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# Transportation **ALTERNATIVES**

The Advocates  
for Bicyclists &  
Pedestrians

[www.transalt.org](http://www.transalt.org)



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# Senate Auto Safety Hearings Expanded

**W**ASHINGTON (UNW): THE SCOPE OF SENATE HEARINGS into the deaths of more than 100 motorists killed and 400 injured because of premature tire wear on their sports utility vehicles were vastly expanded today after shocking safety revelations by federal regulators.

The dramatic turn in the highly publicized hearings occurred when a traffic safety expert from the Federal Highways Administration (FHWA) told senators that injury and deaths caused by the worn tires, while truly tragic, was a relatively small problem compared to the 26,100 pedestrians and 3,790 bicyclists killed by automobiles during the same five year period. Senators from both parties appeared stunned by the disclosure.

"Who could have imagined the extent of this national tragedy? We started out taking a hard look at this tire business and stumbled onto something much, much bigger. It's absolutely shameful that so many people, just minding their own business, out walking or bicycling are killed and injured" said Sen. Earl P. Heddinsand, a Midwestern Republican.

Sen. Heddinsand added that in the weeks ahead, the senate would try to determine whether automakers were suppressing the huge number of cyclists and pedestrians being struck. He noted that the senate's initial hearings were spurred by evidence that tire manufacturers and car-makers knew early on that defective tires made Sports Utes more likely to crash at high speeds.

"Given their track record, Heddinsand said, it wouldn't surprise me a bit if some of these same

car companies have conspired to keep these important revelations about pedestrian and bicycling safety from the public."

Automakers reacted angrily to the senator's accusation. "With all due respect to the senator, the automobile industry has never tried to keep it a secret that motor vehicles are inherently dangerous to their operators, other motorists and the general public. There is no cover-up here. It is well known that cars kill 40,000 American's a year and injure another 2.5 million. Anyone who turns on the TV news can see a car crash" said Joseph Voiture, of the Automobile Manufacturing Institute.

Mr. Voiture added, "It's not the auto industry's fault if

the public and their elected officials choose to ignore the cost of car use. Given the bigger safety picture, well, frankly, we're a bit surprised at all the hoopla surrounding the SUV tire issue. Aren't you?"

—Universal News Wire (UNW)

## Fatalities and Injuries due to Motor Vehicle Crashes 1998 Only

	KILLED	INJURED:
Motor Vehicle Occupants	35,248	3,062,000
Pedestrians	5220	69,000
Bicyclists	761	53,000

## SUV Occupants Killed or Injured because of Premature Tire Wear

(Annual Average 1995-99)	21	80
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Summary of Traffic Injuries and Fatalities

Source: National Highway Traffic Safety Administration (1998)



## Transportation ALTERNATIVES

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**PROVOCATEUR** is an exploration of ideas related to cycling, walking, or the impact of car culture on how we live. It is intended to provoke indignation, reflection and just plain thought. Provocateur does not reflect the official position of TRANSPORTATION ALTERNATIVES.

Department of Cars or Department of Transportation? — YOUR CHOICE  
 Department of Obsolescence or Department of Innovation? — YOUR CHOICE

## An Open Letter to the New Commissioner of the NYC Department of Transportation

Dear Commissioner Iris Weinshall, Congratulations on your appointment. New York City's bicyclists and pedestrians look forward to working with you to make the city a safe, quiet and friendly place to live, breathe, bicycle and walk.

Everyday you will face a fundamental choice: continue the 50 year obsession with cramming motor vehicles into every nook and cranny, or work to reduce car-use by promoting transit, walking and cycling. Business leaders, environmentalists, civic organizations and neighborhood groups agree it's not much of a choice: the problem is too many cars.

The prolonged quest to insert the automobile into a dense walking and transit city is an abysmal failure. Pedestrian and bicycle safety have been sacrificed, sidewalks repeatedly narrowed, and tens of millions spent on computer controlled traffic lights. For what? Our streets remain clogged, emergency services and freight delayed, the air polluted, and neighborhoods and Central and Prospect parks are wracked by the noise and menace of traffic. These harms total twenty-five billion dollars annually in social and economic costs to New York City residents.

Many DOT commissioners charge into office convinced that with an injection of efficiency, traffic can be made to move. This is a delusion. NYC is way beyond efficiency making much of a difference. It's time for new policies that combine carrots and sticks to get motorists out of their cars. As a DOT commissioner with 14 months left in office, we do not expect you to impose tolls on the East River Bridges or other politically Herculean acts. But you can make a good start.

**1. Put safety first.** DOT engineers say they seek a "balance" between the wants of motorists and the of safety vulnerable pedestrians and cyclists. This really means that on places like Queens Boulevard, the Grand Concourse and Amsterdam Avenue, moving cars comes before the lives of old folks and children. It really is that simple. When a neckdown or speed hump is denied because it reduces traffic capacity, safety suffers.



**2. Get to work on the Grand Concourse** — The State DOT is waiting to release \$9 million in federal design funds to you— so far city DOT has not been able to present a credible plan on how to spend the money.

**3. Connect the East River Bridge Bike Paths and Hudson River**

**Greenway to the street grid with safe, separated on-street bike lanes.** Make sure cyclists and pedestrians have safe and convenient access to the paths. Places to start: open Manhattan Bridge path, and build a Queensboro flyover ramp.

**4. Get the Downtown Brooklyn Traffic Calming project going.** Tell your Borough Commissioner to put neighborhood needs and safety before traffic.

**5. Fully fund the DOT Safe Schools program.** \$50 million over five years for traffic calming and pedestrian safety engineering.

**6. Conduct a 3-month car-free trial period in Prospect and Central Parks.** Conduct Central Park trial on the loop drive north of 72nd Street.

**7. Establish the "Tip to Tip" bike lane network in Manhattan.** Install a lane on 8th Ave. from 14th to 60th Street, and put in a "counter-flow" bike lane on W. Broadway between Grand and Walker.

**8. Make the DOT's bicycle and pedestrian programs and knowledge tops in the nation.** Hire top national talent; convene a public traffic calming, bicycle, and pedestrian conference with international and national experts to catalyze agency efforts and change attitudes.

**9. Open the DOT to innovation.** Approve proven pedestrian and bicycle street designs, including raised crosswalks, mini-traffic circles, physically separated and counter-flow bike lanes, and speed tables.

**10. Act on the Recommendations of the 1995 Mayor's Midtown Mobility report.** Replace free commercial parking in Manhattan with congestion pricing, and establish cab stops in Midtown.

# Powerful Backing For Bicycle Parking at Grand Central Station

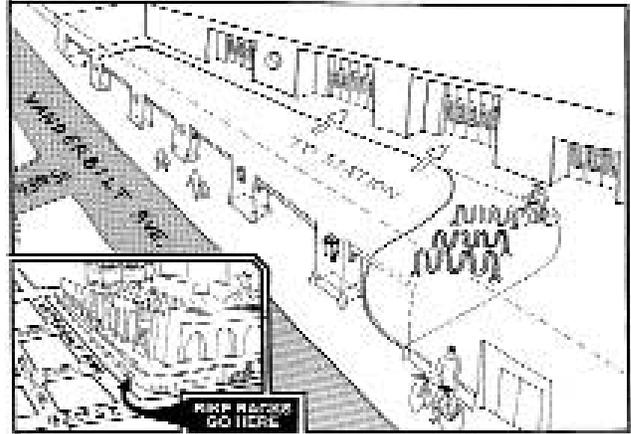
**A**N IMPRESSIVE ARRAY OF Federal, State, and local New York City and Hudson Valley elected officials have endorsed T.A.'s request that Metro North install secure bicycle parking at Grand Central Station. The list of supporters consists of both Republicans and Democrats and includes; Congressmembers Jerrold Nadler, Caroline Maloney, and Sue Kelly, State Senators Tom Duane, Suzi Oppenheimer and Roy Goodman, Assemblymembers Richard Gottfreid and John Ravitz, City Councilmembers Christine Quinn and Gifford Miller, and Greenburgh Town Supervisor Paul Feiner. The Department of City Planning has also written in support of the project.

Transportation Alternatives has worked with Metro North and the MTA over the past three years to get secure bicycle parking at Grand Central. Unfortunately the effort was stalled because the desired site, near the taxi stand on Vanderbilt Avenue, was occupied by a construction trailer. The trailer has finally been removed and elected officials and advocates are anxious to see the parking put in place.



JOHN HARRIS

*Above: Desperate for parking cyclists make due. Right: A rendering of City cyclists' dream parking at GCS.*



Secure bicycle parking at Grand Central would serve reverse commuters and area cyclists who are deterred from riding because of concerns about bicycle theft. The NYC Department of City Planning's 1999 Bicycle Parking Needs Report calls for a bicycle-friendly intermodal transit hub at Grand Central.

Show your support for secure bicycle parking at Grand Central Station and write to the chairman of Metro North, Peter Cannito. Encourage him to expedite the installation of bicycle parking at Grand Central.

