

transportation ALTERNATIVES

Volume 5, No. 4

www.transalt.org

Summer 1999



Slow Speed Cliffhanger • Bikes & Peds Get Short Shrift in \$ Plan • QBB Flyover?

CALENDAR

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

July

Mon. 12 6:30 pm **T.A. Brooklyn Committee and Auto-Free Central Park.** Joint meeting w/guest speaker Tony Newman, media expert. At T.A. Bikes welcome, of course.

Wed. 14 6:00 pm 7:00 pm **Volunteer Night.** Have a shagadelic good time, yeah baby. At T.A.

T.A. Bronx Chapter Meeting. Williams-bridge Oval Park. Call Rich for info: 718-653-2203.

Sat. 17 10:00 am **Operation Hazard ID.** Meet at Manhattan entrance to bike/ped path of Williamsburg Bridge.

Fri. 23 7:30 am **Give Respect, Get Respect Action.** Help clear the bike lane on Adams St. Meet at Brooklyn entrance to bike/ped path of Brooklyn Bridge.

Sun. 25 Noon to 4:00 pm **Cherry Tree Festival in The Bronx.** Bike repair for kids. & more. E. 137th St. between St. Anne's and Cypress.

Tues. 27 6:00 pm **Auto-Free NY Walking Tour.** Bronx Center. Meet at SE corner of River St. & 161st St. 212-475-3394.

Wed. 28 6:00 pm **Volunteer Night.** New and improved! At T.A.

August

Mon. 9 6:30 pm **T.A. Brooklyn Committee meeting.** Location TBA - call to confirm 212-629-8080.

Wed. 11 6:00 pm **Volunteer Night.** Hurricane ceiling fans keep you cool but those letters are hot! hot! hot!

Wed. 18 7:00 pm **T.A. Bronx Chapter Meeting.** Williams-bridge Oval Park. Call Rich for info: 718-653-2203.

Sat. 21 10:00 am **Bronx Century Route Painting I.** Meet at the Metro-North Botanical Garden Parking Lot. Other locations' route painting TBA, call T.A. to volunteer 212-629-8080.

August

Tues. 24 10:00 am **Auto-Free NY Walking Tour.** Downtown Flushing. Meet at 6 pm at SE corner of Roosevelt Ave. & Main St.

Wed. 25 6:00 pm **Volunteer Night.** Yes, it's still all reruns... why not come down to T.A. instead?

Sat. 28 10:00 am **Bronx Century Route Painting II.** Meet at the Metro-North Botanical Garden Parking Lot. Other locations' route painting TBA, call T.A. to volunteer 212-629-8080.

30 thru Sept. 11 anytime/all times **It's Century crunch time** and we need you! Call or just show up and contribute a couple hours to make the NYC Century Ride a success! Snacks and beverages as always. At T.A. office (for the most part).

TBA **Auto-Free Central Park Meeting**
Call 212-787-PARK.

Sept.

Wed. 8 6:00 pm Sun. 12 **Volunteer Night.** Karaoke night at T.A.!

NYC Century Bike Tour! This is the big one we've been working on all summer. Ride or help out. See back cover for details.

Mon. 13 TBA **Centennial Commemoration** of the 1st pedestrian killed by auto in the U.S. (Henry Bliss at 74th and CPW). Contact AFNY to help: 212-475-3394.

Tues. 28 6-8 pm **Auto-Free NY Meeting.** "Cross Harbor Freight Study," with the NYC Economic Development Corp. At T.A.

Wed. 29 6:00 pm **Volunteer Night.** Compare Century notes. At T.A.

Oct.

Wed. 6- Thurs. 7 **Environment '99:** Upstate, downstate. Annual Environmental Advocates Conference. Lighthouse Int'l. Conference Center NYC. 1-800-SAVE-NYS.

T.A. is located at 115 West 30th St., between 6th and 7th Aves. 12th floor, room 1207. Subway B/D/F/Q, 1/2/3/9, N/R. Bikes enter at 125 W. 30th. 212-629-8080

REMEMBER

T.A. Web Site Snares Major Kudos

And the award for the best web site goes to....okay, well maybe not the best, but www.transalt.org was listed as one of the Ten Best Bike Web Sites in the new book, *Bicycling For Dummies*. Just turn to page 269 to read this glowing endorsement: "The [T.A.] site is dedicated to the idea of the bicycle as a viable urban transit option, and it covers that subject inside out." Of the ten, T.A. was the only regional bike advocacy group chosen.

But that's not all. *The New York Times* City section recently profiled the site's Fiboro Bridges guide. The story discusses the ease of using this great tool to navigate the city by bike or foot. T.A.'s own super volunteer and web maven, Ken Zirkel, told the *Times* that "biking over bridges is often the quickest, most fun and most beautiful way to get around New York." We couldn't agree more.

This is just the latest in a growing line of recognition. Last year, Entertainment Weekly's Ty Burr profiled our site in depth on NY1 news and Snap.com gave the site its Editor's Choice Award.

Kudos to Mr. Zirkel who keeps everything at www.transalt.org neat and tidy. Thanks also to Steve McMaster, who created the site's index and revamped design on the Fiboro pages. And of course, thanks to those who guided T.A.'s journey into cyberspace: Danny Lieberman, Angus Grieve-Smith, and Paul Banks.

TRANSPORTATION ALTERNATIVES

SUMMER 1999 VOL. 5 NO. 4

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On the cover: In the Village during Bike Week: love that Starbucks frappuccino baby! [Photo by S.E. Soons]

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FULL-TIME POSITION AVAILABLE

T.A. is seeking a smart, organized person to manage our office, oversee membership services and assist on events. For more info see www.transalt.org.

CONTENTS

- 2 Calendar
- 3 Publisher's Letter / Calendar
- 4 Reclaiming the Streets
- 5 Pressure Points
- 6 Cycling News I
- 8 Bike Week '99
- 10 Greenways Update / Metropolitan
- 12 Volunteer of the Month
- 13 Commuter of the Month
- 14 Shop Directory & Bikes Aboard
- 16 Joyride / Rides
- 18 Letters/Classifieds/Teamwear
- 20 NYC Century Bike Tour '99



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. Thanks to all who contributed toward our new design station. Thanks to you and a special foundation grant, a new G3 MacIntosh produced this magazine. (It was really a joy!) Now we're ready to finalize *Streets For People*, our guide to traffic calming and a how-to in reclaiming streets. Help us underwrite the final design work and publishing. Any size contribution helps -

NOW, LET'S PUT IT TO WORK

Dear Mr. Mayor:

Thank you for strongly supporting state legislation that would give the city of New York the authority to design streets for speeds as low as 15mph through the use of traffic calming. Your support has given this important legislation a good chance of passing this session. When it does pass, you need to put the new powers it gives you to work right away. Without delay, your Department of Transportation should develop a citywide traffic calming plan and begin work on pilot programs immediately. Communities like Bay Ridge, Downtown Brooklyn, Greenwich Village, Hunts Point, SoHo, Sunset Park and University Heights and Highbridge are ready for major traffic calming now. They are excited that you will now have the legal authority to radically redesign their neighborhood streets to protect them from heavy traffic, especially trucks.

A little chat with your transportation commissioner, Wilbur Chapman is also in order. No doubt, he will be eager to put the City's new found powers to work. In turn, it would be a good idea for the commissioner to summon his staff, especially top traffic engineers, and remind them that the mayor wants to see some results from his legislative labors. Traffic engineers who have been straitjacketed by state laws mandating speed limits of 25 must be impatient to jump right into their new traffic calming work.

We appreciate the chance to share in this exciting opportunity to improve New York City's quality of life and win better conditions for bicyclists and pedestrians.

Sincerely,

Transportation Alternatives on behalf of the 40 civic groups who worked for the passage of this legislation and the millions more who will benefit from the widespread use of traffic calming in New York City.

* * *

Will the mayor and DOT use the slow speed legislation that the mayor has so outspokenly supported in recent news media interviews? Or, will the traffic engineers at DOT continue to obstruct traffic calming, pedestrian and cycling improvements with tales of traffic woes and bizarre interpretations of the Clean Air Act? It is a challenge that new T.A. Pedestrian Advocate, Neil Scott will cut his teeth on. Joining him on the T.A. staff is Bicycle Advocate John Lindsay, who will cover for Bicycle Program Coordinator during her long-planned cycling sabbatical down the Pacific Coast. As for me? I love summer in the city. I'm the guy you see zipping through Midtown traffic with the little grin and dry brow.

