

TRANSPORTATION

ALTERNATIVES



Bicycling **Basics**

Five Steps To Better Biking in NYC



After eighteen years, the world finally knows Harvard graduate, hermit, mathematician, and cyclist Theodore Kaczynski as the notorious Unabomber. As reporters rush to pick at the carrion, they tell us each detail of Kaczynski's life, drawing a picture of lunacy—as if sending carefully crafted package bombs weren't enough. We now know that the Unabomber lived alone in the Montana wilderness on \$300 a year, grew his own vegetables, and hunted rabbits.

But get this: he didn't own a car! Unabomber rode a bike into town for groceries, even in the winter! And that's not all—he rode the bus! The bus—what a freak!

Clearly, deeper forces are at work. The *New York Times* front page featured photos of the Unabomber's forlorn bike and the bus he rode to deliver bombs. Now most people in

rural Montana do drive, but the Unabomber coverage shows that in our car culture, the cyclist is viewed as the Luddite, the anti-progress freak. The lesson is, here's what happens if you don't buy a car. Why, it's downright un-American not to drive a car to town, they say. Watch out, son, this is what happens when you read too many books and don't get your driver's license.

— BRENDAN MERNIN

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Transportation Alternatives

published by Transportation Alternatives, a 3,500 member New York City-area citizens' group working for better bicycling, walking, public transit, and fewer cars.

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WHAT
 A
 FREAK

May

11 Saturday 6-9 pm. T.A. Spring Benefit Auction. Asher Levy School, 1st Avenue between 11th Street and 12th Street. Ten bucks admission gets you access to the best bike and non-bike bargains in town. The best deals on city bikes.

14 Tuesday 7pm. Bronx Committee Meeting, Mosholu-Montefiore Community Center, 3450 DeKalb Ave, Bronx, NY. Call Rich Gans for more information, 718-653-2203.

20 Monday 6-8 pm. Auto-Free New York. Phil Nuzzo, Director, Nassau St. Mall Improvement Assoc. Environmental Action Coalition, 625 Broadway, 2nd Floor.

22 Wednesday Bike Rack Training Session. You can decide where new racks go. Call Jesse at T.A., 212-475-4600.

June

10 Monday 6-8 pm. Volunteer night. Come help out at the T.A. office for an hour or two, we really appreciate it! Always a great time. T.A. Office, 92 St. Marks Place.

11 Tuesday 7 pm. Bronx Committee Meeting. Call Rich Gans for time, location and more information, 718-653-2203.

21 Friday 6-9:30 pm. Mailing Party: Fun, food, and hot-off-the-press *T.A. Magazine!* Join us! T.A. Office, 92 St. Marks Place.

24 Monday 6-8 pm. Auto-Free New York. George Bliss, President, Pedicabs of New York: "Designing and Manufacturing Neighborhood Vehicles." Environmental Action Coalition, 625 Broadway, 2nd Floor.

See page 4 for a complete listing of Bike Week events.

The Golden Moment?

New York Knicks fans were tearing their hair out. It was the Knicks vs. Chicago in game 4 of the 1993 NBA Eastern Conference finals and Knicks forward Charles Smith missed four chances to lay the ball into the basket. His failure cost the Knicks the game and probably the championship. It was the golden moment, and he missed.

For New York's cyclists and pedestrians the golden moment is now—and we want to score. Since 1993 the city has had \$40 million in Federal funds available for major bicycling and walking improvements. The Departments of Transportation, Parks, and City Planning have banked the money while they planned, experimented, and wrestled with red tape. Now they must produce. It is time for a building boom of bike lanes, better bridge access, bicycle parking, traffic-calmed streets, and pedestrian-friendly intersections.

This spring there is a glimpse of what we should see: new bike lanes in Northern Manhattan and on Hudson Street and the first 40 of 2,000 on-street bicycle racks. These are the first cycling improvements in NYC since 1992. Even more modest are the city's traffic calming and pedestrian improvements, which have amounted to an interesting but small handful of painted demonstration projects.

It is up to Transportation Commissioner Elliot Sander—whose department and job still exist, at least for now—to pull his team together and organize political support for its efforts. Sander must go to City Hall and enlist the support of receptive leaders like Deputy Mayor Fran Reiter—she needs to hear

that cycling and walking projects are a bright spot in the budget-cutting gloom. The political mandate should be clear: "Spend the money; bicycling and walking projects are a priority."

Sander must also crack some heads at his own agency. Enough baloney from the Bureau of Bridges on the Queensboro Bridge entrances. Get a bike friendly design done, and work with the DOT bicycle program and T.A. to do it. Enough delays from the legal and safety departments. Enough excuses. Other



big American cities are moving ahead with simple changes that New York finds impossible. The golden moment is now.

John Kaehny
Executive Director

P.S. Charles Smith was traded earlier this year.

The DOT's Future

In our March/April issue, we called on Mayor Giuliani to save the Department of Transportation (DOT) from imminent dissolution. Since then, hundreds of T.A. members have sent postcards to the Mayor, and T.A. has been joined by numerous civic groups and elected officials supporting DOT's survival. We need a strong city transportation agency to promote cycling and walking. For all its flaws, DOT is that agency.

Write: Mayor Giuliani, City Hall,
NYC 10007.

Bike Week '96

SUNDAY MAY 5

BIKE NEW YORK The 19th annual 5 Boro Bike Tour

MONDAY MAY 6

7:30-9 am: FREE Breakfast for cyclists at the Barnes & Noble Chelsea Superstore. David Perry will be signing his new book *Bike Cult* during the breakfast: 6th Avenue at 22nd Street.

TUESDAY MAY 7

7:30- 9 am: FREE Breakfast for cyclists with Manhattan Boro Pres. Ruth Messinger, Municipal Building, foot of the Brooklyn Bridge, Manhattan side.

12 Noon: Public Officials' Bike Ride around City Hall—Power Brokers on 2 wheels!

7 pm: Group ride to the **Pavilion movie theater**—Park Slope, Brooklyn. Discount tickets for cyclists and valet bike parking! Meet at 6:30 pm on Bklyn side entrance to Bklyn Bridge.

WEDNESDAY MAY 8

6-9 am: FREE Breakfast (and new bicycle rack christening) for cyclists, sponsored by Staten Island Boro Pres. Guy Molinari, Ferry side of S.I. Boro Hall.

7:30- 8:30 am: FREE Breakfast for cyclists with Bronx Boro Pres. Fernando Ferrer; Bronx County Building, Grand Concourse and 161st Street.

8 pm: Bike Party at Wetlands Eco-Saloon: Live Music! 2 for 1 admission for cyclists; 161 Hudson Street.

THURSDAY MAY 9

8-9 am: FREE Breakfast for cyclists with Brooklyn Boro Pres. Howard Golden; Borough Hall, Court Street, Brooklyn.

7:45- 9 am: FREE Breakfast for cyclists with Queens Boro Pres. Claire Schulman: call T.A. for location.

6:30 pm: FREE bike repair class at the **Patagonia Store**, 101 Wooster St. @ Prince St. Limited space; call to register: 212-475-4600.

FRIDAY MAY 10

6 pm: Metropolitan Museum bike ride! Start: 5:45 at Madison Park (N end of pk, 5th Ave & 26th St). Valet bike parking!

SATURDAY MAY 11

9 am Ride your bike to the Bronx Zoo! Valet bike parking. Ride starts: Manhattan: 9 am at Plaza Hotel. Bklyn: 8 am at Eastern District School, 850 Grand St @ Bushwick Ave. Bronx: Call 212-475-4600 for info. Bring \$10.20 for admission. 25 miles, mostly flat.

6 - 9 pm: T. A.'s first Benefit Auction. Get great deals on a little bit of everything! Asher Levy School, 1st Avenue and E. 11th Street.

SUNDAY MAY 12

Ride to Shea Stadium for the Mets vs. the Chicago Cubs! 1:40 pm start. Meet at the Plaza Hotel at 11:15 am. Note: Participants must buy their own tickets.

Cyclists on group rides are responsible for the security of their bikes. BRING A LOCK.

More Prospect Park Car-Free Hours?

“Not So Fast,” Says Community Board 6

Residents Pack Meetings But Board Nixes More Car-Free Hours

In a welcome move, the NYC Department of Transportation announced in March a plan to increase dramatically the time that Prospect Park is closed to car traffic. DOT planners, however, were ambushed at a meeting of Brooklyn community boards and withdrew the proposal. Community

Board Six District Manager Craig Hammerman—supported by Borough President Howard Golden—harshly criticized the plan, saying the DOT had failed to consult the community adequately.

For years, Park Slope residents and other Brooklynites have pleaded with the city to increase the car-free hours in Prospect Park. Despite such overwhelming support, Hammerman said the car-free extension was “being rammed down the community’s throat.”

A frustrated group of Park Slope and Carroll Gardens residents expressed their frustration at two CB 6 meetings in April, hoisting signs and delivering impassioned pleas for board endorsement of more car-free hours. Over two nights, 50 T.A.

members and other residents took the time to come to the meetings and state their case. No one spoke against the proposal. So many citizens demanded car-free hours that the board took the unusual step of closing the floor to speakers from the community.