Chairman Peter Cannito  
MTA Metro North Railroad  
347 Madison Ave.  
New York, NY 10017  
Or fax him at 212-340-4995

## Bridge Update

### Bronx-Manhattan Connections

**3rd Ave. Bridge:** Bike/ped access on the south side path.

**145th St. Bridge:** Bike/ped access on north and south side paths.

**Broadway Bridge:** Bike/ped access on the north and south side paths.

**Macombs Dam (155th St) Bridge:** Bike/ped access on north side path.

**Madison Ave. Bridge:** Bike/ped access on the north side path.

**University Heights Bridge:** Bike/ped access on the north and south side paths.

**Washington Bridge:** Bike/ped access on the north side path.

**Willis Ave. Bridge:** Bike/ped access on north side path.

### NJ-Manhattan Connections

**George Washington Bridge:** Bike/ped access on the south side path.

### Bronx-Queens Connections

**Throgs Neck Bridge:** No bike/ped path.

**Whitestone Bridge:** No bike /ped path but QBX1 bus has racks and will carry bikes April-November.

**Randalls Island-Manhattan Connections**  
**Foot bridge to Randall's Island:** Bike/ped access April-October daytime only.

**Bronx-Queens-Manhattan Connection**  
**Triboro Bridge:** *Queens*—Bike/ped access switched from north side path to south side. *Bronx*—bike/ped access on west side path at 132nd St. 1/2 block west of the bridge. *Manhattan*—Bike/ped access on the north side path, note new ramps.

### Queens-Manhattan Connections

**Queensboro Bridge:** Permanent full-time bike and pedestrian access on North Outer Roadway as of Sept. 12, 2000 (shuttle bus was discontinued).

### Brooklyn-Queens Connections

**Marine Parkway/Gil Hodges Memorial Bridge:** Bike/ped path on west side under construction, bicycle shuttle bus 7am-7pm carries bikes across. Construction scheduled for completion April 2001.

**Pulaski Bridge:** Full time bike and ped path on the west side of the bridge.

### Brooklyn-Manhattan Connections

**Brooklyn Bridge:** Bike/ped access on center path. *Manhattan* side approach under reconstruction.

**Manhattan Bridge:** Bike/ped path closed. South side path set to open April 2001.

**Williamsburg Bridge:** Bike/ped access on south side path. North side path set to open 2005.

### Staten Island-NJ Connections

**Bayonne Bridge:** Bike/ped access on the east side path.

**Goethals Bridge:** No bike/ped access. Path under construction.

**Outerbridge Crossing:** No bike/ped path.

### Brooklyn-Staten Island Connections

**Verrazano Bridge:** No bike/ped path.

### Queens-Queens Connections

**Veterans Memorial Bridge (Cross Bay Blvd.):** Ped path on east side of bridge.

# Confusion on Brooklyn Bridge Mars Improvements

**I**N AUGUST THE DEPARTMENT OF Transportation finished the bulk of the work on the newly rebuilt Manhattan side entrance of the Brooklyn Bridge promenade. DOT capped the stairwell to the Brooklyn Bridge-Chambers St. Subway station, and put fencing between cyclists and pedestrians at the crosswalk connecting the Bridge's promenade to the Municipal Building. Unfortunately, DOT did not install new signs and markings that clarify where cyclists should ride. Nor did DOT add a much needed new crosswalk.

In preparation for switching bicycle riders from the south side to the north side of the bridge path the DOT removed existing directional signage but did not replace it. The result is chaos and conflict between cyclists and pedestrians on the bridge. According to the DOT new signage will not be ready until mid October, but at T.A.'s request they will put up temporary signage in the interim. Cyclists and pedestrians dodging each other on the bridge path are right to be angry at DOT for its inability to post new signs promptly.

The grand redesign of the promenade will not be complete until a new crosswalk is added connecting the west curb of the promenade to City Hall park, 20 feet nearer to Chambers Street than the existing one. The crosswalk is desperately needed to reduce conflicts between pedestrians by allowing the majority of pedestrians to cross separately from cyclists.



*Top left and continuing clockwise: Follow the progress the Manhattan approach to the Brooklyn Bridge has made over the last 2 decades. Note the absence of the subway entrance in the most recent photo and the fact that the inlaid brass stencils (at bottom of photo) are being ignored due to a lack of supplementary signage.*

Write to the Deputy Mayor of Operations Joe Lhota and remind him to make sure Brooklyn Bridge users are well notified when bicycles are switched from the south side to the north side of the path and the additional crosswalk is installed.

Joseph J. Lhota  
Deputy Mayor for Operation  
City Hall  
New York, NY 10007

## Mammoth Building Creates Mammoth Bike Parking

**A**S MORE AND MORE INDUSTRIAL BUILDINGS ARE CONVERTED to offices for dot.coms and other non-traditional white collar work, the time is ripe to infuse bicycle parking into their designs. A prime example is the massive Starrett Leigh Building on Manhattan's West side. Building managers there noticed the influx of tenants commuting to work by bicycle and are creating a 100-bicycle, 600-sq. ft., 24-hour deluxe bicycle room.

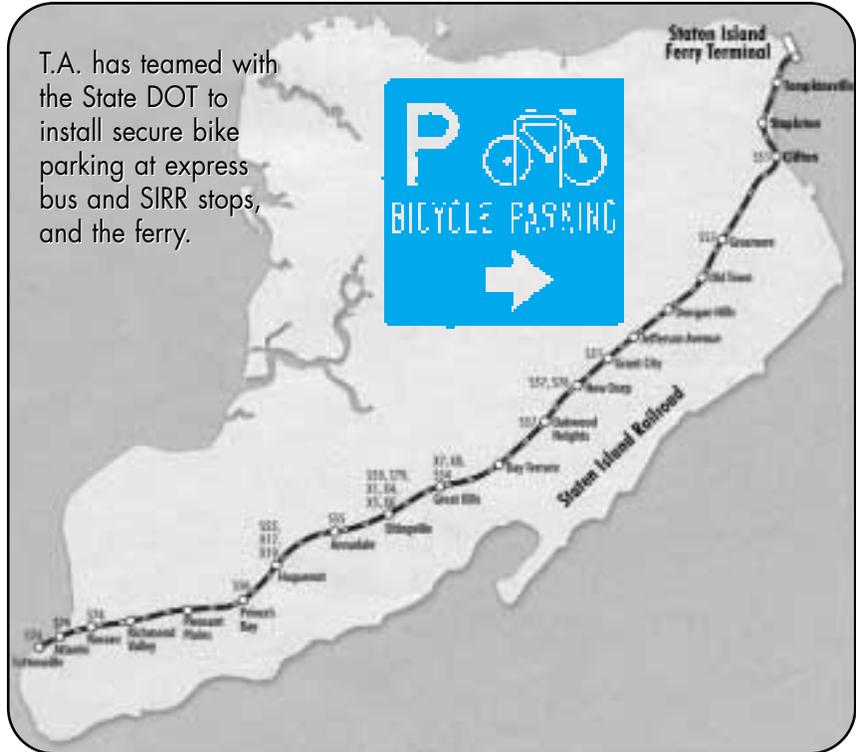
As is the case with many industrial buildings, the Starrett Leigh has ample available space and flexibility in designing bike parking areas. It houses Internet-related companies with workers who are generally younger, dress casually, and are more apt to commute by bicycle.

If you live or work in a similar building, contact T.A. and your building's manager to discuss indoor bicycle parking.

Due to the many inquires and the surge in buildings being converted, T.A. will be publishing a comprehensive 'how-to' booklet to be used as a tool for convincing building owners to install secure bicycle parking. Contact Susan Boyle at T.A. for more information 212-629-8080.

# T.A. Launches Staten Island Bike Parking at Transit

**I**N JULY, AFTER SIX YEARS OF RED TAPE, T.A. started work on a State DOT contract to design, place and market bicycle parking facilities for bike-to-transit commuters on Staten Island. T.A.'s job is to recommend bike parking solutions for select Staten Island Rail Road stations and express bus stops. Additionally T.A. will seek better parking at the S.I. Ferry terminal. The contract set a precedent for encouraging bike-to-transit travel in New York City and partnerships between transportation agencies and advocates. T.A. looks forward with Region 11 of the State DOT to get S.I. transit riders to "park and ride" their bikes. The process of selecting sites and facilities has just begun. We need your ideas and suggestions to make sure the bicycle parking works and is attractive. Please let us know where you bike to transit and would like to see new bicycle parking facilities on Staten Island. You can contact John Lindsay with your suggestions at 212-629-7149, or [jlindsay@sibikepark.com](mailto:jlindsay@sibikepark.com).



T.A. has teamed with the State DOT to install secure bike parking at express bus and SIRR stops, and the ferry.

## Smooth Path to Queens

**I**N SEPTEMBER THE DOT OPENED THE FULL time permanent bike and pedestrian path across the Queensboro Bridge. For the first time in 35 years, the path is open 24 hours a day, 7 days a week. The path



features the long awaited, asphalt ramps on the Queens side. There remains room for improvement on the Manhattan side, where cyclists and pedestrians are forced to travel to First Ave. rather than the more convenient and expedient Second Ave.