Executive Director

P.S.: Congratulations to two wonderful T.A. supporters, Alan Mukamal and Elizabeth Ernish, on their recent marriage. The two met while Elizabeth, as Transportation Alternatives Campaign Coordinator, was working with the Brooklyn Committee, of which Alan was co-chair. We wish them much happiness in their new Carroll Gardens home. Congrats also to T.A. webmaster and graphics man Ken Zirkel and his wife Wendy Wagner on their new baby girl.

Slow Speed Bill Cliffhanger

At press time, T.A. still didn't know whether A3896a, the slow speed bill we've worked on for the last three years, would pass the State Assembly. In late June, the Senate passed the bill after a last minute push from sponsor Senator Frank Padavan (R. Queens/Nassau.) A big thank you to Senator Padavan for the work he put into passing the bill. The Assembly passed the bill last two years and we are optimistic it will again this year. But this is a quirky year in Albany and less than 1% of legislation is passing. The bill gives the City the power to use traffic calming designs that reduce street speed limits to as low as 15mph. After passing the Senate, the bill drew heavy press attention and was featured in the New York Times, Post, Daily News and on numerous TV and radio news programs. T.A. Magazine will feature a complete wrap-up in the next issue. In the meantime, write and thank Senator Padavan for his support.

Frank Padavan, State Senator

89-39 Gettysburg Street Bellerose St., NY 11426
Fax:718-343-0345

Downtown Brooklyn Traffic Calming Hits Rough Spot

In late June, community groups joined T.A. in expressing disappointment over the refusal of the Office of Brooklyn Borough President Howard Golden and the DOT to share the results of the Downtown Brooklyn Traffic Calming project's first round of public outreach. It was hoped that the project marked a new spirit of cooperation between the public and government in efforts to reduce area traffic — with the free exchange of information as the cornerstone of the process. The Borough President's refusal to share basic information is especially vexing, since he hosted the laborious meetings between the public and government that produced the project. The groups called on Golden to renew his leadership by convening an emergency meeting to get the project back on track and to ensure that the public has full access to the project consultants' reports and analysis. Write Borough President Howard Golden and urge him to keep the Downtown Brooklyn Traffic Calming Project going strong.

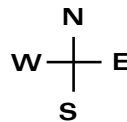
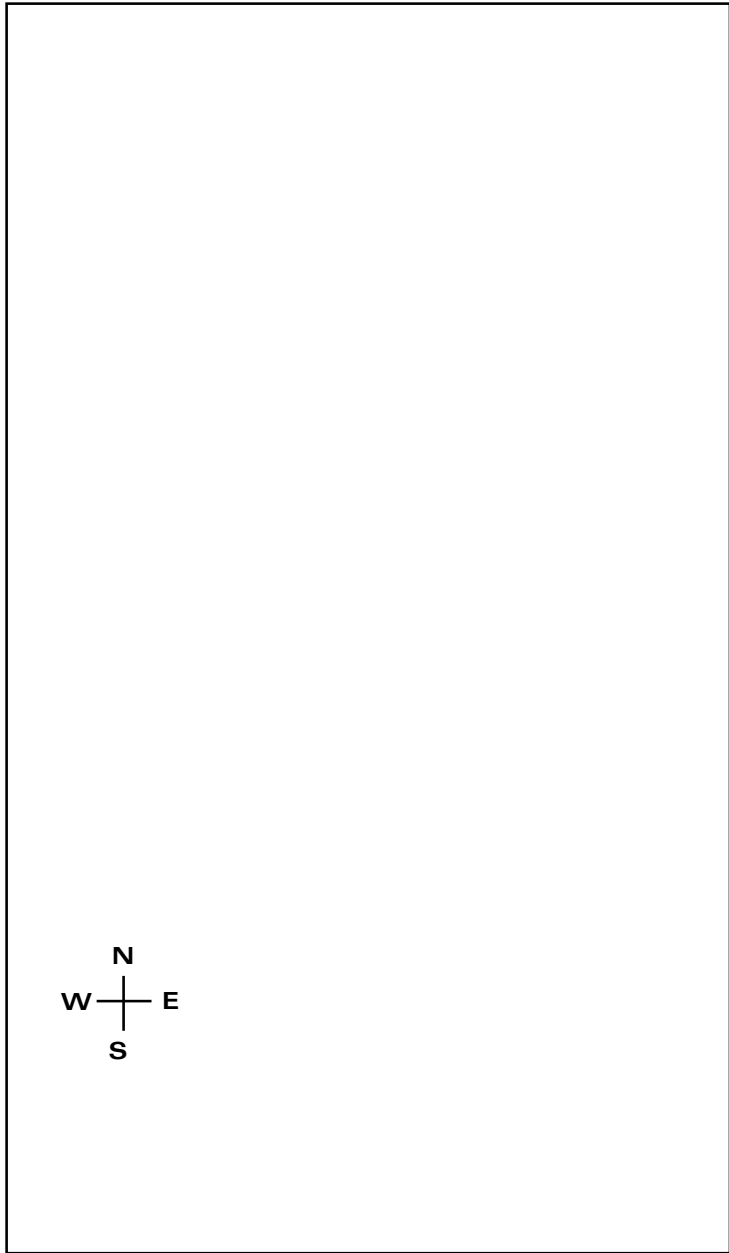
Howard Golden, Brooklyn Borough President

209 Joralemon St. Brooklyn, NY 11201
Fax: 718-802-3259

Taxi Boss Raises Standards

The revolving door that allowed newly licensed drivers to pilot taxis has been nailed shut, the New York Post reported June 25. As part of Chairwoman Diane McGrath-McKechnie's attempt to add teeth to the city's all-too-lax cab enforcement, the Taxi and Limousine Commission has decided to bar newly licensed motorists from getting a hack license for the first six months-when motorists are considered under probation. The policy is supported by studies showing that more experienced cab drivers are safer. T.A. supports the move and hopes that McGrath-McKechnie goes even further with taxi safety measures, including more driver awareness of bicyclists and pedestrians, plus speed-limiting and -monitoring devices on cab engines.

T.A. BACKS CITY'S HERALD SQUARE PEDESTRIAN IMPROVEMENTS



*Proposed Herald Square Reconfiguration:
Darkened areas will be reclaimed for pedestrians.*

T.A. is urging Community Board 5 and local businesses to back the Dept. of Transportation's new plan to widen sidewalks and create more space for pedestrians at Herald Square. A June article in the New York Times profiled the plan, which would significantly widen sidewalks on both sides of the treacherous intersection of Sixth Avenue and Broadway between 34th and 32nd Streets. More than 250,000 pedestrians travel through the square every day, with thousands squeezed off sidewalks and onto the streets because of crowding. T.A. applauds DOT's Pedestrian Project Group, the project's manager, Sarah Butler, and her boss, Luiz Aragao, for shepherding the pedestrian improvements through the DOT and police traffic bureaucracy.

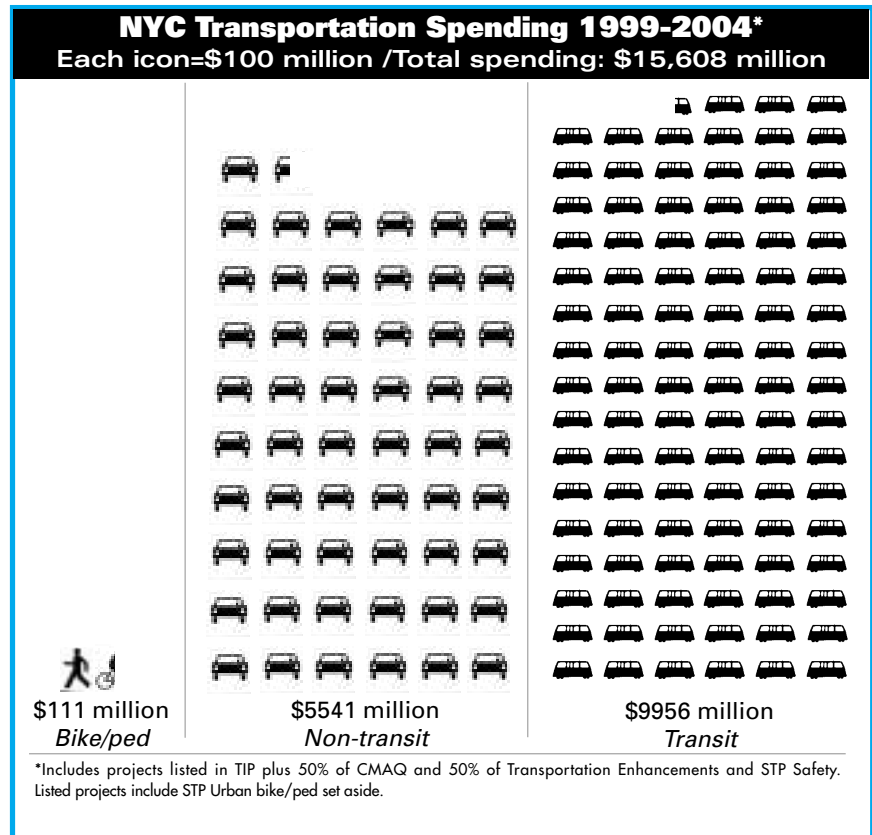
CITY CYCLISTS AND WALKERS GET THE SCRAPS

Bike/Ped Projects to Receive \$3 a Year Per New Yorker

Despite a big jump in Federal transportation aid to the city, T.A. estimates that a meager \$3 per New Yorker will be spent on bicycle and pedestrian projects each year for the next five years, or \$22.2 million per year, citywide.

