
Length: 10.4 mi.
Difficulty: Beginner
Distance from NYC: 22 mi.

Train directions: Take the Metro North Harlem Line to Hartsdale. From the bottom of the stairs at the Hartsdale Train Station parking lot, ride left out of the lot and onto the bridge over the Bronx River Parkway. Note a church in front of you. At the stop sign, make a left onto the trail. Notice a blue sign for the trail. Once on the trail, stay left at the fork.



Old Croton Aqueduct

Town: Croton, NY to Ossining, NY
Trail: Ossining-Croton Trail
Length: 10.6 mi.
Difficulty: Intermediate
Trail: Croton Trail
Length: 5.8 mi.
Difficulty: Beginner
Distance from NYC: 40 mi.

Train directions: Take the Metro North Hudson Line to Ossining. Depart the train, and walk up the stairs to Secor Road, which crosses over the railroad tracks. Take this road away from the river, up the steep hill until it flattens out and becomes Main Street in downtown Ossining. Go straight through the traffic light at approximately one half mile from the railroad station, and at the fork, stay left and ride onto the sidewalk. Notice the beginning of an urban pathway on the left. This is the Aqueduct trail and it is marked by pink bricks in the roadway.

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may / june

RIDES

Thur May 6 The Wedge/Critical Mass: Meet at the cube at Astor Place at 7pm to slow down traffic in a friendly, funny way. 212-802-8222 Time's Up!

Sat May 8 Training Ride #11: Lloyd's Neck. Last training ride before Montauk. 85 hilly mi., with steep climbs. Bring LIRR/Metro bike permit in case you need to bail out. Meet 8:30am, Cunningham Park. 5BBC. Helmets req.

Sun. May 9 Mother's Day! See the Manhattan skyline at College Point, Queens. Scenic, leisurely ride on some unfrequented roads. Approx. 28 mi., mostly flat. Bring tube & money for lunch. Meet 9:30am, Roosevelt Island Tramway (Manhattan side) on 60th St. & 2nd Ave. 5BBC. Helmets req.

Sun May 9 River Road: It was closed after a rockslide in April, but Richard Gottlieb is willing to brave the elements and take a crowd for a bike/hike up River Road, where there will be wildflowers and little beasties galore. About 25 mi. round-trip; moderate pace. Contact Richard at 212-757-7434 or RG433@aol.com. Fast & Fab.

Sun May 16 Montauk Century: roads due east to the South Fork end of LI. Do 35 to 130 mi. Call the 5BBC at 212-932-2300 ext. 115 or visit www.5bbc.org for details. Helmets req.

Sun May 16 Nassau Mystery Workout: Love fun and mystery? This is the tour for you! Meet Parsons Blvd, Hillside Ave, Queens (F train), 9:30am. 50 mi. Rain cancels. 718-601-5223 L&M. Helmets req.

Sun May 16 Tarrytown: Depending on preference, we'll visit either a Rockefeller-funded church with Chagall windows or Sleepy Hollow of Rip van Winkle fame, before lunch in Tarrytown and return via scenic Hudson River. About 55 mi. round-trip; fast pace. Contact Marten @212-327-1728 / marten.denboer@hunter.cuny.edu. Fast & Fab & NYCC.

Wed May 19 Traffic-free ride: Meet at Central Park, head down the West Side greenway along the Hudson to Battery Park, South Street and up the East Side. Bring a tube, front and rear lights. Approx 15-20 mi., flat. Meet 6:45pm, Plaza Hotel. 5BBC. Helmets req. Led by 5BBC's Trudy Hutter: 212-838-2141

Thurs May 20 Bike Week Fun Ride: Wave Hill, Riverdale, Bronx. 25 mi. round trip. Meet 10am Loeb Boathouse in Central Park (north of East 72nd St. entrance, East Drive northbound.) Weekday Cyclists, led by Ann Shorter: 212-838-2141

Thurs May 20 Bike Week Fun Ride: Coney Island. 25 mi., leisurely pace. Meet 6:30pm Bicycle Habitat 244 Lafayette St., SoHo. Led by Habitat's Hal Ruzal: 212-431 3315

Fri May 21 New York Historical Ride: Meet at the fountain at City Hall Park (B'way and Park Row) at 10pm. 212-802-8222. Time's Up!