Now CB 6, intent on controlling the process, is stalling its endorsement of a car-free hours extension.

The DOT’s extensive traffic analysis shows a minimal to non-existent impact on the streets around the park. Relatively few cars even use the park; it could be closed to cars permanently with barely a ripple on surrounding streets.

T.A. thanks all the park lovers who took the time to stand up for a car-free Prospect Park. The board should honor the overwhelming wishes of the community and expand the car-free hours as planned.

Fax or write Borough President Howard Golden today!
Mail: 209 Joralemon Street, Brooklyn, NY 11201
Fax: 718-802-3959



Car-Free Prospect Park Hours

Current weekday car-free hours, April-October: 10 am-3 pm and 7 pm-10 pm

Proposed car-free hours: 9 am-5 pm and 7 pm-7 am

Weekends: closed 24 hours year-round

CYCLING NEWS

Uptown Welcomes Bike Lane

Residents in Northern Manhattan are pleasantly surprised by the newly striped bike lane on St. Nicholas Avenue and Adam Clayton Powell Boulevard. "It's about time that this neighborhood gets some of the amenities that exist downtown," says 124th Street resident Thomas King.

The generously wide new lane extends northward from Central Park to 168th Street and was first proposed by T.A. in the *Bicycle Blueprint* in 1993. T.A. has been pushing for the St. Nicholas route ever since. Despite gloomy predictions from some community boards and Harlem environmental groups, who claimed that the bike lane would only serve cyclists passing through the neighborhood rather than local residents, the three-mile, two-way route has already won the hearts of many.

"We cyclists deserve our share of the road, and the bike lane helps reinforce that idea," says Dennis Smith, who often rides to Harlem from The Bronx with his 10-year-old son, Rennis. The bike lane adds a sense of security to his trip. "I feel safer, and much better about riding with my son, when we have our own lane. I'm glad bike lanes have finally made it to Harlem."



Delphine Taylor

Harlem resident Thomas King rolls along the new St. Nick's bike lane.

Which Way to the Brooklyn Bridge?

A year-old T.A. campaign for directional signs to four Manhattan bridges is paying off. By Earth Week, April 22, the DOT should have installed signs pointing to the Brooklyn Bridge from various approaches.

By year's end, the Williamsburg, Queensboro and George Washington Bridges should all have similar signs.

Write To:

DOT Commissioner Elliot Sander

Thank him for the bike lanes and racks, and urge him to complete the Hudson Street and 8th Avenue projects.

NYC DOT
40 Worth Street
New York NY 10013

Hudson Street Progresses—8th Ave. Falters

As Northern Manhattan enjoys its new bike lane, the Hudson Street lane (Canal to 14th Street) is stumbling towards completion. The lane has been plagued by delays. According to the DOT, an aluminum shortage is keeping bike lane signs from being fabricated. No, we don't make this stuff up. Worse than the delays, the northern extension along 8th Avenue to 59th Street has been postponed indefinitely. DOT has doomed the 8th Ave. lane because of anticipated conflicts between cyclists and motor vehicles turning left at major intersections.

South Street Lane Eliminated

Without any public notice, the DOT has obliterated the two-mile-long South Street bike lane near the Seaport in lower Manhattan and turned it into a sidewalk. When T.A. inquired about the lane removal, DOT said that South Street, used by numerous cyclists and joggers every day, was never an "official" bike lane and not part of the city's network of bike lanes.

DOT's failure to notify the cycling community before eliminating a well-established bike lane is appalling. DOT subjects every new bike lane to exhaustive traffic analysis and community review. Apparently the opposite is not true. Why didn't the DOT examine how removing the lane affects cyclists? This matter reflects poorly on the Department of Transportation.

T.A. Wins Federal Bike Bucks for NYC

Money = More Bike Racks

Transportation Alternatives' lobbying paid off recently as an avalanche of local bicycling and pedestrian projects were approved for Federal "Enhancements" funding. T.A. sat on a committee of state and city agencies that allocated \$14 million to 23 of 60 proposed projects.

Last-minute T.A. maneuvering rescued \$600,000 for bike racks and will mean another 1,500 racks on city streets. The bike rack cash complements NYC's ongoing bike parking installation throughout the five boroughs.

The selected projects will be funded with a mix of 80% federal and 20% local money, and based on previous years' experience, the project money will take two years to reach city agencies.

Some of the other "Enhancements" projects:

- \$1.25 million to improve the Shore Parkway bike path near Jamaica Bay in Queens
- \$885,000 to plant trees on Williamsburg and Greenpoint streets near the Brooklyn-Queens Expressway
- \$2 million for four Staten Island bike trails
- \$1.5 million to refurbish Staten Island's Ferry terminal
- \$6 million for redesigned streetscapes in Bronx, Manhattan and Queens
- \$3.4 million to clean up and protect Van Cortlandt Park lakes from highway runoff
- \$660,000 to extend the Alley Pond Park bike/pedestrian path.



Jesse Kalb

The shape of things to come? The first NYC "CityRack," on the Lower East Side's Clinton Street—999 more are due by year's end. Want one near you? Call the NYC DOT CityRacks office at 212-442-7705 for an application.

BIKE SHORTS

"Dollar-a-Day" Bike Parking—Indoors!

The Rudin Management Co. has installed bike racks in two more of its garages. For just a buck a day, you can lock your bike indoors at the following garages: Pine and Water Streets and 71st Street east of 3rd Avenue. The garage at Pine and Water Streets is the first in the downtown financial district to provide bicycle parking. Call T.A. for a full list of bike-friendly garages: 212-475-4600, or see the July/August issue of *Transportation Alternatives*.



Dove Perry

Rudin Management president Brad Shey inaugurates the 71st Street bike rack with T.A.'s Bicycle Program Director Jesse Kalb.

The CityRacks Never Sleep

The NYC DOT "CityRacks" program is in full swing. At press time, 40 new bike racks—more than the city has installed, ever—had sprouted on sidewalks all over the city, with 1000 racks slated for installation by year's end.

If you'd like a rack at your favorite bar, restaurant or movie theater, call the DOT CityRacks office for an application: 212-442-7705. And there's more! You can decide where the racks go! T.A. will train volunteer rack inspectors on Wednesday, May 22. Call the T.A. office for time and place: 212-475-4600.

T.A. is glad to see the bike racks, but the system is far from ideal. The DOT installs sign posts and parking meters (car-parking devices) without the miles of red tape required for bike racks (bicycle-parking devices). T.A. continues to fight for sensible sidewalk "furniture" rules—current NYC standards are the strictest in the country.

Bike-Friendly LIRR? Make It Happen!

Help make the Long Island Rail Road more bike-friendly! T.A. is lobbying the LIRR for better bike access to new trains, same-day bike passes, extra weekend bike trains, a unified Metro-North/LIRR bike pass and more bikes per train. To work for a more bike-friendly LIRR, call Jesse Kalb at Transportation Alternatives, 212-475-4600.

Reclaiming the Streets

Cops Crack Down On Traffic



Increased traffic enforcement is a pre-requisite for better cycling and walking. In 1993, T.A. research found that the NYPD failed to reign in out-law motorists despite a shocking pedestrian and bicyclist death toll (one pedestrian fatality and 10 cyclist injuries *per day*). With the creation of a new traffic division last November, and with pressure from T.A., the NYPD is now working to make cyclists and pedestrians feel safer.

The NYPD has already shifted one hundred Manhattan cops to writing tickets, and precinct commanders citywide are now being evaluated on their ability to reduce traffic violations. In two months, cops on Madison Avenue handed nearly 200 tickets for driving in the bus lane and arrested eleven scofflaw drivers.

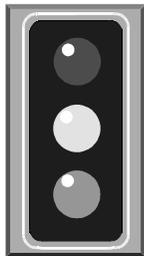
Last month, T.A. met with Chief Michael Scagnelli and urged him to put pedestrian and cyclist safety first on his priority list. When T.A. suggested sidewalk extensions at 59th Street and 7th Avenue, cops put out experimental traffic cones within three days. Police have also used cones to create a five-block NYPD bus “expediter” lane in Tribeca near the Holland Tunnel, shortening an uptown bus trip by 35 minutes.

T.A. is also calling on the NYPD to:

- Keep an up-to-date index of traffic crimes
- Evaluate precinct commanders on their effectiveness in reducing these crimes, especially speeding
- Adopt new technologies, like Photo Radar, that can issue tickets as fast as one every half second
- Ensure that congestion reduction doesn’t endanger or inconvenience pedestrians.

The Red Light District

DOT’s Red Light Camera program has been an unquestionable success. Police have issued over 350,000 tickets, and DOT claims a 15 percent drop in the number of cars ignoring red lights at the secret locations. Politicians from all parties support the program. So why has DOT installed only eighteen cameras, even though state law allows it to use fifty?



Despite technical problems, DOT promises twelve more cameras by summer. As for the other twenty, DOT doesn’t have plans, but says it is committed to full implementation. DOT should ask for authorization for hundreds of cameras.