The five-year total of \$111 million for bike/ped equals about 0.7% of the \$15.6 billion in transportation projects listed in the New York City Transportation Coordinating Committee's "Transportation Improvement Plan" (TIP).

Bicycle and pedestrian improvements are inexpensive compared to subway and bridge projects. Nevertheless, traffic calming, and bike lanes and paths still cost real money. The disparity in spending shows low regard for the needs of bicyclists and pedestrians. For the last year, T.A. and 40 leading civic and environmental groups have pressed area transportation leaders to increase spending on NYC bike/ped projects to a modest 1.5% of total transportation spending, or \$200 million. Given that pedestrians and cyclists account for about 20% of trips in NYC and more than half of traffic fatalities, our request is especially modest.



Transportation Spending Per Person Per Year*: Each \$ = \$10	
TOTAL	\$
	! (\$3)
	\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$! (\$147)
	\$ (\$266)

*Transportation spending per NYC resident, 1999-2004, as recorded in the NYC TCC Transportation Improvement Plan (TIP)

Transit Wins Big in Local Funding Fight

While cyclists and pedestrians will be short-changed by the upcoming budget allocations, the Transit Authority scored big. Subway and bus projects will receive a whopping \$9.9 billion, or 64%, of all transportation spending in New York City over the next five years. The Big Apple remains one of the few places in the country where transit gets more funding than motoring.

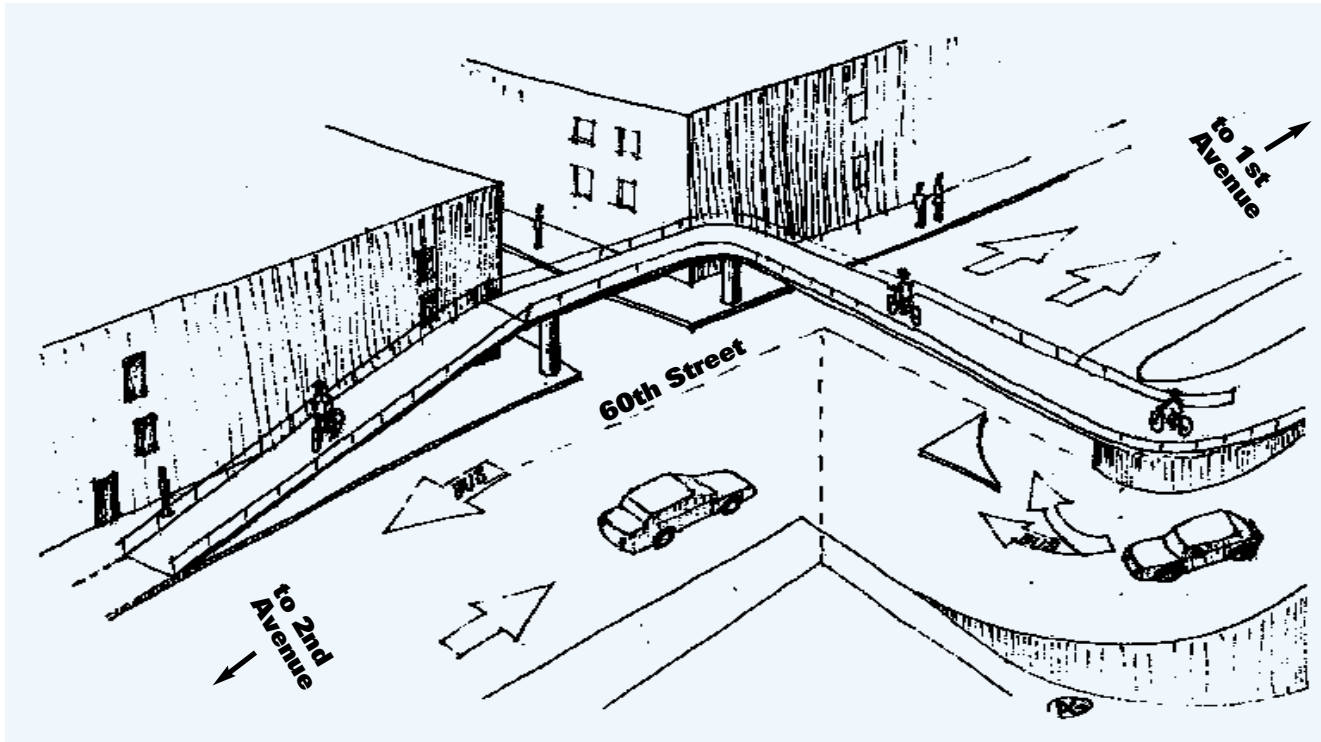
Transit spending is all to the good, but transit bosses must recognize the importance of supporting bicycle and pedestrian projects. The vast majority of subway and bus riders walk to transit. Yet, the MTA has stomped on funding for bike and ped

projects. Additionally, the Transit Authority has done nothing to improve walking conditions around transit stops or to encourage 'bike and ride.' Given the crowding near subway entrances, substantial investment is needed to widen sidewalks and improve crosswalks. One of the City's best forthcoming projects, "Pedestrian/Subway Interface," proposes to do just that. But the project's budget of \$3 million is less than a twentieth of what is needed. The Transit Authority must look beyond its trains and buses and help DOT and City Planning with funding for this vital project.

NEW BIKE RAMP FOR QUEENSBORO BRIDGE?

The DOT says it is once again considering a “fly-over” ramp to connect the Queensboro Bridge bike path to Second Avenue at 60th Street. The agency rejected T.A.’s original request for such a ramp four years ago. The fly-over would pass over cars exiting the bridge northbound on No-Name Street (Yes, that is

really its name.) Combined with the existing path from the North Outer Roadway to First Avenue, it would create a “Y” design that would provide convenient and safe bridge access to and from both First and Second Avenues. (See the illustration below for an idea of what it might look like.)



In other news, the dedicated bike and pedestrian path on the North Outer Roadway of the Queensboro Bridge will open full time to cyclists and pedestrians one month late in October 1999. However, construction on the path will last at least until March 2000.

Please send in the enclosed postcard to Mayor Giuliani or write and ask him to instruct the DOT to construct the bike/ped fly-over linking the QBB bike path to Second Avenue.

Write to: Mayor Giuliani
City Hall
New York, NY 10007

Brooklyn Bridge Plan Faces Critical Problems

The good news: the city is redesigning the Manhattan approach to the Brooklyn Bridge bike/pedestrian promenade. The promenade will be wider and will feature new crosswalks. The bad news: the changes will create several hazardous situations. First off, the bicycle path will flip-flop, from south to north side of the promenade. Thus, near the bridge exit, cyclists will be forced to negotiate a three foot gap between an existing subway entrance and the path's retaining wall. If the subway entrance is not removed, the path will not meet Federal guidelines for bike safety standards. In addition, cyclists traveling south on Centre St. will be required to dismount and walk their bikes the approximately 20 feet to the ramp's exit. As shown time and again, using signage to force cyclists to dismount will not work. T.A. has pointed out these hazardous conditions to DOT officials, but so far they have been unwilling to commit to any changes. Let the mayor know that these Brooklyn Bridge design problems pose an unacceptable safety risk to cyclists and pedestrians.