## CRITICAL MASSING



MR. MORTIMER

**T**he NYC Critical Mass rallied 300 cyclists in July, and caught the attention of the police. In Times Square 15 cyclists were arrested. The August Critical Mass proved more harmonious, as police escorted jovial riders through downtown Manhattan and Chinatown. Critical Mass meets at 7pm at Union Square South on the last Friday of every month.

## Car-Free Central Park Campaign Blasts Off

**T**HIS SUMMER, T.A.'S CAR-FREE Central Park campaign collected more than 10,000 signatures for the campaign's petition for a car-free park. Attesting to the popularity of the cause, this mammoth number of signatures was collected solely by a few volunteers petitioning for a few hours once or twice a week in the park.

The petition is for the next mayor, and T.A. hopes to have 50,000 signatures by the time he comes to office, so that the support for a car-free park will be inarguable. The petition states: "Central Park, our nation's foremost urban park, was created as a refuge from the surrounding city. The presence of automobile traffic on Central Park's loop drive is undermining the park's status as a refuge and creating a grave safety hazard for recreational users. For these reasons, we the undersigned support the elimination of all regular automotive traffic

from the loop drive and the return of the drive to recreational use only."

Ken Coughlin, chair of the Car-Free Central Park campaign, stated: "This is one of the most rewarding things that I've done. I love talking to park users and hearing how much they



support the cause, and the number of people who wanted to sign the petition was overwhelming. This summer solidified in my mind that we will have a car-free park sooner, rather than later."

Park users will be able to sign the petition electronically on T.A.'s web site [www.transalt.org](http://www.transalt.org) in the coming months. In the meantime, if you'd like to sign, send a postcard to 115 West 30th St. Suite 1207, NY, NY, 10001. You don't need to be a NYC resident, just a lover of Central Park. If you can help the Car-Free Central Park campaign reach its goal of 50,000 signatures by the time the next mayor arrives, contact Neel Scott at (212) 629-8080, or by email at [ped@transalt.org](mailto:ped@transalt.org).



*Where do I sign? Park users throng to sign the petition.*

## Park Critics Fight Ped Entrance

**B**ROOKLYN RESIDENTS HAVE BEEN embroiled in a heated debate over transportation, access, and funding issues surrounding the proposed Brooklyn Bridge Park, which will encompass 70 acres. The main critic of the proposed park, Waterfront Development Watch (WDW), has charged that the current park plan is overly commercial, auto-reliant and poorly planned in regards to pedestrian access.

T.A. is also concerned that the park's proposed hotel and recreation center will generate significant traffic. If the park gets the needed approval from Governor Pataki, T.A. will lobby hard during the environmental impact statement (eis) process—estimated at several years long—to significantly reduce the number of proposed parking spaces, and make sure that environmentally sensible methods of travel to the park are encouraged. However, T.A. strongly disagrees with Waterfront Development Watch's proposition to limit pedestrian access

to the park via Joralemon Street. Under the currently proposed plan, Joralemon—the only street in the Heights with direct access to the waterfront—is one of four entrances to the park, along with Squibb Park, Old Fulton Street, and Atlantic Avenue. Based on nebulous fears of crime and throngs of outsiders streaming down the street to the park, WDW has proposed constructing a cast-iron gate at the base of Joralemon Street to block off the street. As a counter-measure, the group has proposed adding an entrance to the park at Montague Street, via a bridge from the Heights Promenade over the BQE.

Montague Street does make sense as an entry point for the park, but funding for the needed pedestrian bridge—estimated to cost \$15-25 million—is uncertain at best. And even if a Montague Street entrance to the park were created, the gating off of Joralemon Street—a public street—is ridiculous, and smacks of elitism and



*An aerial view of the proposed Brooklyn Bridge Park.*

gated communities. Joralemon Street is the logical access point to the waterfront, and if there is a Brooklyn Bridge Park, it should be used as one of the pedestrian entryways. Transportation Alternatives will continue to push for the best possible pedestrian and bicycle access to the Brooklyn Bridge Park.

## Fire Department Versus Pedestrian Safety

**T**HE FIRE DEPARTMENT HAS VETOED the neckdowns planned for Court and Carroll Streets, as well as Court and President streets as part of the Downtown Brooklyn Traffic Calming project. The Fire Department's concern is that their larger trucks might not be able to make



*Full size fire trucks are compatible with traffic calming.*

turns at these corners if neckdowns were installed, and emergency response would be slowed.

The Fire Department's need for quick emergency response time is clear. However, the decision to oppose these neckdowns is myopic, and ultimately based in fear, not fact. Neckdowns have been used successfully on similar sized streets in NYC for years, with no noted incidents of emergency vehicle delay. Neither Carroll nor President Street is a primary emergency route, and the street width after the proposed neckdowns'

construction (24' on Court, 26' on Carroll, and 28' on President) would be wider than many untreated streets in Greenwich Village or Brooklyn Heights. Phoenix's Fire Department, which uses similarly sized vehicles, requires only a 16' clearance on side streets.

Moreover, fire departments around the nation, including Cambridge, MA, Chico, CA, Phoenix, Portland, OR, Seattle, Tallahassee, FL, Boulder, CO, and Las Vegas, support the installation of neckdowns not only because of their pedestrian safety merits, but also because they eliminate the problems of parking at corners and maintaining access to hydrants. In Cambridge—a city with a street network similar to Downtown Brooklyn—the fire department stated in 1998: "The Cambridge Fire Department supports the traffic department's efforts in utilizing curb extensions as part of the traffic calming project. These devices assist in preventing the illegal parking that occurs on various street corners."

The larger issue is this: if the only concern in designing our streets and neighborhoods was emergency response

time, then we would tear out our sidewalks and front yards, and widen streets to our doorsteps. However, neighborhoods also value livability and pedestrian safety—things that these Downtown Brooklyn pilots were a direct attempt to reclaim. Neckdowns have been proven to reduce serious injuries and fatalities at intersections by as much as 50%.

Meanwhile, the Fire Department has not proven that the neckdowns would significantly impact emergency response time. The bulk of experience here and nationally suggests that neckdowns do not have a significant effect on response time, and that the even the large fire trucks can make these turns. In addition, if there is an unacceptable effect on response times, the Fire Department has not made an effort to work with the community and develop solutions that would increase safety at these locations while ensuring response time. For example, raised crosswalks would slow vehicles entering these streets without possibly preventing the department's trucks from making the turns. Transportation Alternatives challenges the Fire Department to work with the community, and balance its need for tight response times with the very real need for increased pedestrian safety of these locations.

## Hated Pedestrian Barriers Comes Down

**I**N EARLY JULY, THE DEPARTMENT OF TRANSPORTATION removed the despised crosswalk barricade at 8th Avenue between 45th and 46th Streets. Since their installation in March of this year, the barricades had been intensely criticized by local elected officials, the community board, local businesses, and Hell's Kitchen residents. The barricades were the latest installment in Mayor Giuliani's ill-informed and much-maligned plan to keep pedestrians from crossing at certain corners as a way of improving traffic flow. The barriers were unique in that they were located in a primarily residential neighborhood, which made them vulnerable to protest in a way that other midtown barricades are not. The 8th Avenue barricades were removed in the same manner in which they were installed: in the dead of night, with no notice or reason given to the community or elected officials.

T.A. applauds the removal of these barricades, and calls



"The barricades didn't stop people from walking in the street, and they really didn't seem to make any difference to traffic. It's been estimated that installing and removing the pedestrian barricades cost at least \$110,000. What a monumental waste of public funds."

—State Senator Tom Duane

on the City to remove all of the remaining pedestrian barricades, and give environmentally friendly walkers the right of way they deserve.

# 'Illegal' Traffic Circles Working Well in Queens

**D**IDN'T THINK THAT THERE WERE traffic circles in NYC? Neither did we, until we heard about these circles out in Queens. In the late 1990s, T.A. lobbied the City for mini traffic circles—citing effectiveness at reducing crashes in Portland and Seattle—only to be told that they were not appropriate for NYC streets. Seems that nobody told the folks out in Queens, who have a number of them working very well on their streets for decades including a house on a traffic circle in College Point!

One question often asked about traffic circles is who will maintain them. Evidence from other cities suggest that neighborhood residents

are more than happy to take care of the circles, and often use them as a chance to further beautify their neighborhood. A program similar to Brooklyn

Borough President Howard Golden's Greenest Block contest—which drew scores of entries this year for a cash prize and the honor of being chosen the greenest block in Brooklyn—could further encourage neighborhood residents to take ownership and pride in their neighborhood. A similar contest for traffic circles or other landscaped traffic calming devices would involve an investment of only a few thousand dollars, and would be money extremely well spent.

Transportation Alternatives and the Neighborhood Streets Network will continue to press to make sure that these are not the only traffic circles that NYC sees.