DOT Moves on “Wrong Foot Forward”

As this issue went to press, city DOT planned to meet with state DOT to discuss increasing the money spent on pedestrian safety.

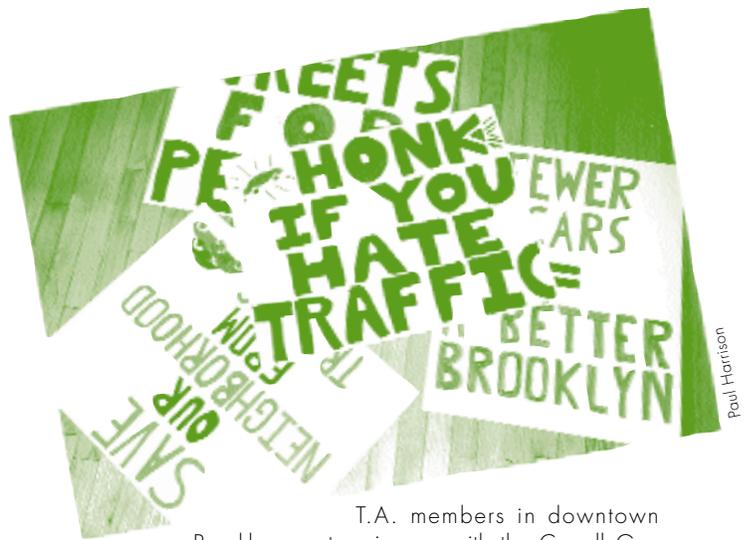
Last summer, T.A. and the Tri-State Transportation Campaign found that the city and state received tens of millions of dollars each year from the federal government to spend on safety improvements in NYC, but spent almost all of the money on highways—even though more pedestrians than motorists are killed each year. In “The Wrong Foot Forward,” T.A. and Tri-State recommended that the city and state quadruple the amount spent on pedestrian safety, providing an additional \$80 million over five years, while leaving the vast majority of funding for highway safety.

After nine long months, senior staff members at both agencies finally agree. With more money, the city could redesign its most dangerous intersections, like 42nd St. and 8th Ave., where a pedestrian is killed almost every month. Sidewalk extensions would narrow street crossings, making the trip less dangerous for senior citizens. The city could also install speed limit signs and radar cameras, and the NYPD could step up traffic enforcement. The government should spend safety money where safety is needed.



15 mph speed limit legislation introduced

At the request of the Neighborhood Streets Network, Assemblymember Deborah Glick has introduced a bill allowing localities to set speed limits as low as 15 mph. Should it pass, the bill will allow New York City to proceed with its promise to establish at least two slow-speed zones in city neighborhoods.



T.A. members in downtown Brooklyn are teaming up with the Carroll Gardens Association and the Brooklyn Heights Association on April 25th to protest overwhelming traffic in their neighborhoods. Members recently got together to paint signs for the rally.

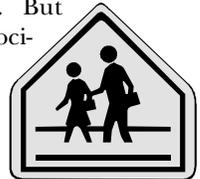
Paul Harrison



Paul Hoffman, Planning Commissioners Journal, May/June '93

West Side Highway, diverted traffic could turn the street into a traffic nightmare. After meeting with NSN coordinator Paul Harrison, residents convinced the DOT Borough Commissioner to visit their street, and secured a promise from the state DOT to help pay for improvements.

In Brooklyn's **Clinton Hill**, children from all over the neighborhood play on St. James Place because they feel safe under the watchful eyes of parents. But eyes can't save kids from cars, so block association leader Joy Rousso asked the DOT for a road sign warning drivers of children. DOT refused, saying that children don't belong in the street. Now, armed with traffic calming information from the Network, they've scheduled a site visit with Brooklyn Borough Commissioner Joanne Foulke to demand a traffic-calmed street.



At P.S. 116 in **Jamaica**, the PTA met with Network staff to combat drivers who careen around corners, endangering children in crosswalks. Now elected officials know about the problems, and the Queens DOT Commissioner is on the hot seat.

On **Soho's** Broome Street, Trees Not Trucks has been successful in booting out trucks that dodge Canal Street congestion. In the past two months, police officers have handed out nearly 400 tickets to offending 18-wheelers. Not surprisingly, far fewer trucks rumble down Broome Street these days.

NSN Sparks Neighborhood Action

T.A. founded the Neighborhood Streets Network (NSN) to help local groups get the traffic calming and pedestrian safety improvements they need. With technical and organizing help, NSN members report that their efforts are paying off.

In the **West Village**, Washington Street residents and their children can't cross the street safely because drivers don't obey stop signs. With new construction on the

By demanding quieter, safer neighborhood streets, these groups are telling politicians and city officials that New Yorkers don't want to be overwhelmed by cars and trucks. City residents need to apply constant pressure if traffic calming is to be more than a token effort in New York. If your neighborhood organization wants to join NSN, call Paul Harrison at 212-475-4600.



neighborhoods

Brooklyn

BROOKLYN HEIGHTS: COPS TO TICKET SPEEDERS WHO AREN'T "SPEEDING"

The 84th precinct hears lots of complaints about speeding, but often finds that drivers aren't breaking the 30 mph speed limit. The DOT is considering a 15 mph speed limit for Brooklyn Heights' narrow brownstone streets, but the precinct plans to act now by ticketing drivers for speeds above what officers find "reasonable or prudent."

DOWNTOWN: FULTON MALL TAKES A HIT

One of New York's most successful business streets took a hit recently when the city replaced Fulton Mall's brick paving with conventional asphalt. Brooklyn Borough DOT Commissioner Joanne Foulke called it a "gut-wrenching decision." Now Downtown Brooklyn's best pedestrian space looks like any other street. Ironically,

the Regional Plan Association's recent blueprint for a revitalized downtown calls for more cobbled streets.

BOERUM HILL: COMMUNITY FIGHTS DRIVE-THRU

Businesses and residents along Atlantic Avenue are fighting a McDonald's proposal for a drive-thru restaurant that would bring more cars and pollution to the brownstone neighborhood. Because a walk-in store would fit better with existing stores and homes, T.A. has asked the city's Board of Standards and Appeals to reject McDonald's application for a zoning variance.

The Bronx

CO-OP CITY: AUTO-DEPENDENT DESIGN THREATENS TO IMplode

Years ago, Co-op City hastened the Bronx's decline when residents of old neighborhoods moved into new

auto-dependent homes. Now the city's largest housing development is in trouble because of its auto-dependent design. A new J.C. Penney, multiplex theater, and Home Depot are planned, but residents are wary of the traffic that will be created. Maybe once the whole thing seizes up, businesses and residents will see the benefits of setting up shop in transit-friendly areas like the Hub and Fordham Road.

MADISON AVENUE BRIDGE: SIDEWALK REPAVED

Described in *City Cyclist's* September 1994 Bridges Special Report as the worst Bronx-Manhattan crossing, the Madison Avenue/138th Street bridge sidewalk has finally been resurfaced. The sidewalks are now smooth as a baby's bottom. Work is underway on the roadway surface.

Two Wheels to Florida
An East Coast Bicycling Adventure

You'll love this savory book by **Richard Sanford** who pedaled from Brooklyn, New York through the big cities, small southern towns and backwoods of East Coast America. Filled with useful bicycle touring tips, humor and descriptions you won't find in any guidebook.

"Exciting and Inspirational"
—Transportation Alternatives



Order Form

Enclosed is my check or money order payable to
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Manhattan

TRIBECA: GREENER GREENWICH STREET

Community Board One and the city's Economic Development Corporation (EDC) have finally agreed on a plan to narrow Greenwich Street and create a vibrant pedestrian plaza. Real estate developers had originally provided \$9.1 million, but the city spent the money on other projects. The outraged Board agreed to a scaled-down \$2.8 million version. CB 1 plans to hold public hearings by June.



Paul Harrison

UNION SQUARE: PARK EXPANDING, PIECE BY PIECE

DOT is expanding Union Square into Union Square West in order to give the Greenmarket space to operate while

the MTA rehabs the subway station. The city has already narrowed the roadway at 17th Street and plans to close a vehicle lane in the next few weeks. As we reported in our March/April issue, the DOT has plans to turn Union Square West into a pedestrian space, but is waiting for Community Board Four to decide what it wants before conducting traffic studies. T.A. is working with local businesses to reach a compromise within the next few months.

HARLEM: COMMUNITY BOARD WANTS TO RAVAGE CITY COLLEGE CAMPUS

City College has closed St. Nicholas Terrace between 135th and 140th Streets to work on a utility tunnel, and Community Board Nine doesn't like it. The board wants to re-route traffic down car-free Convent Avenue, the heart of the campus. The board's goal: to harass the university in order to speed up construction.

Queens

HILLSIDE AVENUE BUS LANE DEAD IN WATER

The Transit Authority loses more than \$250 million a year because its buses sit in traffic behind cars and taxis. In late 1994, the agency pro-

posed a new "New York Bus Lane" that allows buses to move and trucks to unload, but discourages cars from entering. The feds even agreed to pay for a test on Hillside Avenue. The catch? The City Office of Management and Budget won't accept the money because it would make the budget look bigger.