Write to: Rudolph W. Giuliani
Mayor
City Hall
New York, NY 10007

Bridge Watchers

T.A. needs a few dedicated bridge users to be official “Bridge Watchers.” Help insure safe, accessible routes on our city's bridges for thousands of city cyclists and pedestrians daily. Bridge Watchers will do regular bridge checkups to make sure that the bridges are being maintained properly and are safely accessible. If you have a favorite bridge, or are a frequent bridge user and want to get involved please contact John Lindsay at T.A. (212-629-8080).

T.A. Praises ... DOT Removes

The flexible bollards (vertical tubes) on the Manhattan side of the Williamsburg Bridge which alerted cyclists to the stairway ahead (and applauded by T.A. in the May/June magazine) have been removed and replaced with ineffective signs. The bollards, an innovation of DOT Bike Coordinator John Benfatti, were removed by Jihad Jaber, Chief of DOT's Geometric Roadway Design department, who cited liability concerns. This move is unfortunate because the bollards actually worked. They were impossible to miss — slowing cyclists at stairs and at potential conflict points with pedestrians. On the Williamsburg this is especially important because the south side path will serve both cyclists and pedestrians until the North side bike-only path is completed in the fall of 2002.

Call for the re-installation of the Williamsburg Bridge bollards.

Write to: Jihad Jaber

Chief of Geometric Roadway Design
NYC DOT
Traffic Engineering and Safety
28-11 Queens Plaza N., 7th Fl.
Long Island City, NY 11101

Bike Parking Postcards Help Pave the Way

Thanks to hundreds of T.A. members who mailed the May/June magazine postcard, Council Speaker Peter Vallone is already well aware of the Building Access for Bicycles bill proposed by City Councilmember Adolfo Carrion Jr. The bill's introduction is delayed until fall, so there's more time to express your support for the legislation which will require buildings with freight elevators to allow bicycles into the building. Let Speaker Vallone know you want him to support this vital piece of legislation.

Write to:

Peter Vallone
Speaker, NYC Council
City Hall
New York, NY 10007

Gil Hodges Closure

The bicycle/pedestrian path over MTA's Gil Hodges (aka the Marine Parkway) Bridge, which connects Brooklyn's south shore with the Rockaways, will be closed starting this September until spring 2001 due to bridge reconstruction. During the closure there will be a shuttle bus available; details on the diversion were not



This sign on the Williamsburg is good for at least one thing.

available at press time. Check the next issue for more information.

Hot off the Press

NYC cycling maps are available again for all five boroughs. The free maps identify bike lanes, greenways, bike shops, major bridge access points and planned bicycle facilities for the five boroughs. The maps also do an excellent job of recommending on street routes for cyclists.

To get your copy, stop by the T.A. office, or, send us a self-addressed stamped envelope with 77 cents postage for one map; 23 cents for each additional map. Maps are also available free of charge at the Department of City Planning bookstore downtown at 22 Reade St., open 10 to 1 and 2 to 4 weekdays.

CityRack Summer

Three years after receiving Federal funding for the project, DOT's CityRacks program is ready to install bike racks at 700 locations throughout the City. Officials say they still have 1000 racks in storage, but do not have locations for them. And although DOT says many requests are duplicative, the agency will not release a location list until after the racks are in.

Racks and installation are free for city sidewalk sites, but there are strict rules about where racks can go. In an effort to create more garage parking, CityRacks will also provide racks to private parking garages which have public access. To request a rack, fill out a CityRacks form and send it in. Submit a request online through DOT's website: <http://www.ci.nyc.ny.us/html/dot/html/ardntown/rackfrm1.html>; or call DOT at 212-442-7705; or call T.A. and we'll fax you a form.

The Better Way to Cross the East River

With Williamsburg Bridge J/M/Z subway service out of commission until the fall, there's great potential for converting detoured subway riders into bicycle commuters. Unfortunately though, a lot of people still don't know about the new bridge path. Thus, a flyer is born. The brainchild of T.A. volunteer Carter Craft, the handout provides a detailed map illustrating the Bridge path access points. City DOT gave its stamp of approval and printed several hundred for distribution. T.A. volunteers continue to distribute the flyer Wednesday mornings to shuttle bus riders at Havemeyer and South 5th St. To help, call John Lindsay at T.A.

(left) T.A. volunteer Jeff Axelrod talks up the shuttle bus alternative — cycling!



RINGING IN THE '99 SEASON OF CYCLING

It's not just about doughnuts and Frappuccino. During Bike Week, T.A. provides encouragement to cyclists and would-be cyclists. T.A. put our entire staff and tens of volunteers on the streets at 15 events citywide to listen to your concerns and publicize the benefits of cycling in the city. What we heard was that people need secure parking — both on-street and off. Cyclists also want safe places to ride, and bike lanes that are kept clear of double-parked cars. No surprises there, but this year's big plus was that, thanks to Sergeant Danaher of the Manhattan Traffic Task Force Bicycle Unit, cyclists were joined by bike officers. The police bike unit was a welcome addition to Bike Week and created a rare sense of camaraderie between officers and their civilian counterparts. T.A. is applying for Federal Transportation Funds with the hope we can make Bike Week bigger, better and more effective. Thanks to all for participating and making Bike Week '99 a success — here's to an even better Bike Week 2000.

Special appreciation to . . .

all of the loyal, hardworking T.A. volunteers, with special thanks to Volunteer Bike Week Coordinator Ruth Rosenthal, whose tremendous efforts made Bike Week '99 go down as smoothly as a cool, creamy Frappuccino;

and our sponsors . . .

Starbucks, Krispy Kreme, Pick-a-Bagel on 57th Street, New York Greenmarkets, Paragon Sporting Goods and Brooklyn Brewery;

and our friends . . .

Five Borough Bike Club, TIME'S UP!, Bicycle Habitat, Weekday Cyclists, and the

NYC Department of Transportation for safety flashers and vests

NYC Department of City Planning for NYC Bike Maps

and City officials . . .

City Councilmember Adolfo Carrion (Bronx) - the sole elected official to ride to work during Bike Week - plus Manhattan Deputy Borough President Nereida Andino representing Borough President C. Virginia Fields, and Queens Deputy Borough President Peter Magnani representing Borough President Claire Shulman. Mr. Magnani deserves special thanks for attending the last six Bike Weeks. Thanks also to Doris Quinones from the Office of The Bronx Borough President Fernando Ferrer and Daniel Jacobs, who represented Staten Island Borough President Guy Molinari. Thanks also to Chris Boyd of the Brooklyn Borough President Howard Golden's Office. Finally, special thanks to the Manhattan Traffic Task Force Bicycle Unit, led by Sergeant Danaher, and his boss, Inspector James McShane.



Paul White

We're turning here! The Thursday Night Brooklyn Bike Commuter Ride began during bike week to provide a safe group ride from the Bridge to Prospect Park. Join them at 6 pm Thursdays at Tillary and Adams St. just off the Brooklyn Bridge. Psst! The Brooklyn Committee continues the fight for a car-free Prospect Park and is doing lots more in Brooklyn, but we need your help too! Contact T.A. to get involved.



S. E. Sooms (2)

Bright, in more ways than one: at the Manhattan Borough President's breakfast, this cyclist signed in; the Borough President's staff also collected signatures supporting a Second Avenue Subway.



Ready to ride — almost: NYPD's Sgt. Danaher refuels; Bicycle Unit Officers were on hand throughout the week to answer questions and mingle with city riders.

On foot? On bike? Read this! Super T.A. volunteers and boosters, Ruth and Michael Rosenthal spread the word at the Columbus Circle breakfast sponsored by Pick-A-Bagel



John Harris



The bridge commute never looked so good: at Bike Week's new Brooklyn Bridge location, cyclists picked up bells courtesy of the Brooklyn Borough President's office.



S. E. Soons (3)

Stylish even in the rain: Despite the wet weather, the Astor Place breakfast sponsored by Krispy Kreme and Starbucks, saw close to 175 cyclists including these two sporting beater 3-speeds.



Richard Gans

Share breakfast too: Many in The Bronx Borough President's breakfast crowd were decked out in Share the Road vests, provided by the BP, City DOT and distributed by T.A. throughout the week.



NO HUDSON RIVER GREENWAY IN RIVERSIDE SOUTH PARK PLAN

A multi-use path stretching from the Battery to the northern tip of Manhattan is tantalizingly close to being built. However, the future of the critical link between 59th and 72nd streets is clouded by an official Riverside South park plan that does not include the greenway. Additionally, many of the political players whose support is needed for both an interim and permanent path are preoccupied with a scheme to relocate and trench the Miller Highway. The elevated Miller Highway is the portion of Route 9A between 59th and 72nd. It runs along the Hudson in the midst of a future Riverside South Park, on land owned by Donald Trump.