Sat May 22 Socrates Sculpture Ride: Meet 4:30pm at the Tramway Plaza (2nd Ave and 60th St). 212-802-8222 Time's Up!

Sat May 22 West Bronx Bike Tour. 10 mi. For information call Councilman Carrion's office: 212-788-7250

Sat May 22 5BBC annual "Get To Know Us Ride" The Bronx Countryside: Visit Wave Hill as we ride up to the Bronx. A few sizable hills. Bring lock. If we arrive before 12pm, admission on Saturdays is free! 20 mi. Meet 9am, AYH. End there for "Get To Know Us" party. 5BBC. Helmets req. (Rain date: Sun May 23)

Sat May 22 5BBC annual "Get To Know Us Ride" Raiders of the Lost Greenway: Industrial-strength mountain bike ride around Northern Manhattan. Discover the forgotten waterfront greenways with unparalleled views of the Harlem and Hudson. 20 mi. Meet 10am, Central Park Boathouse. Return to the AYH for the "Get To Know Us" party. Moun-

tain/Hybrid bikes only. 5BBC. Helmets req. (Rain date: Sun May 23)

Sat May 22 5BBC annual "Get To Know Us Ride" Piermont: Travel to the "Pier," with breathtaking views of the Hudson. Local bike shop will be mid-point before we converge on the AYH for the "Get To Know Us" party. 45-50 mi., moderately hilly. Meet 8:30am, Plaza Hotel. 5BBC. Helmets req. (Rain date: Sun May 23)

Sun May 23 Bike Week Fun Ride: Ride to the Bike Highway. About 50 mi. round trip, moderate pace. (Or just 30 mi., returning via Metro North; bring your Metro North bike pass!) Meet 10am Harlem Meer (Central Park/Lenox Ave. at 110th St.) Led by T.A. members: 212-629-8080

Sun May 23 Brooklyn Residential Tour: Explore some of the quieter sections of Brooklyn. Bring lock, snack or \$ for it. Co-led with NYCC. 25 mi., mostly flat. Meet 12:45pm, Prospect Park Picnic House. 5BBC. Helmets req.

Sun May 23 Irvington: Paulette Meggoe shepherds her flock via Hastings-on-Hudson and back roads that avoid the hills of Route 9. About 45 mi. round-trip; moderate pace. Contact Paulette at 718-293-0885. Fast & Fab.

Fri May 23 Moonlight Ride: Meet at the Columbus Circle at 10pm. 212-802-8222. Time's Up!

Mon May 31 Captain Kidd & The Lost Treasures Of The East River: We'll scour the Queens-Brooklyn shoreline for lost tales of the East River. Ride crosses Triborough Bridge and ends at the Brooklyn Bridge. Co-led with NYCC. Bring lock & snack. 33 mi., mostly flat terrain. Meet 12:45pm, AYH, 103rd St. & Amsterdam. 5BBC. Helmets req.

Thur Jun. 3 The Wedge/Critical Mass: Meet at the cube at Astor Place at 7pm to slow down traffic in a friendly, funny way. 212-802-8222. Time's Up!

Fri Jun. 4-Sun Jun. 6 Empire's Liberty Skate Weekend: filled with fun skating events, including the MS Super Roll 3. For more info: Empire Skate Club 212-774-1774, www.empire skate.org; MS Super Roll 3 212-463-9791, www.msnyc.org/roll/rolindex/htm.

Sun Jun. 6 Tibetan Trek To Staten Island: quiet and flat routes of S.I. to the Jacques Marchais Center of Tibetan Art. Some stops at New Dorp and Miller Field for great views of the Atlantic and lower NY Bay. 22 mi., mostly flat with one steep climb. Meet 12:45pm, South Ferry. 5BBC & NYCC Helmets req.