Staten Island

SHADES OF ROBERT MOSES:

GREENBELT THREATENED AGAIN

Staten Island Borough President Guy Molinari announced recently a plan intended to improve the Island's severe congestion problems. His proposal calls for new road connections, extensions, widenings, and realignments, but offers no recommendations for mass transit services, express bus lanes, or other measures that could reduce the number of miles Island residents drive. Worst of all, the plan would pave undeveloped Greenbelt property.

Don't Forget To Watch

The Bike Show

Channel 17 Manhattan

May 8th & June 12th 10 PM

Bike Week '96

Join Transportation Alternatives for a week-long celebration of bicycling!

Free breakfasts! Parties!

Bike repair classes! Weekend rides!

But we can't do it without your help. If you want to help set up a breakfast, lead a ride, arrange a party, teach a course or do anything else, let us know.

Call Jesse at the T.A. office, 212-475-4600.

Bicycling

Five Fundamental Steps Toward

In April 1993, Transportation Alternatives' *Bicycle Blueprint* announced, "Come, let us work wonders in New York City!" Three years later, the city's response still seems to be, "Wait, while we make up excuses."

Maybe that sounds unfair given the city's spring installation of two new bike lanes and a handful of bike racks. It is not. The city's bicycle program is so disjointed and ineffectual that just as the new lanes are being installed, another lane on South Street has been removed without warning.

Ironically, in the midst of yet another city budget crisis, a shortage of money is not hampering cycling improvements. The city has over \$25 million in Federal cycling aid—more than enough to make noticeable gains for cyclists. But the money either sits unspent or is squandered because the city lacks a strong pro-cycling leader.

Noticeably absent is Transportation Commissioner Elliot Sander, whose department has the bulk of the responsibility and resources to help everyday cyclists. While Sander deserves credit for pushing individual projects like the St. Nicholas bike lane, he has not addressed the red-tape and the resistance to cycling concerns inside his department. Nor has he made the case to City Hall that cyclists and walkers deserve some of the space that cars now monopolize. These impediments combine to make the simplest cycling project a monumental task.

Despite millions of dollars spent on bicycle planning and the publication of T.A.'s cogent and specific *Bicycle Blueprint*, the bicycling bureaucracy seems unaware of or uninterested in

solving basic cycling problems. Instead, they have invested disproportionate effort in planning a "bike network" that has no time frame for implementation and seems of limited practical value.

To get its bike efforts on track, the city needs a simple and logical action plan, including suggested time frames, budgets, and other nuts and bolts. It is past time for the city to hire a respected outside consultant, as Philadelphia and New Jersey have done, to help formulate this plan and identify basic cycling needs and practical solutions.

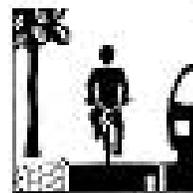
There are hundreds of ways to improve cycling conditions in New York City. Following are five steps that the city should pursue immediately. (Fewer cars would be a vast improvement, but that goal would require a fundamental political shift that is unlikely to happen in the near future.)



Safe Streets

For cycling to prosper, we must end the tyranny of dangerous motorists. That means more police traffic enforcement—especially of speeding and light running. The cops are off to a good start with their new Traffic Division. Now they need to get serious by seizing cars from dangerous drivers, deploying large numbers of red-light cameras, and starting

use of photo-radar to deter speeding. The DOT should re-time traffic lights, and the Taxi and Limousine Commission should train and track cabbies more vigorously.



Bicycle Lanes

Ideally, busy arterial streets will be traffic-calmed so that cyclists can move safely with motor vehicle traffic. But even in traffic-calmed Holland, bicycle lanes are widely used to give cyclists their own space and establish their presence as road users.

With a few simple changes and an eye toward experiment, the NYC DOT can drastically improve the city's existing on-street bike lanes. Most current lanes are narrow, poorly marked, and inadequately defined.

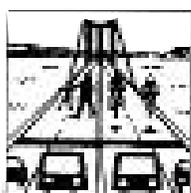
Four things the city can do now to improve the bike lane system:

- Widen to a minimum of five feet all existing lanes and paint five "BIKE LANE" or bike symbol stencils per block.
- Install experimental flexible bollards or stanchions between the lane and moving traffic at intersections to prevent intrusion by turning cars; start with Lafayette Street.
- Install one experimental lane with a different color and texture pavement. Such technology exists, and it works well in many European cities.

BASICS

ward Better Bicycling in NYC

- Step up enforcement of car parking in bike lanes to foster greater respect.

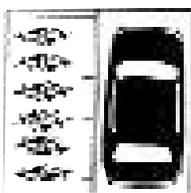


Bridges

New York is a city defined by water, making access to bridges a must for many cyclists. Years of T.A. advocacy have ensured that cyclists and pedestrians can get onto and over most of the city's bridges. The city has not, however, ensured that they are easily accessible or safe to cross.

The DOT should provide safe, prominent entrances, bright lights and regular sweeping.

In particular, the entrances to both ends of the Brooklyn, Manhattan, Williamsburg, and Queensboro Bridges must be designed to accommodate and encourage cyclists and pedestrians. **With the Queensboro and Brooklyn due for repair in the next few years, time is running out on their redesigns.**



Parking

Cyclists need safe and convenient places to park their bikes. For short visits, outdoor racks work,

but longer visits require indoor or guarded parking. Successful cycling cities employ an ample mix of both.

On-street parking: the DOT's \$1.1 million "CityRacks" program intends to install 1,500 racks throughout the five boroughs. The first 40 are in, but the ultra-restrictive guidelines for installing racks on sidewalks must be lifted if racks are to be as common here as they are in Chicago (3,500 racks), Seattle (1,400 racks), or Philadelphia (1,000 racks). Racks are a visible advertisement for cycling. All municipal parking lots should offer well-marked bike racks.

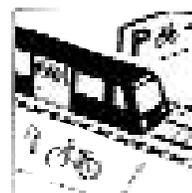
Off-street parking: For complete

"In a city beset with the gargantuan problems of New York, the simple unassuming bicycle—the most efficient form of urban transportation ever invented—can be a powerful solution."

security, nothing beats indoor parking. The 17 car garages that offer bike parking (free, or for a few dollars a day) have proven extremely popular. Garage bike parking will only boost cycling when enough locations are available. The DOT and the Department of Consumer Affairs should encourage garage owners and building managers by providing free bicycle racks and public praise.

New York's City Council should mandate that new and renovated car parking lots provide bike parking

equal to 10% of auto parking. DOT bicycle staff should ensure that all city-owned or -rented buildings provide secure parking, starting with City Hall and 52 Chambers Street.



Transit

When combined, bikes and transit offer a fast, flexible way to travel. In 1993, T.A. won 24-hour bicycle access to the NYC subway. Transit providers need to embrace cycling as a solution, instead of building more parking lots.

- The MTA, LIRR, Metro-North, and New Jersey Transit should allocate at least 5% of all parking space to bicycle parking and provide racks at all stops.
- The NYC Transit Authority should provide bicycle racks and, in some cases, lockers at major subway stops, especially park-and-ride stations and two-fare zones. The Authority should pick two outlying stations for a locker experiment and work with the DOT to get "CityRacks" near transit stops.
- The New York Metropolitan Transportation Coordinating Committee should work toward a unified regional transit pass allowing bicycles on any of the four NYC-area systems.
- LIRR should ensure at least some bicycle access aboard their newly purchased double-deck trains.

With these simple steps we renew our call to "come and work wonders in New York City."

SAVE THE DATE!!!!

NYC CENTURY BIKE TOUR

SUNDAY, SEPTEMBER 8, 1996!

THERE'S LOTS TO BE DONE

BETWEEN NOW AND THEN!

SCOUTING RIDES, ROUTE

MARKING, BROCHURE DISTRI-

BUTION, AND MUCH MUCH

MORE. CALL MARGARET AT

T.A. 212-475-4600, TO HELP OUT.

ASKTA-"SPEED OF LIGHT"

ASKTA is Transportation Alternatives' moderated mailing list on the internet. T.A. uses this list to send out advisories on the latest issues and campaigns to our members. Subscribe today for T.A. bulletins or to ask us questions about campaigns. You can also write to T.A. directly at transalt@echonyc.com

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EBIKES "ELECTRONIC COMMUNITY"

Since 1993, the EBIKES mailing list has provided a forum for cyclists in the NYC metropolitan region. Find out what's going on in NYC cycling. To subscribe to EBIKES, send email to MAJORDOMO@PANIX.COM containing the following: SUBSCRIBE EBIKES. If you would rather receive the DIGEST version, send SUBSCRIBE EBIKES-DIGEST instead.

Commuter of the Month

Alexander Dupuy

Age: 32

Occupation: Software Developer

Home: Upper West Side

T.A. Member Since: 1993

How long bike commuting: Two years

Why? Fastest way to get to train.

Getting Started: Inspired by Bike-to-Work Week '94, one Sunday afternoon I dusted off my bike after not riding it at all for three years. The next day I took my bike to work for the first time.

Current commute? From the Upper West Side, through Central Park and Harlem to the 125th Street Metro-North station. I bring my bike on the train to White Plains, and ride about six blocks to my office downtown.