*Little house on the...traffic circle?*



*Another view (College Point, Queens).*



*A circle in Fresh Meadows, Queens.*



*Another circle in Fresh Meadows.*

## Almost 500 Speed Humps in NYC

**A**S OF SEPTEMBER 2000, ACCORDING to the Department of Transportation's web site, DOT had installed 462 speed humps around the city. The city's speed hump program was started in June 1996 after much lobbying and groundwork by T.A. Despite strong political and grassroots support, the program had sputtered until recently, bottoming out in then-DOT commissioner Wilbur Chapman's statement last November that speed humps were a Band-Aid solution, and would be discontinued.

Groups and politicians all over the city were outraged, and fortunately City Hall quickly overruled the Commissioner, and reinstated the speed hump program.

The program still faces several major hurdles, including a lack of a coordinated city-wide policy on speed hump requests and approval criteria for installation, and hundreds of backlogged speed hump requests from neighborhoods around the city. Transportation Alternatives congratulates the DOT on its progress so far, and challenges the

department to develop a city-wide policy, and to step up the installation of speed humps even further, to 250 a year.



*This speed hump in Fort Greene has reduced speeding and through traffic.*

# East Houston St. Improvements Need One Last Push

**E**AST HOUSTON STREET BETWEEN BROADWAY AND THE FDR Drive has long been a dangerous mix of speeding cars and trucks, red-light running, crowded sidewalks, and wide streets. The horrid conditions caused nearly a dozen pedestrian deaths on Houston Street in the mid 90s. In 1999, Lower Manhattan Together (LMT), a coalition of downtown church groups and affiliate with the Industrial Areas Foundation, demanded that the Department of Transportation do something about the growing carnage and atrocious conditions. After intense press and thronged community meetings, DOT began a series of improvements, including adding more crossing time at intersections, leading pedestrian intervals (lpi) at key crossings, and re-marked crosswalks. DOT also marked widened medians along Houston Street and adjacent streets, and promised to fully construct them if they were 'effective.'

On the whole, the community feels that the DOT has addressed most of their pedestrian safety concerns. However, they are still waiting to hear if or when they will get fully constructed medians, and whether or not the DOT plans to

make it safer to cross the FDR Drive at Houston Street, where residents currently do not have a crosswalk to get across the Drive to East River Park. This FDR Drive/Houston Street intersection is one of the most dangerous in lower Manhattan—and one that LMT flagged as a community priority—but one that DOT has been curiously reluctant to address. DOT Manhattan Borough Commissioner Joseph Albano stated that his office would meet with LMT and the community in the coming weeks to discuss the final improvements and what could be done at the FDR Drive.

Transportation Alternatives joins Lower Manhattan Together and the residents of the Lower East Side in calling on DOT to get out the brick and mortar and finish what they started on East Houston Street, and make walking to the East River safe. Painted medians and neckdowns and vague promises to look into improving an intersection's safety simply do not cut it. The DOT has just finished an imaginative and far-sighted redesign of Herald Square. Houston Street deserves the same treatment.

**“DOT’s work to slow traffic and protect pedestrians on East Houston Street is going to save some lives, if it hasn’t already. LMT looks forward to working with Commissioner Weinshall to bring some order to the FDR Drive intersection and finish up the East Houston Street project.”**

*Chet Wargocki, co-chair of LMT’s Transportation Team:*

## Shameful Court Decision Puts Apple Tours Back on the Road

**I**N LATE JUNE, STATE Supreme Court Justice Phyllis Gangel-Jacobs allowed NY Apple Tours’ 63 buses to return to city streets. NY Apple’s operations had been suspended by Governor Pataki in late May after a NY Apple bus killed 71 year-old Randolph Walker at 9th Avenue and 45th Street, and it was revealed that NY Apple had spent years violating every conceivable city, state, and federal law. In her decision, which overturned Pataki’s suspension, Judge Gangel-Jacobs wrote that letting NY Apple Tours resume business as usual would “not do any harm to any public interest,” while shutting down the company without a complete trial would hurt the city’s tourism industry, and



*New Yorkers are anything but happy with the polluting, dangerous buses from NY Apple Tours.*

adversely affect NY Apple Tours and its employees.

This decision is an outrage. It’s an affront to the citizens of New York, whose lives and quality of life are seemingly worth less than the well-

being of NYC’s tourism industry and corporate interests. Simply put, NY Apple is an abysmal corporate citizen that has lied, polluted, maimed, and killed. They deserved to be shut down forever, and if anything, their suspension came much too late. Even after it was allowed back on the road and supposedly on its best behavior, NY Apple has continued its terrible record of compliance. As reported by its court-appointed monitor, NY Apple buses were involved in five accidents, and received 24 summonses for traffic violations in the two weeks after they were allowed back on the road.

T.A. sent a letter to City Council Speaker Peter Vallone decrying this decision, and continues to work with State Sen. Tom Duane, Councilmember Christine Quinn, and neighborhood activists to get NY Apple Tours off the road.



# Neighborhood Streets Network Unites Groups, Helps Solve Problems

**T**HE NEIGHBORHOOD STREETS NETWORK, founded in 1995 by Transportation Alternatives, is a coalition of more than 100 neighborhood and civic groups promoting streets that are quiet, safe, and calmed. The Network has raised the profile of pedestrian safety issues and has lent its clout to the installation of hundreds of speed humps and the passage in 1999 of the NYC Traffic Calming Law. The NSN works for citywide changes, but is also able to help some groups reclaim their streets each year.

## 126th St. Neighbors Look to Stanch Triboro Traffic

HARLEM NEIGHBORHOOD GROUPS ARE FED up with the speeding and illegal truck traffic on West 126th Street, and demanding that the Department of Transportation finally bring some solutions to the table. Four open lanes for traffic, poor paving, a lack of deterrents to illegal truck traffic, and a torrent of drivers using 126th Street as a shortcut from the Triboro Bridge to the West Side are creating an unsafe and at times unbearable situation. Neighborhood residents have long complained to DOT

and neighborhood groups to calm traffic on the street, and to deter illegal truck traffic. NSN and neighborhood representatives will be meeting with Councilmember Bill Perkins and Community Board 11 in the upcoming weeks to get their support for the proposal.

## Tenants' Association Wins Round One

ANOTHER NEIGHBORHOOD group in Harlem, the Riverton Tenants' Association, is working to improve pedestrian safety at the intersection of 135th Street and Madison Avenue. Earlier in the summer, the group got DOT Manhattan Borough Commissioner Joe Albano, Assemblymember Jeffrey Wright, and Councilmember Bill Perkins to tour the intersection and see just how hard it was to cross the street in the allotted time. In response, the group won a seven second Leading Pedestrian Interval (LPI) and increased crossing time from the Department of Transportation. While Riverton Tenants' Association is happy with the improvements, they need speed humps to reduce speeding on several of the side streets leading up to the intersection. The Network agrees, and continues to support the Tenants' Association in their call for pedestrian improvements.

## Slope Strives for Quiet Block

RESIDENTS OF 10TH STREET between 5th and 6th Avenues in Park Slope are justifiably proud of their block. Kids play up and down the street, neighbors catch up with each other on their stoops, well-tended gardens stand in front of handsome houses. Unfortunately, speeding and noisy through traffic are dangerous and jarring intrusions. The Network is working with the 10th Street 5th/6th Block



NEEL SCOTT

*The Network is helping the residents of 10th Street in Park Slope develop a traffic calming plan for their block.*

Association to design plans for a community street where pedestrians and residents are given priority, children can safely play, and cars are forced to slow down to a human pace.

## Queens Odyssey for Traffic Calming

THE TOWN HALL CIVIC ASSOCIATION IN Springfield Gardens, Queens has been trying for 15 years to get solutions to the speeding problem on 140th Avenue—a straight, un-signed, nearly mile-long stretch of road between Guy Brewer Boulevard and Farmer's Boulevard. Over the years, the Civic Association has submitted countless requests to the Department of Transportation to calm traffic on the street. Meanwhile, the unmitigated speeding ensures numerous wrecks on the street each year. The Network has made a site visit to Springfield Gardens and is working with a leading traffic calming engineer and the Town Hall Civic Association and neighborhood residents to develop several different plans to traffic calm 140th Avenue and reduce speeding on the street.

If you know a local group that is fighting for safer streets, let us know. Send a note with the contact person, address, and phone number of the group you have in mind to: Neighborhood Streets Network, Attention Neel Scott, 115 West 30th St. Suite 1207, New York, NY 10001, or email: [ped@transalt.org](mailto:ped@transalt.org).



SPRINGFIELD GARDENS CIVIC ASSOCIATION

*Tragic car wrecks such as this one on 140th Avenue in Springfield Gardens can be reduced greatly by traffic calming.*

about the speeding, illegal truck traffic, and noise and vibrations, but have gotten little more than lip service, while basic issues such as repaving the street and filling in mammoth potholes go unperformed.

NSN has made several site visits to the location, and developed a proposal in conjunction with a traffic calming expert

# Auto-Free WORLD



## The World Talks Bicycles in Amsterdam

“It could never work here,” is the response when T.A. requests European style bike designs and parking. That simply is not true. What is good for bikes in Europe, is good for bikes here. At the Velo Mondial conference in Amsterdam, representatives from 51 countries came to discuss different ways to fit bicycles into our landscapes and mindscapes. The bike heaven that is Amsterdam was the perfect setting.

