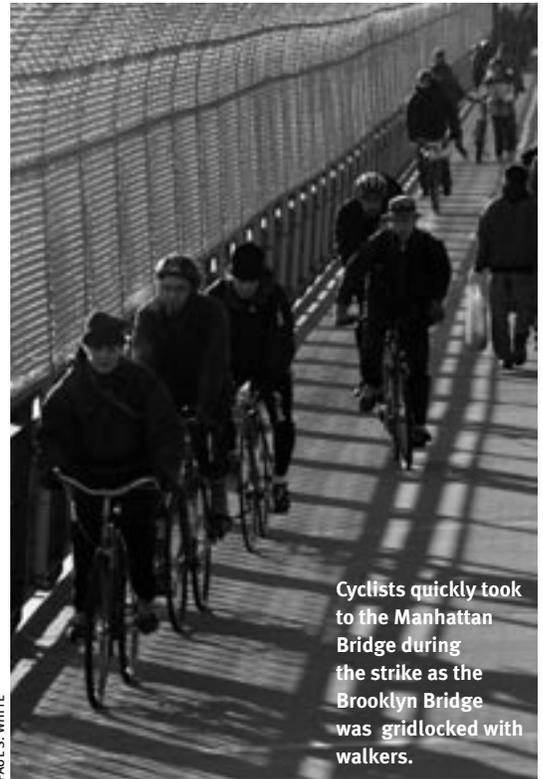




All bundled up with somewhere to go, strike bikers stream up 6th Avenue in Manhattan en route to work.

PAUL S. WHITE



Cyclists quickly took to the Manhattan Bridge during the strike as the Brooklyn Bridge was gridlocked with walkers.

PAUL S. WHITE

The Strike Bikers

EVEN THE HEARTY BIKE COMMUTERS featured on this page admit they would rather not bike during the coldest winter days. But during the 3-day transit strike in December many New Yorkers chose to take to their bikes as the fastest, cheapest and most enjoyable way to get to work, even as temperatures plummeted. According to T.A.'s bike counts there was a whopping 500% increase in New Yorkers biking to work during the strike. Get the full story on page 7 and read first-hand accounts right here.

I HAD JUST STARTED WORKING IN AN upscale office building on 57th Street. When I first started biking to work I locked my bike in the loading dock of the building on a bike rack that I am told was provided by Jerry Seinfeld. He bikes to work too! That first day I locked the bike to the rack, nodded to the guys in the messenger center and went to work. At the end of the day I came back down and the bike was gone. This was too weird, I thought, there are people in here all day so no one could have taken it without being seen. I asked the folks in the messenger center if they knew what had happened to my bike and they were very apologetic. "Oh man, we didn't know it was your bike. We thought it was some messenger who had locked his junky bike right there in Jerry Seinfeld's spot so we welded the lock off the bike and put the bike in the basement."...

MARCOS DINNERSTEIN

TRUE TO THE STORY I HAVE READ EVERY year in the T.A. magazine, biking is the quickest way to get around—even during a strike. I rode my fixed gear 1950's Rollfast that weighs twice as much as my mountain bike, and I still made it to work quicker than taking the train and even had time to stop and help tourists on the Brooklyn Bridge (of course I was just walking my beloved rolling junk heap at the time since it was too crowded to ride). Thank you for fighting to make

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biking better in New York City—it really paid off in the strike.

PAUL BANKS

I FOUND MY EXPERIENCE RIDING MY bicycle to work during the transit strike very interesting. I found that riding in the city was not too bad since there were cones on some avenues which made it easier traveling. It turned out better than the bike lanes. But riding downtown Brooklyn was much harder to navigate with so many cars in the street that I found myself riding on the yellow line. But mostly since I did my riding right before sunset and right after sundown I noticed most bikers riding with

safety lights. This made me much more aware of bicycle safety and I'm now planning on purchasing front and back lights. So there was a plus side for my biking the strike.

ANONYMOUS

THE TRANSIT STRIKE, SO INCONVENIENT and annoying for many New Yorkers, was for me a taste of what the city could be like if its citizens were encouraged to find cre-

ative alternatives to motor vehicles. I don't want to discourage public transport, and I am happy to have the subways and buses for times when I cannot, for whatever reason, ride my bicycle. But more than the lack of public transportation, the strike also placed restrictions on cars that forced people to rethink their commutes. I am sure that many people who would otherwise drive or take a cab in the city instead walked or biked either because cars were restricted or unavailable, or simply because they realized they could. I hope that many New Yorkers realized during the strike that they can walk and bike in the city all year round.

RACHEL STEIN