Bike? Raleigh 14-speed touring model.

Helmet? I'd feel naked without one.

Theft? Not since I was a kid.

Parking? I use a large closet in our office.

All seasons? Yes.

All weather? Everything but slush and heavy rain.

How would you improve your commute? A dedicated bike space on the

Metro-North trains, and a car-free Central Park.

What do you think TA should be focusing on? Publicizing and getting NYPD to enforce the 30 mph speed limit and red lights. Traffic calming measures in residential neighborhoods are also positive.

Craziest bike story: One morning, running late, at Marcus Garvey Park a woman in her fifties was standing in the street, shouting that someone had stolen her purse. Without thinking, I sprinted to catch up with the man, adding my voice to the cry of "Stop thief!" The purse-snatcher outran all those chasing him. When he reached 125th Street, I started shouting that I was right behind him. He kept running

and I kept shouting until he reached Park Avenue, where a Metro-North police officer came out of the station.

At the same time, an undercover

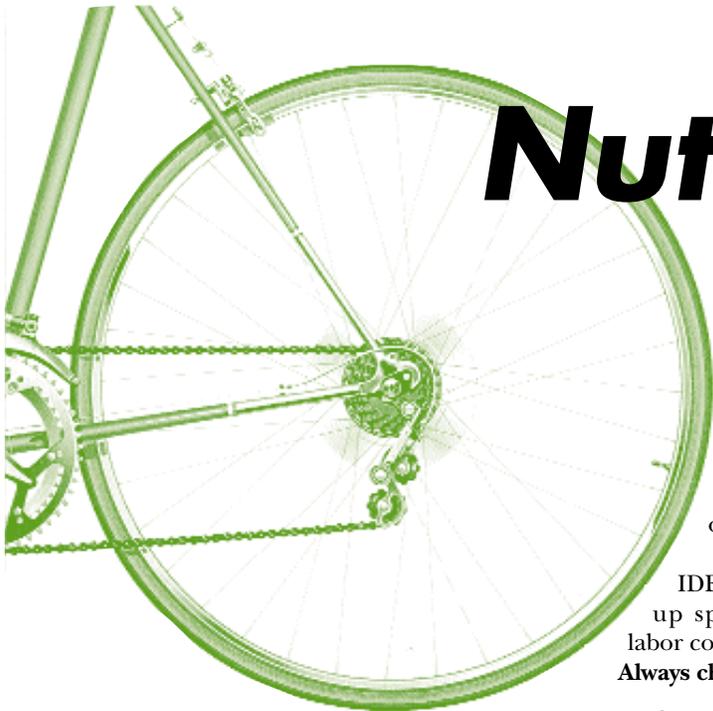
NYPD officer standing on the corner pulled a gun. As I stood catching my breath, I heard the 9:57 express pulling into the station overhead. I took my bike and dashed upstairs to the platform. If it hadn't been for the purse-snatcher, I never would have made the express that morning.

What do you keep in your bike bag? Tools, patch kit, book or magazine, lunch, Metro-North schedule, Brooklyn bike map.

A quote? Rediscovering bicycling was like taking a swim in the ocean after living in the desert for years.



Ken Zirkel



Nuts and Bolts

Buying a Used Bike

The fewer speeds, the better. Go for the 1- or 3-speed clunkers.

A fixer-upper is a BAD IDEA. The money you end up spending on parts and labor could buy you a new bike.

Always check:

- frame welds for defects, rust, dents, cracks, gaping holes
- that all necessary components are there (i.e. 2 brakes, 2 shifters, 2 derailleurs, 2 wheels)
- the wheels: spin them, looking for wobbles and missing or broken spokes
- the tires for cracks and holes or worn tread

- the pedals and crank arms, to be sure they don't jiggle.

For used bikes, try Emey's Bike Shop (212-689-5186), the Police Auction (212-406-1369), or Mike the Bike Man at the Chelsea Flea Market (6th Ave and 26th St.) early on Sunday mornings.

Don't call T.A. for a bike, but do come to the T.A. Spring Auction on May 11 at 6 pm at the Asher Levy School (E. 12th St. and 1st Avenue). There will be tons of used bicycles for sale—Great prices! Deals!—all fixed up and ready to go. T.A. and Recycle-a-Bicycle mechanics have put in lots of hours making these bikes ready to take you wherever you want to go!

—Heather Nelson

Was your last bike stolen? Is your bike too nice to ride to work? Are you looking for a tastefully beat-up, low-profile city bike that will take you where you want to go?

There are some things you should keep in mind when buying a used bike:

Never buy a bent frame.

TRANSPORTATION ALTERNATIVES' SPRING BENEFIT AUCTION

New bikes, cheap city bikes, bike clothing, parts, accessories, and plenty for the non-cyclist, including dinner, theater tickets, and much more.

Saturday May 11 6-9 pm
at Asher Levy School
1st Ave & 11th St

TRANSPORTATION **ALTERNATIVES**

HELP WANTED

T.A. Magazine seeks
volunteer photographers,
writers, and
QuarkXPress pros.

Call Margaret at T.A. for date of
next editorial meeting.
212-475-4600.



NATURAL SELECTION

ROCHESTER, NY: Drivers with car phones run a 34 percent higher risk of an accident, researchers at Rochester Institute of Technology said recently. Motorists who use car phones more than 50 minutes a month are five times more likely to have an accident than those who don't own a car phone. The risk of an accident increases twofold when a car phone is used while drinking a beverage or lighting up.

—Associated Press

DON'T BLAME ELSIE

LOS ANGELES, CA: A new study shows that urban cars produce more air pollution than suburban cows, contrary to assertions by L.A. Mayor Richard Riordan. The 312,000 cows in the Chino-Riverside-San Bernardino area release 8.5 tons of ammonia per day. By comparison, heavy trucks in the Los Angeles Basin emit 239 tons of nitrogen oxides and particulates a day. "Buffalo were here before cows and we didn't have a problem," one farmer said. "It's not the cows. It's the people. We know we are not pure, but what do you do? Put diapers on a cow?"

—Associated Press

ROADKILL REINCARNATED

BERKELEY COUNTY, WV: This rural West Virginia county has found a new use for animals killed by speeding cars and trucks: fertilizer. The state is building a \$10,000 composter to handle some of the thousands of animals killed on the Mountain State's roads each year.

—Roads and Bridges

WHO'S SUBSIDIZED?

PORTLAND, OR: Ever been told that cyclists don't have a right to the road because they don't pay their share of taxes? Here's why that's wrong. Although fuel taxes fund most highway expenses, local roads are primarily funded through local taxes that everybody pays. Drivers also impose on society costs like congestion, parking, accidents, and environmental damage. In the end, drivers pay through user fees only about a third of the cost of operating their vehicles, while cyclists and pedestrians overpay for their costs by about 5000%.

—Bicycle Transportation Alliance

THE ENEMY

WASHINGTON, DC: "The highway funding landscape is obstructed by non-highway diversions, subsidized and poorly patronized mass transit projects and littered with unaffordable luxuries promoting bicycle riding and historic preservation."

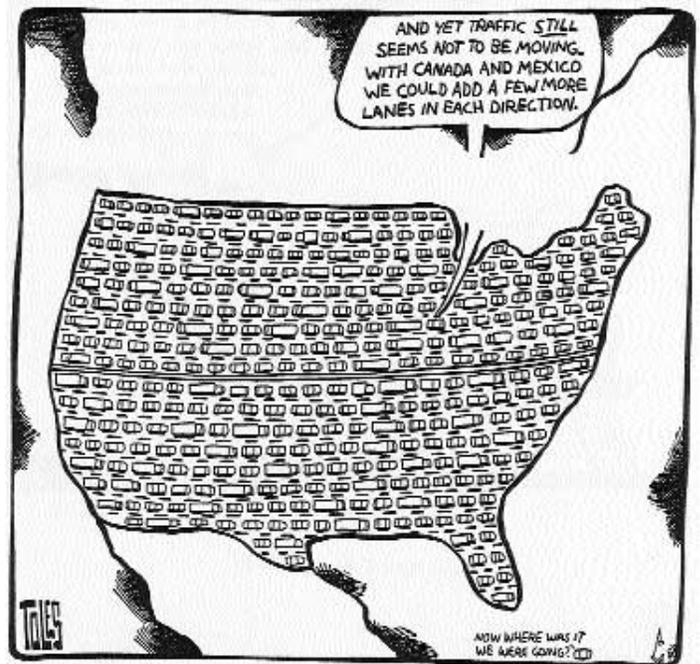
William Fay, President, American Highway Users Alliance

—Bicycle Federation of America

SAVE THE FROGS

YORKTOWN, NY: Scientist David Fermoile spends most rainy spring evenings on the roads of Westchester County helping frogs cross without being crushed by cars. He says the network of roads has divided the landscape, creating a killing zone. The number of reptile and amphibian species in Westchester has fallen by 30% since the 1960's.

—New York Times



USE A GOOD LOCK

DENVER, CO: A Denver police detective estimates that bike theft is a \$100 million industry nationwide. Using Denver figures, detective Mike Zimmer extrapolated to come up with the national number, which he considers a conservative estimate. "Many of the bicycles stolen here end up in Mexico," he says.