The Dutch make about 40% of all trips by bicycle compared to the 1% made here citywide. The reason why, aside from their long standing cultural affinity for cycling, is political. During

the mid-seventies the Netherlands pumped funds into designing and building quality facilities for cyclists.

The facilities include an elaborate and comprehensive network of separated and on-street bicycle lanes. These turned the tide and made riding a bicycle so remarkably safe and commonplace that all ages participate. Here are some examples:



*Ample bicycle parking is provided at all transit locations, and it is never enough. Here 1000's of bikes are parked at Central Station in downtown Amsterdam. Much of the parking is sheltered.*



*In NYC there are 2 bike specific traffic signals; in Amsterdam, almost every major intersection is outfitted with them.*



*Intersections like this provide space and signals for all street users-where two way bike paths meet from all directions.*



*This raised crosswalk is five inches high and serves to dramatically reduce speeding on a four-lane arterial in Amsterdam. In Downtown Brooklyn the City refuses to install one over two inches high.*



*Dutch mass transit*

# SAFE ROUTES TO SCHOOL

Rutas Seguras Para Ir a la Escuela

A Project of Transportation Alternatives, Sponsored by The Office of The Bronx Borough President and the Governor's Traffic Safety Committee



## All Grown Up: The Bronx SRTS Enters its fourth year.

IF THE BRONX SRTS PROGRAM LOOKS A little different today, that's because it is one year older and wiser. As Safe Routes continues to focus in on implementation and funding, no more schools will be added to the roster of 38 that have traffic calming plans. Instead, The Bronx SRTS will:

Ensure our 38 schools secure funding for construction of the traffic calming plans

### TIPS FOR IRIS WEINSHALL, NEW DOT COMMISSIONER:

Send your staff to national training sessions and conferences like Pro-Bike/Pro-Walk to help build internal professional expertise.

are important crossings for a great many children.

Encourage the Department of Transportation to get started on their own Citywide School Safety Program.

and see to it that they get built.

Develop plans for 5 dangerous intersections that have previously fallen out of the project range of any one school, but which

## Bronx Leads the Way

ONCE AGAIN, THE BRONX SAFE Routes to School program leads the way in the growing national movement for better conditions for children walking to school. At the Pro-Bike/Pro-Walk Conference, held in September in Philadelphia, The Bronx Safe Routes to School program presented "School Based Traffic Calming for Citywide Change." Advocates and transportation planners from Montreal to San Francisco in the audience were

eager to apply what they learned from the Bronx experience. All agreed that SRTS programs are an ideal way to open people's minds to the potential of traffic calming to make streets safer for all pedestrians, especially the wee ones.

### TIPS FOR A NEW COMMISSIONER:

Launch a citywide school-based traffic calming program based on The Bronx's Safe Routes to School.

## National Walk To School Day: Wed, October 4th

THEY MARCH CONFIDENTLY ALONG VALENTINE AVE. OR 149TH St. in their bright orange safety vests, with their book bags and parents in tow. No, its not the Bronx Division of the

NYC DOT or boot camp for Future Crossing Guards of America - it's a walking school bus. October 4th is the 3rd Annual National Walk To School Day. This year, students at PS 111 in The Bronx will be walking to school with Bronx Borough President Fernando Ferrer and US Secretary of Transportation, Rodney Slater.

Walking school bus events are good at generating community interest in safe streets for kids. They show parents and officials that by working together they can bring about real change in their children's safety and health. For par-

ents who usually drive their kids, the walking school buses are a reminder that schools aren't that far away and that walking with their child is healthy and fun.



Here in The Bronx, 90% of kids walk to school, a trend which SRTS is working to preserve and encourage.

But for rhetoric to become reality, the leaders who participate in these events must follow up on the promise of a walking school bus with actions that will lead to safer streets. The Bronx Borough President Fernando Ferrer has participated in Walk Our Children to School Day since it began several years ago. He is an excellent example of a government leader who has taken school traffic safety far beyond the walking school bus. Ferrer has sponsored The Bronx

Safe Routes to School Program with the Governor's Traffic Safety Committee since 1997.

# Thanks to all NYC riders and volunteers You made it a rolling success



**S**UNDAY SEPTEMBER 10TH WAS A BEAUTIFUL day for the 11th Annual NYC Century Bike Tour. 3300 riders arrived at Central Park in the early morning sunshine and traveled New York's beautiful bike paths and streets through Manhattan, Brooklyn, Queens, and the Bronx. From urban streetscapes to waterfront vistas, it was a great day to show off all NYC has to offer cyclists!



# NYC Century Volunteers for the 11th year.



THANKS TO ALL THE VOLUNTEERS: riding marshals, route markers, rest stop and start/finish crews, route committee and volunteer night teams. Also, thanks to volunteer EMT's, bike messengers, New York Parks, and Wildlife Conservation Society. Special recognition goes out to the ride sponsors and donors-Robert Fader Esq., Clif Bar, Bicycle Habitat, Adam D. White, Ben & Jerry's, Chiquita Banana, Tom Cat Bakery, Kontos Pocket-Less Pita, Krispy Kreme, Dutch Mill Baking, and Tribe of Two Shieks Hummus.



# Emily Chan

**Name:** Emily Chan

**Neighborhood:** Fort Greene, Brooklyn

**Occupation:** I make maps at the New York City Environmental Justice Alliance.

**How long is your commute?**

5.62 miles. I just know. No, just kidding, my cyclometer told me.

**How long does it take?**

Door to door it's about 40 minutes.

**How long have you been commuting by bike?** 3 years.

**What type of bike do you ride?**

I ride a mountain bike now but I used to ride a cruiser until the seat post cracked. When I took it apart I saw that there was a welded copper pipe in the seat post. I could have impaled myself on it!

**Where do you park your bike?**

At work I park my bike next to my desk.

**Ever had a bike stolen?** No.

**No? How do you lock it?**

Before I got my chunky chain I used a U-lock and cable lock. Now I make

sure the chain locks both my frame and front wheel to the fixture I am locking to. I still use my cable lock to



lock my seat and rear wheel.

**So you have indoor bike parking at work, that's great:**

Yes. There are also bike racks outside my building but I feel much more safe bringing it inside.

**Describe your daily commute:**

I love riding past Fort Greene Park and over the river. After navigating my way through the tourists on the Brooklyn Bridge, I try my best to avoid the jaywalking Wall Streeters and opening taxi doors. When I am riding on Lafayette and Park I use my bell and quick steering to make sure I am always in view to drivers and pedestrians.

**Do you consider yourself an aggressive or passive cyclist?**

A few years ago I learned some tricks from a bike messenger and I now consider myself an assertive cyclist. I try to take my lane and always ride far out from the curb and parked cars. Hand signals help too. In NYC they really throw drivers off. It's quite hilarious!

**Best cycling moments?**

Riding home after a long day, the sun setting behind me, and seeing that all the pedestrians are on one side of the Brooklyn Bridge path. Oh yeah, and last year I rode my first T.A. (half) Century with Omar and he had his boom box on his rack. It was so fun!

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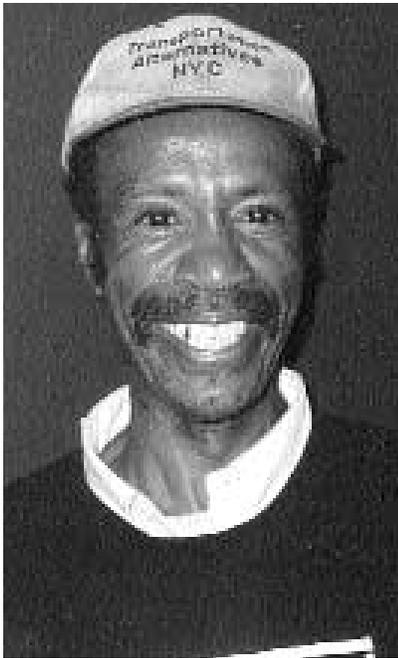
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# Eugene Carrington



**Name:** Eugene Carrington  
**Age:** 50  
**Neighborhood:** Fort Greene, Brooklyn  
**Lived in City:** All my life  
**T.A. member:** 1 year, 9 months

**Volunteering:**

twice a month at volunteer night and at the NYC Century

**Occupation:** Bike Messenger

**How did you hear about T.A.?**

I saw City Cyclist in a bike shop and noticed the listing for volunteer night. I checked it out and met a friendly group of people who all shared a common interest in cycling and environmental issues.

**When did you start riding?**

I started riding when I was 9 years old. I biked for fun. Eventually I started riding for transportation. In 1990 my bike was stolen and I didn't ride for 6 years.

**Volunteer Activities:**

I like to go to the mailing parties at T.A. (on the second and last Wednesday of every month). I distribute T.A. materials to people while I am working. People are generally receptive to T.A.'s message. I also helped at this year's NYC Century ride.

**What do you like/dislike about Volunteer Night?**

I like doing the mailings and enjoy talking to T.A. members about their experiences biking here and abroad. It can get a little crowded. We need to use the card tables more often.