Sun Jun. 6 A Touch of Connecticut: Moderately hilly ride through Westchester Cty. to Greenwich, CT. Meet at Fordham Rd, Grand Concourse, 8:30am. 50 mi. Rain cancels. 718-601-5223 L&M. Helmets req.

Sun Jun. 6: American Diabetes Association Metro-tour. Begins at Rockefeller Center, over GW Bridge, through NJ. 25-, 50- or 100-mi. routes. Registration & info: 800-TOUR-888 or www.diabetes.org/tour

Sun Jun. 13: Y'ar Ole Salt: The fleet's in! Midday departure to Sheepshead Bay (Brooklyn's Cape Cod). Bring lock and plastic bag for fish. 15-25 mi., mostly flat. Meet 12:30pm, City Hall Park, Horace Greeley Statue (between Centre/Chamber Streets) & 1:30pm, Prospect Park Picnic House. 5BBC & NYCC. Helmets req.

Sun Jun 13 Bike to Bronx River Parkway, return via Orchard Beach. Meet Metro-North Botanical Garden Parking Lot 9 a.m. 40 mi. Bring bathing suit. T.A. Bronx Chapter. Call Rich, 718-653-2203.

Fri Jun. 18 New York Historic Ride: Meet 10pm, City Hall Park fountain (B'way and Park Row). 212-802-8222. Time's Up!

Sat Jun. 19 Hal's Annual Rockaway Solstice Ride: Casual 40 mi. Bring bathing suit & food for lunch on the beach. Meet 10:30 am, Washington Square Arch. Rain cancels. 212-627-1279

Sat Jun. 19 Socrates Sculpture Ride: Meet 4:30pm at the Tramway Plaza (2nd Ave and 60th St). 212-802-8222. Time's Up!

Fri Jun. 25 Moonlight Ride: Meet at the Columbus Circle at 10pm. 212-802-8222. Time's Up!

Sat Jun. 26 Staten Island Perimeter: A coastal ride around S.I. Greenways abound. Lunch at Conference House Park. Climb to see the "Narrows" at Ft Wadsworth before return to city. 42 mi., mostly flat. Meets 8am to take the 8:30am ferry, sharp. 5BBC. Helmets req.

Sun Jun. 27 Morristown Challenge: Join us for breathtaking tour through NJ's Watchung Mountains. Meet at City Hall Park near Brooklyn Bridge, 7:45am (PATH 8:15am). 45 mi. Rain cancels. 718-601-5223 L&M. Helmets req.

Mon Jul. 5 The Great Brooklyn-Manhattan Historical Tour: A meandering exploration of historical sites. Many, many stops. Finish with lunch at South St. Seaport. Co-led with NYCC. 20 mi., flat. Meets 12:45pm, Soldiers and Sailors Monument, Grand Army Plaza. 5BBC. Helmets req.

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
Time's Up! 212-802-8222

skate resources
Empire Skate Club 212-774-1774

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

WALKS

Sun May 30 Radical Walking Tours. Lower East Side I: Radical Jews. Meet 1pm front of Old Jewish Forward Building 175 East Broadway btn Rutgers & Jefferson Sts. 3 hrs/\$10. 718-492-0069

Sat Jun. 5 Radical Walking Tours. Greenwich Village Tour III. Meet 1pm front of Judson Memorial Church 55 Washington Square South. 2.5 hrs/\$10. 718-492-0069

Sat Jun 26 Radical Walking Tours. City Hall Area. Meet 1pm steps of City Hall or in City Hall Park if Giuliani still has his barricades up. 2.5 hrs/\$10. 718-492-0069

Shop Directory

VISIT YOUR LOCAL BIKE SHOP!

Thanks to all the shops below who support T.A. by offering our members a discount on purchases. Letters following store names indicate which items are discounted. Be sure to bring your T.A. membership card.