—Cycling Times

THE UNEVEN PLAYING FIELD

WASHINGTON, DC: The Clinton Administration continues to spend far more on highways than on transit and rail. The 1996 budget numbers:

Transit \$4.05 billion

Rail \$874 million

Highways \$20.19 billion

—Surface Transportation Policy Project

Bike Shop Directory

A: Accessories
B: Bicycles
C: Clothing
P: Parts
R: Repairs
S: Skates
***: No Sale Items**

Transportation Alternatives members receive discounts at the following metro area bike stores. Letters following store names indicate which items are discounted. Be sure to bring your T.A. membership card.

Manhattan

A Bicycle Shop 10% *ARCP* 349 W 14 St
Bike & Exercise 10% *ACPS* 242 E 79 St
Bicycle Habitat 8 1/4% *ACR* 244 Lafayette
Bicycle Renaissance 8% *ARCP* 430 Columbus
Big Apple Pro Bike 8% *ABCPRS* 846 9 Av
Canal St Metro 8% *ACPRS* 417 Canal
Conrad's Bike Shop 8% *ACRP* 25 Tudor City Pl
Eddie's Bike Shop 10% *ABCPR* 490 Amsterdam
Emey's Bike Shop 10% *ABS* 141 E 17 St
Frank's Bike Shop 10% *APR* 553 Grand St
Gotham Bike Shop 10% *ACPR* 116 W Broadway
Larry & Jeff's 8 1/4% *ACPR* 1) 1400 3 Av
2) 1609 2 Av
Metro Bicycle Store 8% *ACPRS* 1311 Lexngtn Av
14 St Metro Bikes 8% *ACPRS* 332 E 14 St
Midtown Bicycle 10% *ACPR* 360 W 47 St
96 St Metro Bikes 8% *ACPRS* 231 W 96 St
Precision Bicycle 10% *ABCPR* 143 W 20 St
Sid's Bike Shop 8% *ABCPR* 564 2 Av
Sixth Ave Bicycles 8% *ACPRS* 546 6 Av
Toga Bike Shop 10% *ACPR* 110 West End Av
Victor's Bike Repair 8% *ABR* 1 Bennet Av
Village Wheels *10% *ABCPRS* 63 E 8 St

BROOKLYN

Ace Cycles 10% *ABCPR* 1116 Coretelyou Rd
Arnold's Bicycles 10% *ACPR* 4218 8th Av
Bay Ridge Bike 10% *ACPRS* 8916 3 Av

Bicycle Land 10% *ACR* 424 Coney Island Av
Bike Shop, The 10% *ACPR* 240 Smith St
Brooklyn Bike 10% *ABCPR* 715 Coney Island Av
Brooklyn Heights Bike 8% *ACP* 278 Atlantic Av
City Line Bike Ctr 10% *ABCPRS* 1199 Liberty Av
Cycle Sport Center 10% *ACPRS* 8232 18 Av
Don Ruben Bike Shop 8% *B* 376 Mother Gaston
Dyker Bike Store 8% *ACPRS* 1412 86 St
Ferrara Cycle 8% *ABCPRS* 6304 20 Av
Larry's Cycle Shop 5% *ABCPRS* 1854 Flatbush Av
Open Road Cycles 10% *ACPR* 256 Flatbush Av
On The Move 10% *ACPS* 400 7 Av
P & H Bike 10% *ABCPRS* 1819 Coney Island Av
R&A Cycles 10% *ACPS* 105 5 Av
Roy's Sheephead 15% *ACP* 2679 Coney Island Av
Sizzling Bicycles 8% *ABCPS* 3100 Ocean Pkwy

STATEN ISLAND

Art's 10% *SACP* 500 Henderson Av
Bicycle Medic 10% *BSACP* 871 Father Capodanna

BRONX

Bronx One-Stop 10% *ABCPRS* 571 Courtland Av
Eddie's Cycle 5% *A* 10% *P* 2035 Grand Concourse
Sid's Bike Shop 10% *ACPRS* 215 W 230 St
Westchester Bike 10% *ABCPRS* 2611 Westchester

QUEENS

Astoria Bicycle 8% *ABCPR* 35-01 23 Av
Bill's Cycles 10% 63-24 Roosevelt Av

Bike Stop 8% *ACPRS* 37-19 28 Av
Buddy's 10% *ACPR* 79-30 Parsons Blvd
Cigi Bicycle Shop 10% *C* 42-20 11 St
Giusti Bicycle 8% *ABCPRS* 90-09 37 Av
Glen Oaks Cycle 10% *ABCPR* 248-01 Union Tpk
Grand Bicycle Center 10% *BR* 70-13 Grand Av
Gray's Bicycles 8% *ABCPR* 82-34 Lefferts Blvd
Herman's 10% *ABCPRS* 8019 Jamaica Av
Queens Discount Bike 10% *ACPR* 92-64 Queens Blvd

LONG ISLAND

Woodmere Cycle 10% *ACPS* 1065-67 Broadway
Valley Stream Bike 10% *ACPR* 96 E Merrick Rd

NEW JERSEY

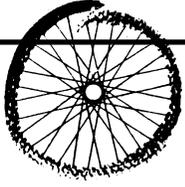
Academy 10% *ABCPS* (Palisades Park) 54 Grand Av
Amber Cyclery 10% *ACPR* (Teaneck) 764 Palisade Av
Bikemasters 10% *ABCPR* (Engelwood) 11 Bennett Rd
Bike Shop 10% *ACP* (Saddlebrook) 108 Rt 46
Bikeworks 10% *ABCPR* (Rochelle Park) 383 Rochelle Av
Clifton Speed 10% *ABCPRS* (Clifton) 1074 Main Av
Cranford Bike 10% *ABCPRS* (Cranford) 103 N Union
Cycle Infirmary 8% *AC* (Clifton) 754 Van Houton Av
Four Sons 10% *ABCPR* (Wayne) 1154 Hamburg Tpke
Highland Park Cyclery 10% *ACP* 337 Raritan Av
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
Strictly Bicycles 10% *ARCP* (Fort Lee) 521 Main St
Tenafly Bike Workshop 10% *ACPR* 175 Country Rd



Cycling Getaways made easy.

Day trips and weekends for beginner, intermediate, and advanced cyclists – support van, experienced leaders, maps, and cue sheets. 18 speed rentals available – all-terrain or road bikes.

BROOKS COUNTRY CYCLING & HIKING
140 WEST 83 STREET, NEW YORK, NY 10024
(212) 874-5151



Bikes Aboard

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

Trains

NYC Subway—Bikes permitted at all times; be considerate.

Amtrak—800-872-7245; bicycles travel only in baggage cars and not every train has a baggage car. Not all lines offer baggage service. If the train you want doesn't have baggage service, put the bike on an earlier train with baggage service and pick it up when you arrive. Bicycles must be boxed, \$5 fee each way.

Metro-North—212-532-4900; need permit, call or pick one up at Grand Central. \$5 one-time fee. No bikes during rush hours (call for times for your station) and on the following: New Years Eve and Day, Mothers Day, Saint Patrick's Day, Rosh Hashana Eve, Yom Kippur Eve, Thanksgiving Eve and Day, Christmas Eve and Day. Bikes permitted at all times on weekends. Ask about special weekend bike cars.

PATH—800-234-PATH/201-216-6247; need permit, call for application. No bikes 6am - 9:30am, and 3pm - 6:30pm weekdays and 1pm - 7pm Saturdays. No restrictions Sundays and Holidays.

SEPTA(Philadelphia)—215-580-7365; need a permit, available at any station, \$5 one time fee. No peak travel allowed, check schedule for peak times.

Long Island Rail Road—718-558-8228; need permit; get mail-in application at any station, \$5 one time fee. Same restrictions as Metro-North.

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

Buses

Short Line—800-631-8405; Hudson River Valley. No fee, take off front wheel, rides with luggage.

Adirondack/Pine Hill Trailways—800-858-8555; serves the Adirondacks. 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 connection carrier will accept it.

Red & Tan Lines—No bikes.

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

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

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

Liberty Lines—No bikes.

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

Greyhound—800-231-2222; national service. Must provide your own box, travels in the luggage bay. All connections accept the bike boxed. \$10 each way fee, regardless of connections.

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

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

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

Carey Transport—No bikes.

Ferries

New York Waterways—800-533-3779; Bikes OK always, \$1 fee, limit 2 bikes per boat on the following routes: Weehawken to W 38 Street, Hoboken to World Financial Ctr. Lincoln Harbor to W 38 Street; Jersey City to W.F.C.; Queens-Hunters Point to E 34 Street; Liberty Science Center to W.F.C. No bikes allowed between Port Imperial-Weehawken and Wall Street.

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

Staten Island Ferry—212-806-6940; no extra charge, enter on Lower Level.

Fire Island Ferries—516-665-3600; no bikes on ferries, must be sent over on infrequent cargo boat.