**What issues concern you as cyclist in NYC?**

**Bike Parking:** There is not enough bike parking in Downtown Brooklyn. I recently did jury duty and couldn't find a place to park. Also, on Fulton St. There are many stores but nowhere to lock your bicycle. There are beautiful stone/wood benches for people to sit, but no racks to lock bicycles.

**Bikes to transit:** The MTA needs to put bike racks next to both subway and bus stops. More racks would encourage people to use a bicycle for transportation. Also, more bicycles on the street helps calm traffic.

**Anything Else?**

Bicycle magazines that run automobile ads are a slap in the face.

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# Henry Hudson Trail / Sandy Hook

**D**O THIS RIDE ON YOUR OWN OR join the 5BBC on Oct. 21 to ride in a group. This is a gorgeous 35-40 mile route to Monmouth County, New Jersey. From NYC, the Seastreak ferry leaves either from 34th St. & FDR Dr. or Pier 11 near South Street Seaport. It takes 45 minutes to travel to the town of Highlands, NJ. Round trip fare with bike is \$27. A bit steep, but the trip is worth it. From there, the cuesheet will give a route. Happy cycling.

L=Left, R=Right, X=Cross, P=Pass, S=Straight, I=First

**START:** SEASTREAK FERRY TERMINAL, HIGHLANDS, NJ

- S Willow St. (no sign)
- L Shore Dr.
- R Water Witch Ave. (Steep Climb)
- BR Linden Ave. (another climb)
- BR Red Bank Scenic Rd. (yet another climb)
- BR Ocean Blvd.
- X Mt. Mitchell Overlook, R
- S Ocean Blvd. (Steep Descent)
- R Ocean Blvd. (tricky turn, go right)
- X Hofbrauhaus restaurant
- L First Ave.

- X Mike's Bike Shop on L
- R Highland Ave.
- L Ave. D
- R Kennedy Ct. & Leonard Ave.—start Henry Hudson Trail
- 10 miles stretch to end—**BE ALERT @ INTERSECTIONS!**
- X Red Caboose car, on R
- X McMahon Park, restrooms on R, maybe orange gatorade
- X Naval Weapons Station Earle,
- X 4-5 wooden bridges ahead
- X Maple Pl. -Cornucopia Restaurant on L (732) 739-6888, <http://www.cornucopia-cruise.com>
- Trail ends @ Clark St./Lloyd Rd.
- Retrace to beginning of trail—**BE ALERT @ INTERSECTIONS!**
- L Ave. D
- R Leonard Ave.
- R First Ave.
- L Rt. 36 (NOTE: busy traffic—stay on wide shoulder, R)
- Rolling hills, but fun stretch
- R Portland Rd. near Off The Hook restaurant, before Shrewsbury Bridge
- TR Highland Ave.
- L Lighthouse Rd. (that's why this is Highlands)
- STEEP climb
- To Navesink Twin Lights

- Dir. Turn/Street/Road
- Retrace to Rt. 36, towards bridge
- R Shrewsbury Bridge (watch metal grating)
- FOLLOW SIGNS TO SANDY HOOK RAMP
- R Ramp to Sandy Hook
- S Sandy Hook entrance
- Do perimeter ride, stay on R
- X Gull's Nest restaurant, on R
- X Visitor Center, on R
- R Atlantic Ave.
- R Atlantic Ave.
- X Gunnison Beach
- X North Beach
- BL to end of Atlantic Ave.
- X Coast Guard Station
- L Hartshorne Dr. - take to end
- P Historic homes on L, Sandy Hook Bay on R
- X Sandy Hook exit - watch for traffic
- BR Ramp to bridge, Highlands
- R Shrewsbury Bridge (watch metal grating)
- TR North Ramp (no sign)
- L Bay Ave. — TURN WITH CARE!!!
- L Ocean Ave. (no sign)
- R Shore Dr.
- R Willow St. follow sign to ferry
- L Seastreak Ferry Terminal FINI
- Route researched by Alfredo Garcia, circa June 2000

## ride & roll resources

*Bad weather cancels most rides.*

### Five Boro Bicycle Club

212-932-2300 x115 / 5bbc.org

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

### Time's Up!

212-802-8222 / times-up.org

### New York Cycle Club

212-828-5711 / nycc.org

### Fast and Fabulous Cycling Club

Lesbian and gay bike club  
212-567-7160 / fastnfab.org

### Bicycle Habitat-Hal Ruzal

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Meet @ 7pm sharp @ Habitat, 244 Lafayette St 212-431-3315

### The Weekday Cyclists

e-mail: [TWCinNYC@aol.com](mailto:TWCinNYC@aol.com)

### L&M Tourers

718-601-5332

### North Jersey Mountain Bike Club

201-291-2332

### Paumonok Bicycle Club

516-942-2084 / [bicyclelongisland.org](http://bicyclelongisland.org)

### Bicycle Touring Club of Northern N.J.

201-225-1525

## walking

### NYC Parks Dept.-Urban Rangers

[www.ci.nyc.ny.us/html/dpr/html/tourschedule.html](http://www.ci.nyc.ny.us/html/dpr/html/tourschedule.html)

### Shorewalkers

[www.shorewalkers.org](http://www.shorewalkers.org)  
Box 20748, Cathedral Stn, NYC 10025

### Outdoors Club

[www.wso.net/outdoorsclub](http://www.wso.net/outdoorsclub)  
Box 227, Lenox Hill Stn, NYC 10021

## skating

### Empire Skate Club

212-774-1774 / [empire skate.org](http://empire skate.org)

## cycle maps

Bicycle Network Development / DCP  
[www.ci.nyc.ny.us](http://www.ci.nyc.ny.us) / 212-442-4640

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**Amtrak**—800-872-7245, [www.amtrak.com](http://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](http://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 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. Check web for special summer “Bike Train” schedules.

**New Jersey Transit**—973-762-5100; 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](http://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 and 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.

**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 QxB 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. However, be prepared to box your bike and pay, esp. during holidays.

**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.

**Seastreak**—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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 Bicycle Habitat **8 1/4% ACR** 244 Lafayette  
 Bicycle Renaissance **8% ACRP** 430 Columbus  
 Bikeworks **\*10% PBX** 106 Ridge St.  
 Canal St Metro **\*10% ACRP** 417 Canal  
 City Bicycles **\*10% ACRPB** 508 9th Av  
 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  
 Enoch's Bike Shop **\*10% ACP** 756 10th Ave  
 Frank's Bike Shop **10% APR** 553 Grand St  
 Gotham Bike Shop **10% ACP** 116 W Broadway  
 Larry & Jeff's **\*10% ACP** 1690 2nd Av  
 Larry & Jeff's **\*10% ACP** 3rd Av b/w 79th & 80th  
 Manhattan Bicycles **\*10% ABCPR** 791 9th Av  
 Metro Bicycle Store **\*10% ACP** 1311 Lexington Av  
 14 St Metro Bikes **\*10% ACP** 332 E 14 St  
 Midtown Bicycle **\*10% ACP** 360 W 47 St  
 96 St Metro Bikes **\*10% ACP** 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% ACP** 546 6 Av  
 Toga Bike Shop **10% ACP** 110 West End Av  
 Tread Bike Shop **\*10% ACP** 225 Dyckman St.  
 Victor's Bike Repair **8% ABR** 4125 Broadway

### BROOKLYN

Ace Cycles **10% ABCPR** 1116 Coreteyou Rd  
 Arnold's Bicycles **10% ACP** 4220 8 Av  
 Bath Beach Cycles **10% ABCPR** 2156 Bath Av  
 Bay Ridge Bike **10% ACP** 8916 3 Av  
 Bicycle Land **10% ACR** 424 Coney Island Av  
 Bicycle Station **\*10% AR** 360 Vanderbilt Av  
 The Bike Shop **10% ACP** 240 Smith St  
 Brooklyn Bicycle Center **10% ABCPR** 715 Coney Isl. Av  
 Brooklyn Heights Bike **10% ACP** 278 Atlantic Av  
 Dixon's **\*8% ABCPR** 792 Union St  
 Larry's Cycle Shop **5% ABCPRS** 1854 Flatbush Av

On The Move **10% ACPS** 400 7 Av  
 P & H Bike **10% ABCPRS** 1819 Coney Island Av  
 Park Slope Cycles **10% ACP** 256 Flatbush Av  
 R & A Cycles **10% ACP** 105 5 Av  
 Roy's Sheephead **10% ACP** 2679 Coney Island Av  
 Sizzling Bicycles **8% ACPSRX** 3100 Ocean Pkwy  
 Spokes & Strings **10% B** 184 Havermeyer St  
 Verrazano Bicycle Shop **10% ACP** 8717 3rd Ave

### BRONX

Bronx Bicycle Discount **\*10% ACP** 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% ACPRS** 215 W 230 St  
 Westchester Bike **10% ABCPRS** 2611 Westchester