A: Accessories
B: Bicycles
C: Clothing
P: Parts
R: Repairs
S: Skates
X: Bike Rentals
***: No Discount on Sale Items**

MANHATTAN

A Bicycle Shop **10% ACRP** 349 W 14 St
 ANewGen Bikes ***10% ABCR** 832 9 Av
 Bicycle Habitat **8 1/4% ACR** 244 Lafayette
 Bicycle Renaissance **8% ACRP** 430 Columbus
 Bikeworks at Hub Station ***10% PBX** 81 E 3rd
 Canal St Metro **10% ACRP** 417 Canal
 City Bicycles ***10% ACPRB** 508 9th Ave
 C n' C Bicycle Works **8% ABCPRS** 1101 1 Av
 Conrad's Bike Shop **8% ACRP** 25 Tudor City Pl
 Different Spokes **8% ACP** 240 7 Av
 Emey's Bike Shop **10% ABS** 141 E 17 St
 Frank's Bike Shop **10% APR** 553 Grand St
 Gotham Bike Shop **10% ACRP** 116 W Broadway
 Larry & Jeff's ***10% ACRP** 1690 2nd Av
 Larry & Jeff's ***10% ACRP** 3rd Av b/w 79th & 80th
 Manhattan Bicycles ***10% ABCPR** 791 9th Ave.
 Metro Bicycle Store ***10% ACRP** 1311 Lexngtn Av
 14 St Metro Bikes ***10% ACRP** 332 E 14 St
 Midtown Bicycle ***10% ACRP** 360 W 47 St
 New York Cyclist ***10% ACRP** 300 W 110 St
 96 St Metro Bikes ***10% ACRP** 231 W 96 St
 Sid's Bike Shop ***8% ABCPR** 235 E 34 St
 Sixth Ave Bicycles ***10% ACRP** 546 6 Av
 Toga Bike Shop **10% ACRP** 110 West End Av
 Tread Bike Shop ***10% ACRP** 225 Dyckman St.
 Victor's Bike Repair **8% ABR** 4125 Broadway
 Village Wheels ***10% ABCPRS** 63 E 8 St

BROOKLYN

Ace Cycles **10% ABCPR** 1116 Coretelyou Rd
 Arnold's Bicycles **10% ACRP** 4220 8 Av
 Bath Beach Cycles **10% ABCPR** 2156 Bath Av
 Bay Ridge Bike **10% ACPRS** 8916 3 Av
 Bicycle Land **10% ACR** 424 Coney Island Av
 The Bike Shop **10% ACRP** 240 Smith St
 Brooklyn Bicycle Center **10% ABCPR** 715 Coney Isl. Av
 Brooklyn Heights Bike **10% ACRP** 278 Atlantic Av
 Dixon's ***8% ABCPR** 792 Union St
 Dyker Bike Store **8% ACRP** 1412 86 St
 Ferrara Cycle **8% ABCPRS** 6304 20 Av
 Larry's Cycle Shop **5% ABCPRS** 1854 Flatbush Av
 On The Move **10% ACP** 400 7 Av
 Open Road Cycles **10% ACRP** 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% ACP** 3100 Ocean Pkwy
 Verrazano Bicycle Shop **10% ACRP** 8717 3rd Ave

BRONX

Bronx Bicycle Discount ***10% ACRP** 912 E. Gun Hill Rd
 Eddie's Cycle **5% A 10% P** 2035 Grand Concourse
 Neighborhood Cycle **10% ABCPR** 571 Courtlandt Av
 Sid's Bike Shop **8% ACP** 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
 Bike Stop **8% ACP** 37-19 28 Av
 Bill's Cycles **10%** 63-24 Roosevelt Av

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

Bill's Ozone Park **15% AP 10% B** 108th St & Liberty
 Buddy's **10% ACRP** 79-30 Parsons Blvd
 Cigi Bicycle Shop **10% C** 42-20 111 St
 Cigi II **10% C** 91-07 37 Av
 Grand Bicycle Center **10% BR** 70-13 Grand Av
 Gray's Bicycles **8% ABCPR** 82-34 Lefferts Blvd
 Labee Bicycles 159-01 Northern Blvd.
 Queens Discount Bike ***10% ACRP** 92-64 Queens Blvd