It is urgent that a greenway through Riverside South be constructed. To the south, the Route 9A greenway is expected to be complete in the summer of 2000. To the North, work on the greenway is progressing in Riverside Park.

The car-free bike path along Manhattan's Hudson waterfront will be one of the most important bicycling routes in the country. The State DOT's consultants for Route 9A predict that its bike path there will carry more cyclists than any other greenway path in the U.S. — especially if linked with the Upper West Side via Riverside South. Thus, T.A. was surprised to learn that the city-approved plan for Trump's Riverside South development and the park to be built there does not include a greenway path.

While pedestrians are accommodated on a waterfront path, cyclists are placed on the street hundreds of yards away. This is not a greenway. A "greenway" is defined by the Department of City Planning as a "multi-use pathway for non-motorized transportation along linear spaces such as waterfronts, highways and railroads." Groups like the Regional Plan Association and the Municipal Art Society, which stake their reputation on rational urban and transportation planning, actively participated in a plan that will marginalize cyclists and produce a gap in the



Future greenway along the Hudson... or will cyclists be detoured?

Hudson Greenway's busiest section. Now, these groups must help change the permanent plan.

Want a bike path along the Hudson? Join T.A.'s Hudson River Greenway Taskforce. Call John Lindsay at T.A. 212-629-8080.

Write Mayor Giuliani. Tell him you support both an interim and permanent Hudson River Greenway through Riverside South.

Mayor Giuliani
City Hall
New York, NY 10007

John Koehnly (2)



Site Visit Boosts Prospects for Interim Path

In June, T.A. joined representatives from the Riverside South Planning Corp., the Trump Organization, the State DOT, the Departments of City Planning and Parks, Community Board 7, the Hudson River Park Trust, City Councilmember Ronnie Eldridge, and Congressman Jerry Nadler for a visit to the site of a proposed interim bike and pedestrian path along the Hudson River from 59th to 72nd streets through property owned by developer Donald Trump. The path is intended to link the Route 9A bike path with city greenways in Riverside Park. (See photos left and above.)

The next step is for planners from the State DOT, City Planning and Parks to meet and draft a path plan and cost estimate.

L.I. TO LAUNCH PED PROGRAMS

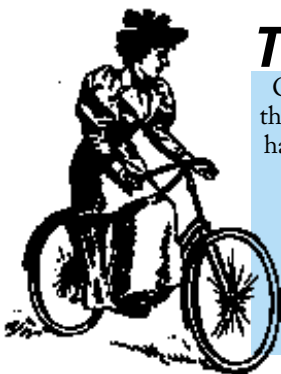
It's just a start, but it's promising. The New York State Department of Transportation has created a \$3 million fund devoted to pedestrian safety on Long Island. At the prodding of the Tri-State Transportation Campaign, the new Local Safe Streets and Traffic Calming Demonstration Program wants to inspire L.I. communities to create their own solutions for traffic and safety woes. Appropriately, the traffic calming cash will come from Federal "Hazard Elimination" funds.

SNAILWAYS

Bus bunching the feast-or-famine phenomenon where two or more buses travel together, leaving major gaps in service between convoys worsened on 24 of 49 key routes this year and improved on only 10. While 60% of MTA buses are reaching their scheduled stops on time, the remainder are snarled up in bunches. The MTA's response? Lower the goalposts. Future statistics (if not customer satisfaction) promise to be brighter, thanks to such bogus innovations as lengthening travel times to increase on-time rates. MTA officials fail to see that one solution to sluggish service is more frequent service.

NJ BIKE/PED STILL UNDERFUNDED

Though the Tri-State Transportation Campaign and other groups successfully convinced the NJ Department of Transportation to restore local bicycle and pedestrian funds, the amount remains seriously deficient. After threats to slash it by one-third, next year's bike/ped budget will remain at \$12 million, a meager 0.6 percent of Jersey's proposed \$2.09 billion capital spending for transportation. Despite NJDOT's apparent ambivalence toward bikes and pedestrians, there is no lack of enthusiasm or ideas outside the agency. Last year, community groups and local governments applied for twice as much bicycle money as the state eventually spent, while pedestrian proposals requested more than 20 times the allotted funds.



THE GOOD DEEDS CONTINUE...

On the second and last Wednesday of each month, T.A. becomes a beehive of activity as folks 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 out, 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.

July: 14 & 28 6:00 - 6:30 ish pm at T.A. Bikes Welcome!
 August: 11 & 25 115 W. 30th St, 12th fl. Enter at 125 W.
 Plus we need your help for the '99 Century, Aug 30 to Sept. 11. Call us & come in!

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Volunteer of the Month

ANDREW HAY McCONNELL

Age: Fiftysomething...but feel much younger.

Occupation: Treatment Coordinator, for people with developmental disabilities.

Neighborhood: Carroll Gardens, Brooklyn.

T.A. Member Since: On and off for four years, but this time it's forever, baby!

What got you started? I've been cycling, since I was "dragged up" in London, England. I started in pre-puberty, when I was delivering newspapers. The USA beckoned to me when I thought I heard George Bush talking about "a thousand pints of *lite*." After coming to New York, I decided to risk cycling again, and heard about T.A. around 1991 via a friend living on the Lower East Side. I had been a member of a British version of T.A., called Cycle Bag.

Cycle Bag!? Yes, Cycle Bag. It's a great organization. We cleared miles of disused railway line and rebuilt it as a car-free cycling and jogging lane. Currently, they are developing the 8,000-mile National Cycle Network.

Volunteering endeavors? Since re-joining T.A., I've taken part in mailings, phone campaigns for a Car-Free Prospect Park, and tabling at public events. I also represent T.A. on the Brooklyn Downtown Traffic Calming Committee.

What would Austin Powers say about a Car-Free Prospect Park? "Groovy, Baby! Particu-

larly if it means more 'Prospect' of lotsa shagging!! Oh behave!"

Close Encounters: During a tabling at Grand Army, I talked to one elderly, rather eccentric gentleman, dressed in a suit and a grubby Parks Department baseball hat. He kept mumbling about a car-free park not being nirvana. I thought he was probably a Buddhist who knew what he was talking about, until he identified himself as the Parks Commish, Henry J. Stern!

What did you do in England before immigrating? Jumping out of planes 28 times, the same number Jimi Hendrix made in the US Airborne! Also, I was patrolling stupid oil installations in Libya, in the early 1960's B.K. (Before Khaddaifi!)

London vs. NYC: I commute to work, but when I'm hyperventilating and breathing in noxious fumes, I feel sick. I now wear a GreenMask, which although uncomfortable, helps me breathe more easily. Cycling here compares favorably with London. Drivers speed more there, and will not honk to let you know they are coming. I am biased since I still have two long metal pins in my tibia, obtained after a nasty hit-and-run in the UK. I was hit, and he ran! But thanks to a top orthopedic surgeon, I did not lose the full use of my right leg below the knee. In any case, cycling in both cities demands maximum alertness.



S.E. Soons

Andrew in action at the T.A. table during Brooklyn's Seventh Heaven street fair.

We want you: Join the Brooklyn Committee! We are an enthusiastic bunch who want to improve conditions in our neighborhoods for all peds, cyclists, and skaters and take back the streets from an out-of-control car-centric culture. We also want to have fun, while using our collective 21st century imaginations to improve the quality of life.

Jo Ann Ellison, Esq., Attorney at Law & fellow cyclist

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Commuter of the Month

“FIREMAN” NICK MALTER

Age: 34
Occupation: Firefighter, Engine Company 249, Lefferts Gardens, Brooklyn
Neighborhood: Windsor Terrace
T.A. Member Since: 1993
Years Commuting: 20, & cycling for 30 years
Daily Commute: Four miles roundtrip, all year round. During the summer, I wear FDNY regulation blue shorts, a shirt and low-top Converse sneakers. I strap my fire-proof gear and firefighting helmet to the rear rack of my bike, and during the winter I wear them. It's warm!

Bike: Bridgestone MB-S mountain bike, bought used at a police auction.

What do your fellow firefighters think? It's a novelty because I'm particularly hard-core about it. There are other firemen who bike to work, although the majority of firemen live outside of the city.

Biking on the job: I am assigned to one particular firehouse, but occasionally you have to "take a detail." When that happens, I get on my bike with my firefighting gear and ride to a different firehouse. Occasionally you have to show up at the Fire Academy as well, so I ride my bike there.