Bayonne Bridge Blast-Off

This 26-mile ride starts at the St. George Ferry Terminal in Staten Island, passes through some pleasant parks, follows the newly redone Bayonne Bridge Bike Path, and traverses Hudson and Bergen Counties in New Jersey. This suburban ride offers great views of NYC, has only two major hills, and can be done in reverse. The ferry is free to Staten Island, and Fifty cents to Manhattan.

LEFT on Bay Street out of the St. George Ferry Terminal

RIGHT on Victory Blvd. **BIG HILL!** Take your time climbing Victory Blvd., as there are not many big climbs on this ride. This one can be tough.

RIGHT on Forest Ave

LEFT on Silver Lake Drive

RIGHT on Victory Blvd

RIGHT into Clove Lakes Park

Just after the intersection of Victory and Clove. There are various paths, both paved and unpaved through the park. Follow them along the lakes and creek to the north side of the park, at Forest Ave.

LEFT on Forest Ave

RIGHT on Morningside Ave

RIGHT onto Bridge entrance, across from Hooker Place

CROSS Bayonne Bridge: Watch for the stairs at the NJ side of the bridge. Walk your bike to the bottom at Avenue A and 4th Street

RIGHT on 4th Street

LEFT on JFKennedy Blvd. JFKennedy Blvd. is the main road through Hudson County, but has much less traffic than any avenue in Manhattan. Head north through Bayonne and Jersey City, to Union City

RIGHT on 37th Street

LEFT onto Boulevard East

RIGHT on Hillside Road

LEFT on River Road. The last mile of River Road is the other big climb, but it's almost over. The George Washington Bridge is at the top of River Road

Right onto the GWB

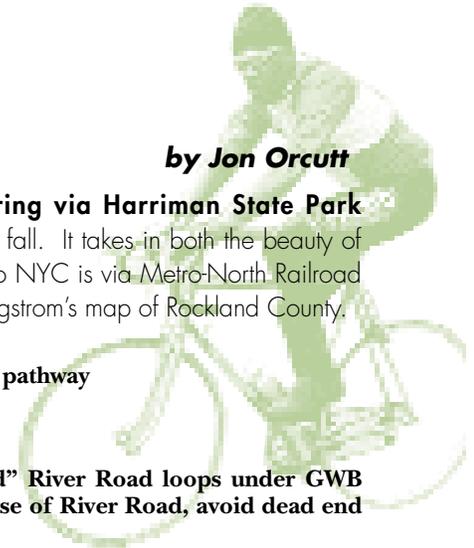
by Doug Kester

JOYRIDE

by Jon Orcutt

Hill and Dale Challenge from George Washington Bridge to Cold Spring via Harriman State Park

This is a 65-mile ride that combines elements of two rides published here last fall. It takes in both the beauty of the river valley and the challenge of Bear Mountain State Park. Return to NYC is via Metro-North Railroad (see Bikes Aboard, pg. 19). Most of the route can be traced on Hagstrom's map of Rockland County.



CROSS George Washington Bridge and continue to end of pathway

LEFT on Bergen Cty Rte. 505

past first entrance to Palisades Park down steep hill
part way down hill

LEFT onto Henry Hudson Drive, aka "River Road" River Road loops under GWB
nine miles to Alpine, NJ (note, keep to main course of River Road, avoid dead end
spurs to boat basins)

BEAR LEFT to U.S. Rte 9W after climbing hill at end of River Road (to top of Palisades)

RIGHT on 9W 3-4 miles

Staying on 9W, cross NJ/NY state line, go down big hill that swings right
through traffic light at bottom of hill, past old-style diner/gas station on right

LOOK for Tallman State Park trail entrance (marked "bike route")

RIGHT immediately after gas station/diner

FOLLOW TRAIL. It will turn from fine gravel to asphalt near the end at
"T" with Tallman main road

RIGHT on road to fork, bear right past "Authorized Vehicles Only" sign.
Down steep, bumpy hill to river level at end of road to fine gravel trail
follow trail to end

RIGHT on paved street into center of Piermont (for food)

CONTINUE STRAIGHT (becomes River Rd.), pass under
Thruway/Tappan Zee Bridge Becomes Piermont Ave. in Nyack to end

LEFT at "T" one block to Broadway, Nyack

RIGHT on Broadway to end in Upper Nyack/Nyack Beach park

Down hill to Nyack Beach trail along river's edge, continue on trail
about two miles

BEAR LEFT AT TRAIL JUNCTION. Trail becomes paved road, passes
a house, continue up hill

BEAR RIGHT at first junction. Follow road around Rockland Lake
Park until you find main entrance/exit to park

CROSS Rte 9W to Lake Road. Continue. Lake Road becomes Congers
Road. Down hill, cross causeway across Lake Deforest

CONTINUE, Congers Road becomes New City Road

RIGHT on Main Street (one block)

LEFT, New Hempstead Road: Continue several miles (segment includes
one short, steep, headwall-like climb)

RIGHT, Summit Park Road (this turn is in the middle of a downhill run:
stay alert)

LEFT, Pomona Road

RIGHT, Camp Hill Road

RIGHT, Calls Hollow Road

LEFT, Gate Hill Road

CONTINUE several miles, climbing into Harriman State Park (Rd becomes
Kanawauke Rd), pass Lake Welch

RIGHT, Seven Lakes Drive

CONTINUE 5-6 miles. At Palisades Parkway interchange, follow 7 Lakes Drive/Bear
Mtn/Perkins Drive signs)

DOWN switchback into Hudson River valley (views!)

LEFT, Access Rd to Rte 9W north (look for signs)

LEFT, Rte 9W north

RIGHT, traffic circle, to Bear Mtn Bridge

CROSS bridge

LEFT, Rte 9D north (alt: Right, Rtes 6/202 to Peekskill 5 miles w/ climb over arm of mountain)

Rte 9D to Garrison Station (4.5 miles to go at "Garrison's Crossing" signs) or Cold Spring (9 miles to go into vil-
lage at traffic signal by church) Metro-North Station at foot of village near river.

#12

LETTERS

Dear T.A.:

We were glad to see NYC's bike-messenger industry discussed in your March/April issue. However, "Uneasy Riders" sidestepped the key issue: the potential of a messenger union to radically improve working conditions for bike messengers and riding conditions for all cyclists.

Unlike your writer, we believe bicycle messengering is vital to NYC cycling. Messengers support our bike shops, strengthen cyclists' claim to street space, and put cycling in the workaday world. Moreover, the forces undermining messengering threaten all cyclists. The skyrocketing cost of messenger insurance and worker's compensation is society's way of making cyclists pay for dangerous motor traffic. Other public subsidies—free pollution, free parking and double-parking—help motorized delivery services take market-share from cycle messengers and harm us all.

A workforce that is denied sick days and paid vacations, and that cannot negotiate with employers, has less capacity to respect others on the street. A union is messengers' best means to dignity, job stability and safer riding. At union organizing meetings throughout 1994-95, many messengers called for wage alternatives to the prevailing piece-rate system—a prime cause of the

organizing rather than reporting passively on their "plight." Your March/April cover warned of new bike and pedestrian programs being "trashed." A unified community is our best offense against Giuliani's downsizing of bicycling.

Charles Komanoff, Manhattan
Bob McGlynn, Brooklyn



The writers are, respectively, a former T.A. president and a founder of Bike Messengers United (formerly Independent Courier Association).

observers agree has been a long, slow decline for New York's bike messenger industry.

No union, not even the Teamsters, can turn the tide on consolidation and rising insurance costs. These forces are beyond the control of even the most powerful labor organizations.

T.A. supports messengers by doing what it does best: fighting for safer streets and greater access for bikes.

—Brendan Mernin

Dear T.A.:

I'm responding to an item in the March/April issue concerning traffic circles. Long before Seattle began building circles, they were being used in New Jersey, Europe, and elsewhere. These intersections were for a long time unwieldy, dangerous, and confusing to cars and completely hostile to pedestrians. I fail to see how circles provide a safer environment for neighborhoods.

Beth Renaud
New York, NY

Dear Beth:

The traffic circles you remember from New Jersey are a far cry from what Seattle uses. Seattle's smaller traffic circles are installed on local streets, and are safer for those on foot because they slow down all vehicles

The skyrocketing cost of messenger insurance and worker's compensation is society's way of making cyclists pay for dangerous motor traffic.

over-90% messenger injury rate. In speculating that a union might price messenger companies out of business, your writer fell for the classic management line.

A unionized messenger force could energize and broaden T.A.'s advocacy. T.A. should be supporting messenger

Dear Charlie and Bob:

Bike couriers are a big part of New York cycling. Accordingly, my article described the many threats to their continued existence. These threats, not speculation about a union, are the key issue. While unions often help workers, it is by no means clear that a union could reverse what most

approaching an intersection, not just those facing a red light. Larger circles, on the other hand, are designed to increase the number of cars traveling through an intersection. T.A. wants the city to install smaller traffic circles like those in Seattle.

—Eds.