LONG ISLAND

Bikehampton ***10% AP** 36 Main St., Sag Harbor
 Valley Stream Bike **10% ACRP** 95 E Merrick Rd

WESTCHESTER

Danny's Cycles ***10% ACPX** (Scarsdale) 644 Central Av
 Pelham Bicycle Center **15% APC** 109 Wolfs Ln

NEW JERSEY

Academy **10% ABCPS** (Palisades Park) 54 Grand Av
 Amber Cyclery **10% ACRP** (Teaneck) 764 Palisade Av
 Bikemasters **10% ABCPR** (Engelwood) 11 Bennett Rd
 Bike Shop **10% ACP** (Saddlebrook) 108 Rt 46
 Bikeworks ***10% ACP** (Rochelle Park) 383 Rochelle Av
 Clifton Speed **10% ABCPRS** (Clifton) 1074 Main Av
 Cranford Bike ***10% ABCPRS** (Cranford) 103 N Union
 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
 Somerville Cyclery ***15% ACP** (Somerville) 34 E Main St
 Strictly Bicycles **10% ACRP** (Fort Lee) 521 Main St
 S.D.S. Bicycle Shops ***10% ABCPR** (Jersey City) 351
 Palisade Ave & (Cliffside Park) 674 Anderson Ave
 Tenafly Bike Workshop **10% ACRP** 175 Country Rd

Donate your old bike or parts to Recycle-A-Bicycle. Call 212-260-7055 to coordinate a drop-off at one of the R-A-B sites.

SKATE SHOPS

Mercury Skate Shop at Hub Station ***8% ACP** 81 E. 3rd St.

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

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 "Vermonter" 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. Rush hour (into NYC) restrictions. No restrictions weekends 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.

BIKES ABOARD

Carey Transport—No bikes.

Greyhound—800-231-2222; national service. Within NE Corridor same rules as Peter Pan. Elsewhere: provide your own box, (or \$10), plus \$15 fee.

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 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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Author: Peter H. Huddleston, Editor: Peter H. Huddleston



TICKETS AND TALES

Dear T.A.:

I bought an old women's Raleigh from Frank's Bike Shop to see if I could ride to work. I have not gotten on the bus since! That was almost one year ago! It all started with looking through one of your free *City Cyclist* magazines. Thank you for the inspiration to try! Your newest member,

Anne Petoello
New York, NY

Letters like this make our day. Way to go Anne!
-Ed.

Dear T.A.:

Thank you for sending me the ["give/get respect"] tri-lingual fliers. I copied and delivered them to 18 locations, where I got eight outright refusals. Of the 10 that were accepted, two are on display to the public. I am the only adult in my town who uses a bicycle for daily transport to my job, a 10-mile round-trip commute. Bellows Falls is a gasoline-burning small town like countless others. I want to promote bicycle transport in such places. We need a national picture of what is happening to bike transportation state-by-state, a national bicycling growth map.

I am happy to read of your success with the Queensboro bridge path. Whatever happens to bicycling in NYC won't affect me directly, but I wish T.A. the best of luck in your struggles against the NYC bureaucracy.

Richard Sileski
Bellows Falls, VT

Dear T.A.:

Concerning the Queensboro Bridge (March/April '99), some corrections: the QBB opened in 1909 (incidentally, it was a toll bridge until 1911). The upper level did not have streetcars. It carried the Second Avenue El until 1942. The main level had four tracks of streetcars. The outer tracks were used by Manhattan-bound streetcars running to the underground terminal at Second Avenue. Until 1919, streetcars from the 42nd Street Line ran to Queens Plaza on the inner tracks, an average of 1,563 a day in 1914.

Dr. Stephen B. Dobrow
Committee for Better
Transit / Woodside, NY

Thanks for the corrections. -Ed.

Dear Assembly Member Glick:

The fines for cyclists who run red lights should be reduced. The current fee schedule for bicycles is \$100 for the first violation within an 18-month period, \$200 for the second, and \$500 for the third. As you know, if one is ticketed for going through two red lights, he is liable for two fines.