How 'bout weekend riding? At the most I have four trips to work per week and I live two miles from my firehouse, so I still have some motivation to ride on the weekend. I visit my parents on the Upper West Side every week. When I go riding for fun, I take

my 1 1/2-year-old son, Teddy, and try to stick to the greenways for safety.

What improvements have you noticed? There's been good progress this year with the reduction of the car hours [in Prospect Park]. I guess that closing it totally would be nicer, but I can tolerate two hours of traffic per rush hour. I'm also pleased they closed an entrance to the park at 16th Street, so it is now just an exit.

What raises your ire as cyclist? The *New York Post's* "ghostwriter" recently wrote about the State bill to let the City lower the speed limit. To prove that this was, in his opinion, stupid, he drove around the city at 15 mph and found that it was a harrowing experience. Of course, he blames the slow driving for his experience, instead of the hundreds of speeding and reckless drivers. Then he claims that speed humps are bad because they are an obstacle to emergency vehicles. Well, I drive emergency vehicles every day, and I am completely in favor of speed humps. Speed humps do not affect emergency response times in any way.

Is cycling in the city too dangerous? Being a fireman, I respond to a lot of car accidents. It really reminds you of how many accidents there are. All the time, especially in the summer, we see crashes involving cyclists and pedestrians being hit



Malcolm Matzky

by cars. I've never been in an accident, but I try not to be too cavalier about it, because I know it's just luck.

Will you keep riding? Definitely - it's kind of ingrained in me. The benefits of it outweigh the danger. The ride to and from work is the highlight of my day.

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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**

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 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% ACRPB** 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
 Eme'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
 Scandinavian Ski & Sport ***10% ACP** 40 W 57 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
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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% ACRPS** 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
 P & H Bike **10% ABCPRS** 1819 Coney Island Av
 Park Slope Cycles **10% ACRP** 256 Flatbush 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 Av

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% ABCPRS** 215 W 230 St
 Westchester Bike **10% ABCPRS** 2611 Westchester

QUEENS

Astoria Bicycle **8% ABCPR** 35-01 23 Av
 Bellitte Bicycle ***10% ABCPR** 169-20 Jamaica Av
 Bicycle Barn **8% R** 107-34 Springfield Blvd
 Bike Stop **8% ACRPS** 37-19 28 Av
 Bill's Cycles **10%** 63-24 Roosevelt Av
 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 **10% ABP** 159-01 Northern Blvd.
 Queens Discount Bike ***10% ACRP** 92-64 Queens Blvd

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Bikehampton ***10% AP** 36 Main St., Sag Harbor
 South Shore Bicycles ***10% ACP** 1065-67 B'way, Woodmere
 Valley Stream Bike **10% ACRP** 95 E Merrick Rd

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 Pelham Bicycle Center **15% APC** 109 Wolfs Ln

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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% ARCP** (Fort Lee) 521 Main St
 S.D.S. Bicycle Shops ***10% ABCPR** (Jersey City) 351
 Palisade Ave & (Cliffside Park) 674 Anderson Av
 Tenafly Bike Workshop **10% ACRP** 175 Country Rd

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JOYRIDE CLASSIC: THE RIVER ROAD EXCURSION

We thought it was time for a recap of a favorite and most requested ride: over the George Washington Bridge, through the New Jersey Palisades, and back down route 9W.

Starting from the Central Park loop, exit at the north end of the park.

1. At 110th St./Central Park North turn left and travel west on 110th St. to Riverside Drive.
2. Right onto Riverside Drive. North on Riverside Drive to West 165th St.
3. Right onto West 165th St (steep!).
4. Left onto Ft. Washington Ave.
5. Pedal north on Ft. Washington Ave. to West 177th St.
6. Left on West 177th St. a few blocks to Cabrini St.
7. Right onto Cabrini St. (playground on your left)
8. Travel north on Cabrini for one block, to 178th St. Turn left onto the sidewalk at the end of the block. The GWB access ramp will be on your left. *Remember to yield to pedestrians on the bridge.*
9. At the end of the bridge, make a left onto Hudson Terrace, and proceed down through traffic light. (Caution: Steep hill.)
10. Halfway down the hill, make the *second left* onto Henry Hudson Drive (aka River Road). Be careful, this road often has a chain across it to control automobile traffic. (Note: State park regulations mandate helmets on this road.) There is a 1-mile climb (400 ft. elevation) at the end of this road, with a Park Police Station at the top on the right - good for a pit stop.
11. Pass the Police Station, and take a left onto 9W South to return to the bridge.
12. Off 9W South, turn left onto Palisade Ave.
13. Make a right onto Hudson Terrace and follow back to the GWB.
14. Take a right at the ramp exit, then a right at Cabirini (retracing your previous turns).
15. Left on 176 th St.
16. Right on Ft. Washington Ave.

Here you have two options:

Either take a right at W. 165th, and a left on Riverside (the way you came); or

Take a left at W. 165th, and a right on St. Nicholas. Ride the extra wide bike lane back to the park.

*Flashback:
Did you know that police used to bar cyclists from River Road? After several demos and a few arrests, T.A. won bike access in 1989.*

Cue Sheets from the Information Superhighway

Summer means serious riding! Whether you've been wanting to log some serious distance in training for the last NYC Century Ride [Sept. 12th] of the millennium or just explore, our on-line research can help. We've compiled some good web sites that furnish you with exact turn sheets for rides throughout the area and beyond. First, start by checking out our last six joyrides (#25 - 30) on the T.A. web site at <http://www.transalt.org/contents.html>. Turn sheets with mileage are provided with such destinations as the Rockaways, Little Neck, and Red Hook. In addition, you'll find an abundance of links to surf through in our library. Another good resource with free cue sheets on-line is the Fast and Fabulous site, which lists trips to the Kensico Dam and Bear Mountain, among others. Check them out at <http://www.fastnfab.org/cuesheets.htm>. If you're considering tackling the Garden State, Daniel Convissor has put together a fantastic site at <http://www.panix.com/~danielc/routes/micro.cgi>, which links New Jersey cities into an array from which you can navigate via personalized turn sheets. Simply build your route by clicking the path of the cities you wish to travel through, and his Micro Route Builder will print out the way. Just to the north lies Orange County, within reach of many Metro North stops. If you're interested in exploring it, the Orange County Bicycle Club's web site lists dozens of turn sheets at <http://www.sussexonline.com/ocbc/Rides.htm>. Finally, if you're looking to get some good ideas for riding way outside the metro area, visit the oddly named Uncle Barn Bicycle Cue Sheet Exchange at <http://www.unclebarn.turnhere.com>. This site boasts nearly 700 cue sheets from almost every state in the nation. Peruse the list for free, but it will cost you a couple of bucks to get a copy unless the particular county you wish to ride in is underwritten by a local bike shop or you trade in a ride design of your own.



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july/august/september

RIDES

Thursdays-Bicycle Habitat Ride Casual, routes and miles vary. Meet at 244 Lafayette St. in SoHo. 6:45pm

Sat Jul. 10 Cranberry Lake Bike/Hike via the Bronx River Valley. 40 mi. of scenic Westchester County. Opt. return via Metro-North after 25 mi. (M-N bike permit required). Bring or buy lunch. 25-40 mi., rolling terrain, with a few steep hills. Meet 9am, Woodlawn. 5BBC. Helmet req'd.

Sat Jul 10 Green Apple Ride. Ecological tour will meet at Astor Place Cube at 5pm. Time's Up!

Sun Jul 11 Airport! A fast ride from the Boathouse past Westchester Airport to Purchase, NY. 8am. Shawn or Magda 212-569-6340. F&F. Helmet req'd.

Sun Jul 11 Jones: Nice and easy ride to Jones Beach. All levels welcome. Richard 212-757-7434. F&F. Helmet req'd.

Sun Jul 11 Gold Coast Tour. Tour LI's beautiful North Shore, starting in Greenlawn, NY. 25/50/65/100 mi. Write: Huntington Bicycle Club, PO Box 322, Huntington Station, NY 11746. Helmet req'd. \$

Sun Jul. 11 Country Roads Bicycle Tour. Benefiting the Hospice of Orange & Sullivan Counties. A Mardi Gras on 2 wheels. 10/25/44/62 mi. Orange County Bicycle Club, 914-457-6027. Helmet req'd. \$

Fri Jul. 16 Cyclone Ride. Manhattan to Coney Island. Bring your lock and \$ for amusements and refreshments. Meet at the steps of the US Court House, 40 Centre St, at 7pm. Time's Up!