### QUEENS

Astoria Bicycle **8% ABCPR** 35-01 23 Av  
 Bellitree Bicycle **\*10% ABCPR** 169-20 Jamaica Av  
 Bicycle Barn **8% R** 107-34 Springfield Blvd  
 Bike Stop **8% ACPRS** 37-19 28 Av  
 Bill's Cycles **10% B** 63-24 Roosevelt Av  
 Bill's Ozone Park **15% AP 10% B** 108th St & Liberty  
 Buddy's **10% ACP** 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  
 Labeer Bicycles **10% ABP** 159-01 Northern Blvd.  
 Queens Discount Bike **\*10% ACP** 92-64 Queens Blvd

### LONG ISLAND

Bicycle Planet **\*10% ACP** 540 Jericho Tpke, Syosset

Bikehampton **\*10% AP** 36 Main St., Sag Harbor  
 Long Beach Bicycle & Fitness **\*10% ACP** 755 E. Park Av  
 South Shore Bicycles **\*10% ACP** 1065-67 B'way, Woodmere  
 Valley Stream Bike **10% ACP** 95 E Merrick Rd

### WESTCHESTER

High Caliper Bicycle **\*10% ACP** (White Plains) 169 Mamaroneck Av  
 Central Danny's Cycles **\*10% ACPX** (Scarsdale) 644 Central Av  
 Pelham Bicycle Center **15% APC** 109 Wolfs Ln  
 Yorktown Cycling Center **10% ACP** 1899 Commerce St

### NEW JERSEY

Academy **10% ABCPS** (Palisades Park) 54 Grand Av  
 Amber Cyclery **10% ACP** (Teaneck) 764 Palisade Av  
 Bikemasters **10% ABCPR** (Engelwood) 11 Bennett Rd  
 Bike Shop **10% ACP** (Saddlebrook) 108 Rt 46  
 Bikeworks **\*10% ACP** (Rockelle Park) 383 Rockelle 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 Ave  
 Tenafly Bike Workshop **10% ACP** 175 Country Rd

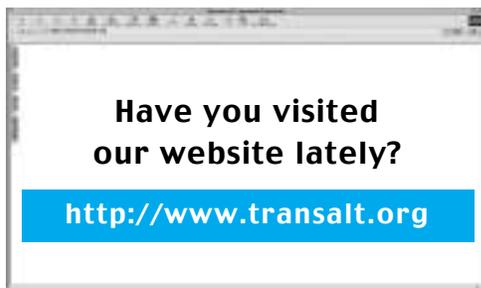
Shops interested in joining the program should contact Craig at T.A.: 212-629-8080.

- A:** Accessories
- B:** Bicycles
- C:** Clothing
- P:** Parts
- R:** Repairs
- S:** Skates
- X:** Bike Rentals

\*NO DISCOUNT ON SALE ITEMS

## T.A.'s Brooklyn Committee Needs Your Help!

Care about Brooklyn? T.A.'s Brooklyn Committee meets the 3rd Monday of each month at 6:30 at Eco Books, 192 5th Avenue in Park Slope between Union and Sackett Streets. Call Neel Scott at T.A. for more information: (212) 629-8080.



## Bronx Borough President Fernando Ferrer & Transportation Alternatives PRESENT THE 5TH ANNUAL



# Sunday, October 15, 2000

BIKERS LOVE THE BRONX.  
 THE BRONX LOVES THEM BACK.

Two Routes and Paces:  
 Leisurely 25 or Brisk 40  
 For More Information, Call 718-653-2203

No entry fees \* Lunch & power snacks are on us \* Police Safety Cell on 25 mile route \* Tour de Bronx Festival & Jazz Concert at the main rest stop

## Slower Speeds on Cypress Ave.

Dear Councilman Nelson:

LAST FRIDAY I RAN FROM MY HOME IN Midwood to Union Field cemetery in Cypress Hills to visit a neighbor's grave. I found Cypress Avenue, the road leading to the cemetery, lacking a sidewalk, and the dirt shoulder was littered with debris. Since the road serves as an exit road from the Jackie Robinson Parkway, cars were traveling at a speed that was excessive, given that pedestrians had to share the road.

Traffic calming measures at this location are necessary to avoid a tragedy; at 48 years of age, I would rather not be struck down by a speeding car—even in front of a Jewish cemetery! By traffic calming in this case I mean a speed limit of no more than 15 miles per hour, signs to that effect, and speed bumps to make that limit self-enforcing.

ZEV STERN

*Ed: Zev, thanks for your letter—this is a perfect example of how citizens can make a difference in government. Transportation Alternatives has sent a letter to Councilmember Nelson supporting your calls for slower speeds and increased pedestrian friendliness along this stretch of the road. If readers have dangerous or pedestrian unfriendly stretches of road in your neighborhood, write your council member and copy T.A.*

## Central Park Cyclists Go Counter-Clockwise

Dear T.A.,

I LIVE NEAR THE NORTH ENTRANCE OF Central Park. I'm there every day riding my bike either for transportation or for sport. I feel quite lucky to have such a lovely park that I can both relax in and use as a safe, serene alternative to traversing the city on dangerous, overcrowded streets. Occasionally I have business that takes me to the east side so I ride my bike clockwise around the park's drive. When I choose to ride clockwise, I exercise extra care in being visible to other riders by staying on the outer rim of turns. The other day a sport cyclist berated me for going in the opposite direction.

Putting aside any of my utopian

dreams that all of the city's cyclists could support each other since we have made the more heroic choice not to use cars, I would have to say that some cyclists have a bad attitude. Unless I am wrong, and I would invite anyone to correct me on this, there is no rule forbidding clockwise travel except for vehicles. This is a park and as such, it is for people to enjoy themselves, not a place where we must be hounded to follow fascistic rules of one-way riding. Not all bicyclists ride to race. Some of us are messengers, others are just trying to get where we are going safely and with as much joy as possible.

L.W.  
Harlem

*Ed: Your joy of cycling and living is an inspiration. Perhaps the loop drive could also be designed two-way for cyclists. Until then, the rules of the road call for cyclists and skaters to always travel counter-clockwise around the loop drive. (See A Guide to Sharing Central Park, NYC Parks Dept.) This rule works to prevent head-on collisions. Please try to use Central Park West and 5th Avenue rather than go against the flow.*

## Bus Blues

Dear Adirondack Trailways,

I AM GOING TO NEW PALTZ THIS FRIDAY from New York, and would like to take my bike. Your company's policy requires that I put the bike in a box or other container. This won't work for me, however, since I will need to come back to NYC and won't be able to store a box or container while I am cycling.

This is to request that you change your bike policy, to follow the Hampton Jitney and Peter Pan lines, where I can store my bike (tied with a bungee) into the luggage bay, without a box, perhaps as follows: "If the cyclist provides a damage waiver for his/her bicycle, then at the bus driver's discretion, a bicycle may be stowed directly in the luggage bays without a bicycle box, bag, or other container."

By the way, because I cannot take my bike to New Paltz with your company, I will take Metro North to Poughkeepsie and cycle to New Paltz from there. That's a \$33 round-trip fare that you would otherwise have gotten!

GREGORY F.W. TODD

## October

**Wed. 4.** International Walk Your Child To School Day. Bronx Safe Routes To School is sponsoring a "Walking School Bus" at PS 111 in the Bronx. [www.transalt.org](http://www.transalt.org)

**Sun 8. 10 am.** Tour De Bronx 40 mile Marshal Training Ride. Meet at Grand Concourse and 161st St. Call Rich Gans 718-653-2203.

**Wed. 11 6-9 pm.** Volunteer Night. T.A. office. Fall is a great time to volunteer. For more info call Craig Barnes or e-mail [events@transalt.org](mailto:events@transalt.org).

**Wed. 11 7 pm.** Tour De Bronx Marshal and Organizational Meeting. Owen Dolen Center, Westchester Square (by #6 train). Call Rich Gans 718-653-2203.

**Sun. 15 10 or 10:45 am.** Tour De Bronx. 10 am check-in at the Botanical Garden Metro-North or 10:45 am check-in at Bronx County Building. 25 and 40 mile routes. This event is free. Call Rich Gans 718-653-2203.

**Mon 16 6:30 pm.** T.A. Brooklyn Committee Monthly Meeting. Eco Books. 192 5th Ave, near Sackett. Take the N/R to Union St. For more info call Neel Scott or e-mail [ped@transalt.org](mailto:ped@transalt.org).

**Wed. 18 7 pm.** T.A. Bronx chapter meeting. Norwood Beacon School at M.S. 80 (149 East Mosholu Parkway North). Recap from the Tour De Bronx. Call Rich Gans 718-653-2203.

**Sun. 22 10 or 10:45 am.** Tour De Bronx rain date.

**Tues. 24 6-8 pm.** Auto-Free NY Meeting. "Pedestrian Planning For

Lower Manhattan". Speaker Michael O'Connor, Alliance for Downtown New York. 104 Washington St. near Rector St. Call George Haikalas: 212-475-3394.

**Wed. 25 6-9 pm.** Halloween Volunteer Night. T.A. office. Help T.A. get new members, costumes not required! For more info call Craig Barnes or e-mail [events@transalt.org](mailto:events@transalt.org).