Thanksgiving weekend, I was issued two separate summonses for running two red lights on Fourth Avenue in Brooklyn. I contested the tickets in court, and was fortunate enough to have one dismissed. That meant I only had to pay \$500, instead of \$1000. Even so, since the recent bike crackdown began, I have paid \$800 to New York State.

Why should the fines be less for



cyclists than for cars? Because the law should account for the potential danger of the item being regulated. I work as an interpreter for the courts, and I know that all drugs are classified as "controlled substances." Yet a conspiracy to distribute crack is punished differently than a conspiracy to distribute marijuana or heroin. A gun and a knife can both kill, but a gun found on the premises in a federal narcotics investigation can lead to an additional count for possession of a weapon.

Bicycles are less dangerous than cars. They move more slowly and weigh far less. According to the New York City Department of Transportation, autos kill 250 pedestrians and 15 cyclists yearly and injure 14,000; meanwhile bicycles injure 440 pedestrians in New York each year and are responsible less than one death per year on average.

Fine equality rests on the fallacy that bicycles and cars get equal treatment on the road. But any cyclist knows if he tries to maintain his place in a lane, he will inevitably get honked at, itself illegal. Local bike lanes are always clogged with double-parked cars or delivery vans. Even traffic lights themselves are synchronized for motor vehicles, not bicycles.

Furthermore, I would argue that, not only are cars more dangerous than bicycles in an accident, they are more hazardous overall. Let us not forget that New York City is still in violation of federal Clean Air mandates. Cars pollute; bikes don't.

Do such onerous fines serve as a deterrent? Perhaps. As a consequence of the crackdown, however, some messenger services have replaced their bikes with mopeds, a disastrous development. New York State should be promoting cycling and other transportation choices, not private motor vehicles.

You have the power to legislate a fairer fines schedule. I look forward to hearing your views on the subject.

Daniel Sherr
New York, NY

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Letters

Dear T.A.:

You are doing a great job for NYC cyclists. Please continue to address problems such as bike-lane enforcement. It is so frustrating to have waited many years for our own lanes, only to encounter runners, strollers, and canines clogging the artery!

Another menace: unsafe cyclists. I learned invaluable safety measures on the Boston/NYC AIDS Ride. I encounter few riders who signal when passing. I see riders often without helmets and, worse, wearing headphones. Please keep encouraging safe cycling practices.

Heide Fasnacht
New York, NY

T.A. has and will continue to educate road users of the laws and safe practices (fyi, helmets, while not required, are smart; headphones are prohibited). To brush up, see www.transalt.org/features/lawart.html. -Ed

Dear T.A.:

Here is another example of the airless atmosphere created by Rudolph Giuliani, in which everyone is expected to serve the mayor's biases - in this case encouraging driving in the city.

I was hired by the DOT to create ads for last year's "Bike Month." My fee, the ads, and even the salaries of the DOT's bike people were paid for entirely by federal money allocated to promote cycling in the

city. However, as the mayor has signaled the preeminence of the car in New York's transportation mix, the DOT dares not contravene his will, even at the cost of misusing their federal grant.

The DOT rejected one of my ideas for a "Bike Month" ad because it suggested cars pollute, make noise and cause congestion. They said I couldn't imply that. I posed an idea that driving in the city wasn't pleasurable. They said I couldn't imply that either. Instead, I was told to create ads that held drivers, pedestrians and cyclists in equal regard.

In an effort to be agreeable, I floated the line, "Drive, ride, and walk the way your doctor, lawyer, minister, and mother would want you to." There ensued a discussion as to what race, ethnic group, and gender to make them. I suggested we make the mother a woman. My remark was not well received.

DOT civil servants took exception to the word "minister" because, they said, it didn't encompass Jews and we couldn't exclude Jews. I said a rabbi is a minister. That wasn't good enough. Then one of the civil servants said we couldn't use "mother" either because not all mothers are caring.