Sat Jul. 17 Bike N'Tube N'Float N'Splash. Cycle along both sides of the Delaware River, followed by 3-4 hours of tubing down the Delaware. Meet 9:30am at Bucks County River Country in Pt Pleasant, PA. Bring or buy lunch, lock, bathing suit, towel, sunscreen and some sort of water shoes. 25 flat to slightly rolling mi. Bicycle Touring Club of North Jersey, Ethan 201-816-0815 or Richard 201-461-6959. Helmet req'd. \$

Sun July 18 Metro-North to Croton Falls. Return via North County Trail meet Metro-North Botanical Garden Parking Lot 8:30 am 50 miles, bring Metro-North bike permit. T.A. Bronx Chapter. Rich leads: 718-653-2203

Sun Jul. 18 Hell's Gate/The Three Islands. Explore the East River islands of Wards, Randall's & Roosevelt. Option to visit Noguchi Museum & Socrates Sculpture Garden. Bring snack or \$ for it & bike lock. 20 mi., mostly flat. Meets 12:45am, C'n'C Bikes, 61st St. & 1st Ave. 5BBC. Helmet req'd.

Sun Jul. 18 Central Jersey Bicycle Club's 22nd Annual Raritan Valley Round-Up. Ride Hunterdon County. Meet 7am at North Branch Park. 25/38/53/65/100 mi. Rain or shine. Howie Glick 732-225-HUBS. Helmet req'd. \$

Sun Jul. 18 Kensico: A hilly ride to Kensico Dam in Westchester. 65 miles; road bikes only. Paulette 718-293-0885. F&F. Helmet req'd.

Sun Jul. 25 Upper Manhattan and The Cloisters. See the sights of the East and West Sides of Upper Manhattan. Bring or buy lunch, locks. Meet 10am at the Central Park Boat House (enter park at 72nd St). 25 flat mi. Bicycle Touring Club of North Jersey, Ethan 201-816-0815 or Richard 201-461-6959. Helmet req'd.

Sun Jul. 25 Sandy Hook: There's plenty of fast, flat road in the sandy provinces of shoreline New Jersey, and riders at any level are welcome for a day in the sun. Meet at 9am at the North Cove Marina ferry. Bob Nelson. F&F. Helmet req'd.

Fri Jul. 30 River Road, Lookout Baby! Go to the NJ side of Palisades Interstate Park (PIP). Climb River Road, gradually. Head for lunch at State Line Look-out, with breathtaking views. 20 hilly mi. Meets 9:30am, GWB Bus Terminal. 5BBC. Helmet req'd.

Fri Jul. 30 Moonlight Ride. Meet at Columbus Circle at 10pm. Time's Up!

Sun Aug. 1 Gateway Getaway — A Great Kills Excursion. Views of the Narrows and Lower NY Bay w/a tour of historic Ft. Wadsworth, Miller Field and the natural habitats of the Great Kills National Park. Return on the late afternoon ferry. Bring bike lights, just in case, a snack & bike lock. 25 mi., mostly flat. Meets 12:45pm, South Ferry. 5BBC. Helmet req'd.

Sun Aug. 1 Five Towns. Take an easy ride through quiet suburban LI towns and beaches. Meet 9am at Parsons Blvd, Hillside Ave, Queens (F Train). 40 mi. L&M, 718-601-5332. Helmet req'd.

Thurs Aug. 5. 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 Aug. 6 Riverside Ride. Meet at Columbus Circle at 10pm. 212-802-8222. Time's Up!

Sat Aug 7 Dog Daze Century. Nottingham County Park, PA. Sponsored by the Brandywine Bicycle Club, Ann Marie 610-644-3792 or Cheryl 610-696-4383. Helmet req'd.

Sun Aug. 8 Tour de Roosevelt Island and Beyond. Lighthouses, Sculpture Gardens, European Gardens, Lakes, Waterfalls, Tram Rides and more. Meet 10am at the Central Park Boathouse (enter park at 72nd St). Bring or buy lunch. 25 flat mi. Bicycle Touring Club of North Jersey, Ethan 201-816-0815 or Richard 201-461-6959. Helmet req'd.

Sat Aug. 14 Raiders Of The Lost Greenways. A perennial favorite, an industrial-strength mountain bike ride around the edge of Manhattan. Mountain or Hybrid bikes ONLY. 15 mi., off road. Meet 9:30am, Central Park Boathouse. 5BBC. Helmet req'd.

Sat Aug. 14 Manhattan Moonlight Bike Ride Pt 1. Enjoy the sights, sounds and scents of Manhattan from midtown to the upper east and west sides of the city. Meet 10pm (ride to 2am) at the Plaza Hotel fountain, 5th Ave & 59th St. Bring or buy food. 20-25 flat mi. Bicycle Touring Club of North Jersey, Ethan 201-816-0815 or Richard 201-461-6959. Helmet req'd.

Sun Aug. 15 Belmont Lake. Flat ride to scenic Belmont Lake State Park on LI. Meet 8:30am at Parsons Blvd, Hillside Ave, Queens (F Train). 70 easy mi. L&M, 718-601-5332. Helmet req'd.

Fri Aug. 20 Cyclone Ride. Manhattan to Coney Island. Bring your lock and \$ for amusements & refreshments. Meet at the steps of the US Court House, 40 Centre St, at 7pm. Time's Up!

Sat Aug. 21 The Phantom Menace. Travel to Planet Yaohan in the Jersey Quadrant. Return via interstellar ferryboat. Bring a lock & \$ for lunch & Ferry. May the spokes be with you! 25 mi., mostly flat. Meet 9am, Plaza Hotel. 5BBC. Helmet req'd.

Sat Aug 21. NY Historic Ride. Meet at the steps of the US Court House, 40 Centre St, 10pm. Time's Up!

Sat Aug. 21 Manhattan Moonlight Bike Ride Pt 2. Join us for a tour of mid and lower Manhattan. Meet 10pm (ride to 2am) at Madison Sq Park, 23rd St & 5th Ave, across from Flatiron Bldg. Bring or buy food. 20-25 flat mi. Bicycle Touring Club of North Jersey, Ethan 201-816-0815 or Richard 201-461-6959. Helmet req'd.

Sun Aug. 22 Mid-Hudson Bicycle Club 1999 Century Tour. Starts in Woodstock, NY. 25/50/80/100/125 mi. Contact Geri/Brian 914-679-3205. Helmet req'd. \$

Fri Aug. 27 Moonlight Ride. Meet at Columbus Circle at 10pm. 212-802-8222. Time's Up!

Sun August 29 Tune up ride for T.A. Century: Bronx to the Rockaways. Meet at Metro-North Botanical Garden stop parking lot 9 am. 60 miles - bring swimsuit. T.A. Bronx Chapter's Rich G. leads: 718-653-2203.

Sun Aug. 29 Sandy Ground. The first African-Ameri-

can community of freed slaves in antebellum America. Pay a solemn visit. Bring a lock, \$ for lunch and museum admission. 30-35 mi., some hills. Meet 9am, South Ferry. 5BBC. Helmet req'd.

Sun Aug. 29 Washington Rock Half Century. Bike to the top of the rock. This is a 2 part ride if you want to climb the rock or not. Meet 7:45am (8:15am PATH) at City Hall Park near Brooklyn Bridge. 50 mi. L&M, 718-601-5332. Helmet req'd.

Sat Sept. 4 Brooklyn's Working Waterfront. Follows the industrial waterfront from LIC and Maspeth all the way to Red Hook and Sunset Park. Buy lunch at Brooklyn Heights. Ends at Owl's Head Park. 25 mi., mostly flat with some cobblestones and railroad tracks. Meet 9am, Plaza Hotel. 5BBC. Helmet req'd.

Sun Sept. 5 Das Boot (Amerikaner). Achtung baby! All ahead full — to the NJ Naval Museum. See WWII submarines. Bring lock, \$ for lunch and tour (\$4). 25-30 mi., some steep hills. Meets 9:30am, GWB bus terminal. 5BBC. Helmet req'd.

Mon Sept. 6 Brooklyn Residential Tour. Explore quiet Brooklyn neighborhoods. Bring lock, snack or \$ for it. 25 mi., mostly flat. Meet 12:45pm, Prospect Park Picnic House. 5BBC. Helmet req'd.

Sun Sept. 12 New York City Century Tour. Join T.A. for the country's only completely urban century. 35, 50, 75 and 100 mile routes; 6 rest stops. www.transalt.org/ 212-629-8080/see back cover!