## November

**Wed. 8 6-9 pm.** Volunteer Night. T.A. office. Lots of mail to send so stop by and have a drink and snack. For more info call Craig Barnes or e-mail [events@transalt.org](mailto:events@transalt.org).

**Thurs. 9-6 pm.** Give Respect/Get Respect. Location TBA. Join fellow cyclists to remind motorists not to drive, park, or stand in the bike lane. Also spread the word to cyclists about following the rules of the road. For info call Susan Boyle or e-mail [bike@transalt.org](mailto:bike@transalt.org). Also check the calendar on the website.

**Sun. 12 9-11 am.** Operator Hazard ID. Meet at the corner of Broadway and 34th St. We tag and record tire eating potholes, cave-ins, and sewer grates and pass them along to DOT which actually fixes them! Be there. More people means fewer potholes.

**Mon 20 6:30 pm.** T.A. Brooklyn Committee Monthly Meeting. Eco Books. 192 5th Ave, near Sackett. Take the N/R to Union St. For more info

call Neel Scott at T.A. or e-mail [ped@transalt.org](mailto:ped@transalt.org).

**Tues. 28 6-8 pm.** Auto-Free NY Meeting. Topic TBA. 104 Washington St. near Rector St. Call George Haikalas: 212-475-3394.

**Wed. 29 6-9 pm.** Almost December Volunteer Night. T.A. office. Take a break from shopping and stop by T.A. for some good cheer. For more info call Craig Barnes or e-mail [events@transalt.org](mailto:events@transalt.org).

## December

**T.A. Holiday Party. Time and location TBD.** Look for your invitation in the mail.

**Parking Meter Party.** Details TBA. Join together to take back some of the ample street space which, up to now, has been exclusively provided for polluting cars. For only pennies a participant we can rent parking spaces for non-polluting cyclists and have a party in it! Warm beverages will be provided. Call T.A. for more info.

**Wed. 13 6-9 pm.** Volunteer Night. T.A. office. Join us as we mail into 2001! For more info call Craig Barnes or e-mail [events@transalt.org](mailto:events@transalt.org).

**Mon 18 6:30 pm.** T.A. Brooklyn Committee Monthly Meeting. Eco Books. 192 5th Ave, near Sackett. Take the N/R to Union St. For more info call Neel Scott or e-mail [ped@transalt.org](mailto:ped@transalt.org).

**Tues. 19 6-8 pm.** Auto-Free NY Meeting. Topic TBA. 104 Washington St. near Rector St. Call George Haikalas: 212-475-3394.

**Wed. January 24 6-9 pm.** Volunteer Magazine Mailing Party

For updated event information and last minute changes, see T.A.'s web calendar at <http://www.transalt.org/calendar/index.html>

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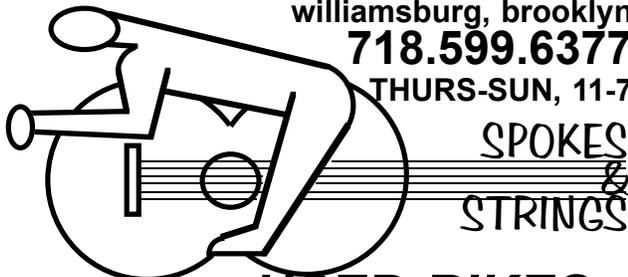
We're the folding boat specialists featuring Feathercraft and Nautiraidd, providing knowledgeable service and competitive prices. And we ship anywhere. In NY? Call for demonstration hours. Or take a class from BCU Instructors like Derek Hutchinson, Nigel Foster or Linda Legg. Check out our selection of accessories, books, videos, as well as hard shells from Betsie Bay, Dagger and SEDA. Visit our website, call for catalogue, or write us at: 601 W 26th ST, 12th Floor, NYC 10001

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THURS-SUN, 11-7  
**MORE THAN 100 USED BIKES**  
priced starting at **\$50**

## T.A. WISH LIST

T.A. made a list and checked it twice, but we can't wait until December!

We are looking for donations of the following items:

- A reliable TV and VCR w/remote for new traffic safety analysis project
- A long-term dry storage space in any borough where T.A. can store items of no intrinsic value (such as defunct financial records)

*All donations are tax deductible. For more info, call Matt: 212-629-8080*

### CLASSIFIEDS

**For Sale:** 1999 Trek 7000 mountain bike. 18" blue frame. Replaced fork with '99 Rockshox Judy 100 Hydracoil & Rockshox suspension seatpost. Bontrager Corvair wheels, Avid v-brakes. Like new, 400 miles. Best Offer. Joseph: 732-238-7092.

**For Sale:** Perfect commuter bike. Rudge 3 speed 19". 1979, stored 20 years. Saddle bag, light, frame pump. Mint condition. John: 516-432-9116.

**For Sale:** Trek 520 Touring, Green, 21", 21 spds. Computer, rack, cannondale panniers & handlebar bag. Pump. Mint w/ Kryptonite Lock. \$450. John: 516-432-9116.

# Major Pedestrian Improvements for Herald Square and Times Square

**N**YC PEDESTRIANS OWE A BIG THANK YOU TO THE DOT for its excellent new redesign of Herald Square and to City Planning for forthcoming pedestrian improvements in Times Square.

Relief is here for the hundreds of thousands of people suffering daily from the jam packed sidewalks and baffling traffic flows of the city's two busiest pedestrian crossings. Along with restoring breathing room, the redesigned squares will significantly improve pedestrian safety. During the last five years 31 pedestrians were killed, and 5,000 injured in Times Square. In Herald Square 25 pedestrians were killed and another 2000 injured. For three years the DOT and City Planning worked exhaustively with area Business Improvement Districts (34th St. BID and Times Square BID) and the community, to ensure consensus on the designs. T.A. has been a staunch supporter of both initiatives.

While the designs could include neckdowns that would help pedestrians even more, the projects have huge improvements over the previous chaos and danger.

## Herald Square

**A**T THE INTERSECTION OF 6TH AVENUE AND BROADWAY, between 31st and 35th streets is Herald Square. During peak periods this crossroads carries 20,000 pedestrians an hour. Now, the DOT has installed planters that effectively widen sidewalks by 8 to 14 feet. The agency also expanded Greeley Square north across 33rd street, added two broad new crosswalks, and moved loathed pedestrian fences. The current planters and pre-cast curbs are a temporary test, and will be replaced by more permanent and attractive engineering.

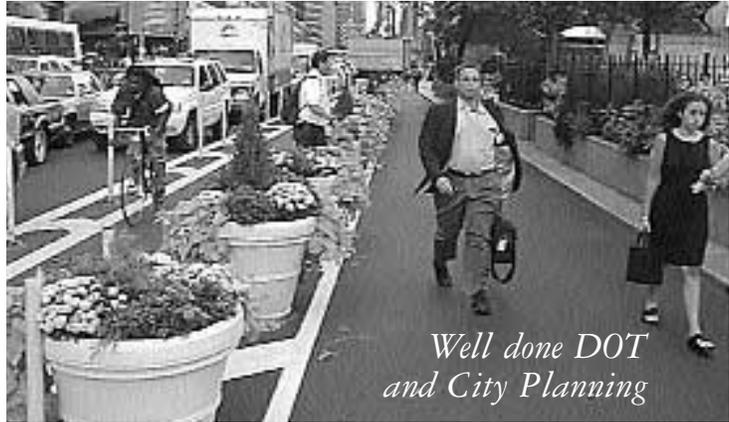
### Cycling Improvements

Between 34th and 35th Streets, cyclists get a broadened lane separated with yellow plastic bollards southbound on Broadway, and an eight foot wide lane northbound on 6th Ave.. The bike lanes along 6th and Broadway between 31st and 34th have been re-marked and widened from four, to six feet.

### Innovations

The Herald Square project includes important new innovations by DOT, which have big implications for expanding traffic calming and improving bike lanes.

Large plastic planters have been placed in the street to mark the side of the road. This new practice is very important, because it can be used all over the city for traffic calming experiments with neckdowns, new or widened medians, and mini-traffic circles. In turn, this opens the door for a



much broader use of traffic calming.

The bike lane on Broadway between 35th and 34th Streets is physically separated from the traffic lane by bright yellow poles (bollards) which prevents cars from straying into the bike lane. Variations of this new design can be tried on other lanes. Good candidates are Lafayette Street, 2nd Avenue, and Hudson Street in Manhattan, and Prospect Ave. in the Bronx.

## Times Square

**T**HREE YEARS OF PERSISTENT EFFORT BY THE DEPARTMENT OF City Planning's pedestrian planners will pay-off this December when the sidewalks and traffic islands in Times Square are greatly widened. The sidewalk widenings, combined with numerous changes in traffic and parking regulations will give millions of pedestrians more room to travel through the Crossroads of the World (the intersections of 7th Ave. and Broadway, between 41st and 47th Streets). An item of special note, is that only buses, trucks, horse cabs, and bicycles will be allowed to turn onto Broadway between 44th and 47th Streets. The Winter issue of the T.A. Magazine will have more details.

**Transportation Alternatives**  
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