They liked an ad that had the headline: "We Bike Here." My intent was to change the perception that cyclists are irre-

sponsible people. The headline would be surrounded by the names of hundreds of people who bike in the city and their professions: doctors, accountants, lawyers, professors, engineers, economists, designers, programmers, schoolteachers, DOT employees, and even ad writers. My favorites were an MTA bus mechanic and a subway maintenance man.

Among the names I had were ex-Manhattan Borough President Ruth Messinger; Fernando Ferrer, the Bronx Borough President; John Kennedy, Jr.; and Robin Williams. I was told I couldn't include the first three because they were known Democrats and the list would have to be vetted by City Hall. And could I vouch that Robin Williams had not donated to the Democrats?

The DOT civil servants had so altered the original assignment, perverted the expressed use of federal funds, and politicized the campaign, that I balked at doing further work for them. I was told I was unprofessional.

They so liked their own mediocre handiwork, they've brought it back for this year. Don't look for it to promote cycling. It doesn't. Welcome to the NYC DOT's "Bike Month."

Richard Rosenthal
New York, NY

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 June 15 for next issue. One issue run unless requested otherwise. Fax: 212-629-8334 / e-mail: info@transalt.org. Not for commercial use.

For sale: tandem bike! Excellent condition! 1992 Burley Duet (20" x 18"), Blue. New tires, Suntour "butterfly shifters" (for safety, and convenience - You'll love them - I know I do!), Stoker shock absorbing seatpost, Rear Drum Brake. Great Bike, great price: \$999.00. (Orig price \$1500.00) Call Donald at 914-277-1837 till 10:00pm, EST. (E-mail is 71053.1161@compuserve.com)

For sale: 57cm Kestrel EMS 200, DuraAce STI Gruppo, titanium stem and seatpost, White Bros. hubs, other sweet features, super light and extremely fast bike. Call Simon at 212-846-5286

For sale: Jamis Citizen Hybrid, 19.5 in. Control Shock seat, Avid brakes, Slick tires, never used. \$200 Schwinn Criss Cross Women's bike, rated #1. \$75. Silica floor pump \$20. Call Howard at 212-243-5483 after 7pm.

For sale: For guy 6'3" or over. Rare 25" frame. Beautiful all chrome 12-speed Panasonic touring bike. Exc. cond. \$125.00 Ken 212-595-5133.

For sale: Beautiful teak gate-leg table. Seats six, but folds down quick! Keep folded or either one or both leaves up. Four chairs included, store themselves inside table. Small drawer. \$125. Karyn 212-629-8080. (You must pick up table in Brooklyn).

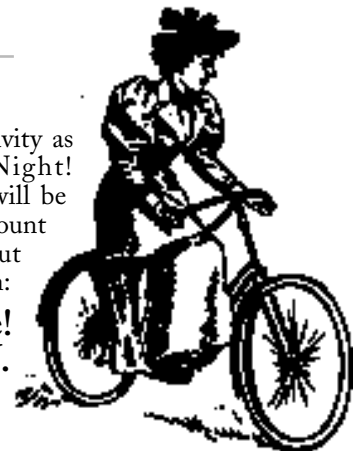
Volunteer Night Reminder

THE GOOD DEEDS CONTINUE...

On the second and last Wednesday of each month, T.A. becomes a beehive of activity as people from all walks of life gather for the evening's event — Volunteer Night! It's usually a big bunch of mailings, but you never know what will happen and who will be there! If it's nice, some of us will hit the streets to reach out to fellow cyclists. You can count on plenty of snacks and drinks to keep you satiated and hydrated. The topics vary, but there's never a shortage of advice — if you want it of course. Join us for volunteer nights in:

**May: 12 & 26 6:00 - 6:30 ish pm at T.A.
June: 9 & 30 115 W. 30th St, 12th fl.**

**Bikes Welcome!
Enter at 125 W.**



Honor Your Parents – Give A Gift of 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 SafetyVest Safety orange is cool. Adult size.	\$8*/\$10	\$2.00	_____	\$ _____
10 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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 All items are available and pictured in color on our web site, www.transalt.org/about/buystuff

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