Sun Sept 19 Hillier Than Thou Tour: 100, 62, 42 mi. options. Central Jersey Bike Club, 732-225-HUBS.

Sat Sept. 26 Ramapo Rally: 20/30/50/62/100 mi routes. Bicycle Touring Club of NJ. Starts in Ringwood, NJ. Bette 973-744-5924 or Don 914-268-0391 or [\\$">http://home.att.net/~btcnj. \\$](http://home.att.net/~btcnj)

Sun Oct. 17 Tour de Bronx: explore The Bronx on 25, 40 mi routes and enjoy a festival finish, all for free! Presented by The Bronx Borough President's office, The Bronx Overall Economic Development Corp, and Transportation Alternatives. For more info or to volunteer, call 718-590-BRONX.

ride resources

Bad weather cancels most rides.

Bicycle Touring Club of Northern N.J.
201-225-1525

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!

L&M Tourers
718-601-5332

New York Cycle Club
212-828-5711

North Jersey Mountain Bike Club
201-291-2332

Paumonok Bicycle Club
516-942-2084
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

SCARY CABS, CARS, CBs & A BIG RIDE

Dear T.A.:

I will never ride my bicycle in New York City again. I nearly died today, brushed by a speeding taxi cab. My life passed before my eyes — how I wasn't struck is a miracle. The incident didn't end there. It ended with my hand slammed into the cabbie's window, smashing it to a million pieces. I sped off, shaking, not believing what had just happened. It could've ended so differently. It could've been my body smashed to bits. For that I am grateful; for my violent reaction I am not. Maybe this horrible incident will make one taxi driver think twice before swiping by pedestrians, although I will never put myself at his mercy again. I can no longer put my life on the line to get around in this city. The stakes are simply too high. My support for bicycling will continue and I will bicycle in safer areas (though anywhere there are cars is unsafe), but my days of riding 16 miles, back and forth from Queens are over. To those that continue braving the streets I wish you the luck of a cat. You'll need nine lives to make it through the mean streets of NYC.

JC Tripp
New York, NY

Sadly your experience is not unique. We appreciate your continued support for T.A.'s work to see that the New York City cycling experience instills joy and energy rather than horror. We have forwarded your letter to the Taxi & Limousine Commission along with T.A.'s request for expanded driver safety training that emphasizes respect for cyclists and pedestrians. -Ed.

Dear T.A.:

Greetings from Expedition Africa: An Odyssey of Hope! In October, my partner, S. R. Nithy, a veteran expedition bicyclist from Malaysia, and I will set forth on the

Interactive, Educational, Bicycle Journey of the Millennium. Beginning in Cairo, Egypt, we will pedal over 25,000 miles, through 33 African countries to our final destination — Cape of Good Hope, South Africa. Through our Global Classroom on the Web, we'll share our journey with students of all ages throughout the world. We have developed an educational curriculum



focusing on the human rights, social studies, geography, art and music of Africa. During the expedition, we'll update our web site on a weekly basis from the road with photographs and video documenting our daily journeys. Join us on this life-long learning experience at <http://www.Expedition-Africa.org>. See you on the web, and don't forget . . . keep pedaling!

Steve Whalen
Brooklyn, NY

Dear T.A.:

Even before the ribbon was cut for the new bike lane leading up to the Brooklyn Bridge on Adams Street, it was apparent that the lane was useless, and much time, money and effort was wasted on the well-intended and much-needed "improvement." I commute to work via Boerum Place to Adams Street everyday. I cannot recall one occasion when the bike lane wasn't choked from end to end with vehicles of all descrip-



tion (including taxis, limousines and buses at the Marriott Hotel; police cars and Corrections Vehicles at the Family Court). Not only is the lane completely blocked and inaccessible to bicyclists, the parking opportunity it offers drivers at its beginning, near Willoughby Street, is downright dangerous, due to the new traffic patterns and new traffic lights. No doubt, your advocacy efforts helped make this lane happen. Now, hopefully, they will help make it effective.

Ron Kaplan
New York, NY

You are not alone in your anger at the parking in the bike lane. T.A.'s Brooklyn Committee has been pushing the 84th Precinct to get the cars out of the lane. T.A. will conduct a Give Respect/Get Respect action against the parking the morning of July 23. See the calendar on page two for more. -Ed.

Dear T.A.:

I've been a member of T.A. for many years, so I'm always glad to see you quoted in the *Times*. My question is in reference to the recent story on driver inattentiveness and cell phones. I recall from when CB radio was popular in the 1970s that it was illegal to talk on the thing while you were driving. If I'm correct, then my question is why aren't these laws being applied to cell phones? Just wanted to make a suggestion that might help your efforts to improve safety. Thanks for all your work.

Jonathon Raphael
Plainview, NY

We checked the NYS Vehicle and Traffic Law and found no provision prohibiting talking on a CB radio while driving. -Ed.

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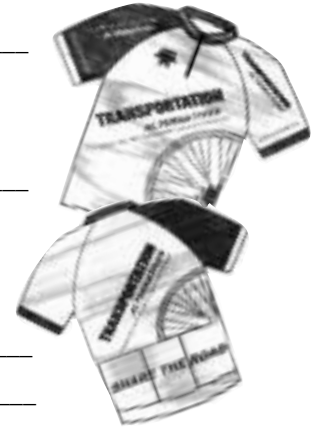
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Gear Item	Price	Quantity & Size	Total \$
Jerseys short *55/long *65			\$ _____
New, high-wicking Air-Tech fabric; 3 rear pockets. Short sleeve has a 5" zipper; long sleeve jerseys have a full top-to-bottom zipper. Yellow with green accents. Transportation Alternatives and wheel on front; "Share the Road" on back. Sizes: 3 (M), 4 (L), and 5 (XL).			
Shorts	\$55		\$ _____
Seamless 8 panel 190 gm stretch Lycra shorts for men and women. Avitron micron anti-bacterial chamois insert is machine washable and non-hardening. Black with green side stripe with yellow "Transportation Alternatives." Sizes: 3 (M), 4 (L) and 5 (XL).			
Sizes:			
M= chest 38" waist 32"			
L= chest 40" waist 34"			
XL= chest 42" waist 36"			
			Subtotal \$ _____
			Shipping: \$5 first item, \$1.50 each additional item \$ _____
			Total Amount Enclosed: _____



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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 Sept 1 for next issue. One issue run unless requested otherwise. Fax: 212-629-8334 / e-mail: info@transalt.org. Not for commercial use.

- For sale:** Thule roof rack. Very good condition. Fits 1990 or similar VW Golf/Jetta. Load bars, feet, keys and wind fairing. \$125 OBO. Call Gilbert at 973-696-8231
- For sale:** The one... the only... NYC Kryptonite lock. It's used but it's bullet-proof. \$45.00. 718-383-0422 or e-mail r.r.records@att.net
- For sale:** Cannondale M800 mountain bike. 20" red frame, sloping top tube. Deore XT drivetrain. Good condition \$400. Jeff 212-865-2202
- For sale:** Saris bike rack. Holds 2 bikes. Originally \$100. Fits virtually any car. Recently purchased. Jeff 212-865-2202.

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Discover the thrill of riding scenic back roads across the George Washington Bridge on New York Cycle Club's fully supported rides. Choose from three clearly marked rides:

7:00 AM CENTURY (100 miles) — Bear Mountain Blast a challenging, scenic new route to this classic Century destination.

8:00 AM METRIC CENTURY (62 miles) — Rockland Roll: a friendly ramble to serene Rockland Lake State Park.

9:00 AM HALF CENTURY (50 miles) — Piermont Pleasures: pedal to a charming and historic village on the Hudson.

Start/Finish at 122 St./Riverside Drive, opposite Grants Tomb, Manhattan, NYC.

Cost: \$20 until September 24 (including T-shirt)
\$25 day of the event

FOR ENTRY: download application from our website <http://www.nycc.org>
or send SASE to: **ENT c/o New York Cycle Club, P.O. 20541, Columbus Circle Station, New York, NY 10023.**

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— Sonja K., Bronx

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— Alan M., Brooklyn

"Everything was first-rate."

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— Norma S., Brooklyn

SUNDAY, SEPTEMBER 12, 1999

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**Watch your mail for the official Century brochure –
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For more pictures and info, see our web site at www.transalt.org

Our sincere apologies – the ride fell on a holiday and we were unable to reschedule. Hope to see you in 2000.



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