May/June

RIDES

Sat May 4 Montauk Training Ride #10 85mi final prep ride for the Montauk Century, Destination: Lloyd's Neck, Meet 8:30am, Cunningham Park, Queens 212-932-2300 x350 (5BBC)

Sun May 5 BIKE NY Forget about ordinary day trips. Whether you're marshaling, volunteering, or riding (fee required), the place to be is the 5 Boro Bike Tour 212-932-2300 x350 (5BBC)

Fri May 10 Celebrate Bike Week! 10mi ride through Mid-Town to the Metropolitan Museum where valet bike parking will be provided by TA, Lights, helmet, lock, and a donation for the museum required, Meet 5:45 at Madison Square Park 23rd St. & Madison Ave 212-475-4600 (5BBC/TA)

Sat May 11 Celebrate Bike Week! 25mi ride to the Bronx Zoo, bring lock, & \$ for Zoo admission & lunch. TA will provide valet bike parking, meet 9:30am, Plaza Hotel 59th & 5th Ave 212-475-4600 (5BBC/TA)

Sat May 11 Hammer to Harriman Fast paced (17-23 mph) ride to Bear Mountain, Meet 9am GWB Bus Terminal, 212-932-2300 x350 (5BBC)

Sun May 12 Celebrate Bike Week! "Take me out to the Ball Game" Ride to Shea Stadium, where the Mets take on the Chicago Cubs, Valet bike parking will be provided by TA, Bring \$6.50 for admission, and a lock, Meet 11:15am, Plaza Hotel 59th & 5th Ave, 212-932-2300 x350 (5BBC/TA)

Sun May 12 NY Spring Cycling Festival Harriman State Park, NY contact Peter Senia, 44 Clifford St. Lynbrook, NY 11563 516-593-7939

Sun May 12 Mercer County Park MTB ride in Mercer County, NJ, 8am 201-941-0039 (NJMBC)

Sat May 18 Pinelands Triple Loop 30,62,100mi routes at Basto State Forest, contact Shore Cycle Club, Walter Dickerson, PO BOX 492, Northfield, NJ 08225, 908-899-8310

Sun May 19 Montauk Century 109-125mi supported ride along the L.I. shore \$15 for ride, \$35 for bus ride back, Starting points in Manhattan, Queens, & Mineola, call for more details, meet 9:30am, Plaza Hotel 59th & 5th Ave 212-932-2300x350 (5BBC)

Sun May 19 To Hal & Back. A Day at the Beach with legendary New York cyclist, Hal. 40 mile ride to Jacob Riis Park. Meet 9:30 City Hall, Manhattan. Bring swimwear, lunch (or \$), TA 212-475-4600.

Sun May 19 Rails to Trails Mtn Bike Ride 15mi historic ride along the Putnam Line & Croton Aqueduct in conjunction with the Hudson River Museum, MTB or Hybrid required, Meet 1:30 at the Hudson River Museum, Yonkers 212-932-2300 x350 (5BBC)

Sun May 19 New Paltz MTB ride in Upstate NY, 8am 201-941-0039 (NJMBC)

Fri May 30 Central Park Moonlight Ride Meet 10pm at Columbus Circle 212-802-8222 (Times Up)

RIDE RESOURCES

Helmets are recommended on all rides. Bad weather cancels most rides. To list a ride, or your group, write: RIDES EDITOR, T.A., 92 ST. MARKS PL., NYC 10009.

TRANSPORTATION ALTERNATIVES TOUR CLUB 212-475-4600

NEW YORK CYCLING CLUB 212-886-4545

STATEN ISLAND BICYCLE ASSOCIATION 718-273-0805

TIMES UP! 212-802-8222

PAUMONOK BICYCLE CLUB 516-842-4699

COALITION OF NEW JERSEY CYCLISTS 609-665-8234

NORTH JERSEY MOUNTAIN BIKE CLUB 201-941-0039

BICYCLE TOURING CLUB OF NORTHERN N.J. 201-284-0404

Five Boro Bicycle Club
212-932-2300 x350

WE'VE INCLUDED ONLY A

SAMPLE OF THE FIVE BORO'S MANY RIDES, SO CALL FOR MORE INFORMATION.

Sat Jun 1 Port Jeff Challenge The Ultimate Training Ride, over 150mi of pure joy! Not for the faint of heart or beginning cyclists, call for more details,, 212-932-2300 x350 (5BBC)

Sun Jun 2 Cranberry Lake Bike/Hike Quiet ride 40mi ride, 40% car free, bring crumbs to feed the geese, Optional return via Metro-North (Pass Required), rolling with a few steep hills, meet 9am, Woodlawn, 212-932-2300 x350 (5BBC)

Sat Jun 8 Bear Mountain Century 100mi unsupported century, patch for those whose finish, meet 8am Fort Lee Historic Park, NJ, 212-932-2300 x350 (5BBC)

Sun Jun 9 Putt Putt to Putt Putt 45 Leisurely miles through Piermont & Tallman State Park to a mini-golf course, some hills, but we'll take them slow, meet 9am GWB Bus Terminal, 212-932-2300 x350 (5BBC)

Sun Jun 16 Bronx River Parkway Enjoy car free streets in the Bronx! Meet 10am, Botanical Gardens Metro-North Station Parking Lot, 212-475-4600 (TATC)

Sun Jun 16 Cross Island Sea Chaser 51mi, mostly flat ride to Long Beach, rain or winds over 15mph cancels, meet 8am, Cunningham Park, Queens, 212-932-2300 x350 (5BBC)

Sun Jun 16 Dad's Day at Kensico Dam 50mi ride with some hills for you & Dad, bring money for picnic lunch, meet 9am, Plaza Hotel 59th & 5th Ave 212-475-4600 (5BBC)

Sat Jun 22 200 Mile L.I. Challenge Unsupported Double Century, Lights, Helmet & LIRR permit required, riding partner suggested, Call Manuel Sanudo for info 718-217-00454 (5BBC)

Sat Jun 23 Cloisters Ride Leisurely 25mi ride up the East Side to Inwood, for lunch at the Cloisters, meet 10am at the Central Park Boathouse, 212-475-4600 (TATC)

Sun Jun 23 Connecticut Capers: Reservoir Ramble 45mi somewhat hilly, but very scenic ride from Westport to Saugatuck Reservoir, Metro-North Pass required, Meet 7:45am at Grand Central Station for 8:07 train, meet 9:30am, Plaza Hotel 59th & 5th Ave 212-475-4600 (5BBC)

Fri Jun 28 Central Park Moonlight Ride Meet 10pm at Columbus Circle 212-802-8222 (Times Up)

Sat Jun 29 Connecticut Capers: A Day at the Beach 35mi, some rolling hills along the coast, including ice cream and swimming stops, bring towel, swimsuit, beach ball, etc.; \$14 for fare, & \$\$\$ for lunch, Metro-North pass required, meet 7:45am at Grand Central Station, 212-475-4600 (5BBC)

Sun Jun 30 Batter up in Bayville 50mi, Take some swings in the batting cage, or enjoy the beach across the street, bring \$, sunscreen, and towel, Meet 9am, Cunningham Park, Queens, 212-475-4600 (5BBC)

Classifieds

Sale: 92 Trek 990, 18", lugged True Temper frame, Tange Fat Fork, XT Through-out, King headset, Onza ends, 747's, Selle saddle. Indestructible! Eric 212-865-9387.

Sale: Serotta Nova Special, 56cm, Columbus tubing, Campy Super record Gruppo (friction), except regina cassette (13-16) and Shimano 105 brake levers, Mavic open 4cd rims. Traditional beauty in excellent condition. \$550. Jennifer 718-876-7485.

Sale: 21 speed, frontfront suspension MTB, incld rack, lock and other extras. Will trade for Minolta camera equipment or computer hardware, b.o. call Duke at 212-398-5000.

Sale: Terry Symmetry, womans bike, 47cm 18.5in, blue/green, triple crank, like new, \$300 718-330-7705.

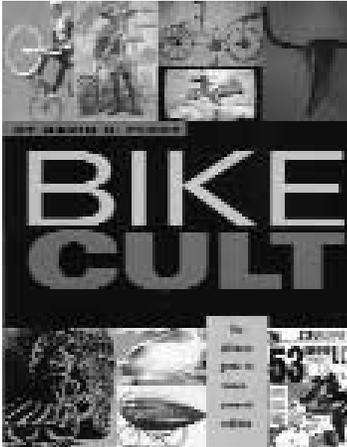
Sale: NordicTrack "Good Life" Single-speed womens bike, mint condition,

includes Solar Powered pedal-assist ("Zap") device!!! Still in box, needs assembling, originally \$200, call Debbie 212-398-5000.

Sale: 3 Brooks Leather Saddles, \$40-\$60 each; Dahon explorer folding bike, 20" wheels, 7spd, rack, fenders, & carry bag. used twice, mint condition, \$375 516-432-9116.

Classifieds are free to members. Members may mail or fax ads to T.A. by June 10 for the July/August issue. Transportation Alternatives, 92 St. Marks Place, NY NY 10009 (fax: 212-475-4551). Ads for bicycles, parts, and accessories only. Not for commercial use.

SHOPPING—THE EASY WAY



(1) Bike Cult

T.A. Members \$17/ Nonmembers \$22
A fascinating, illustrated book detailing virtually all aspects of cycling—everything you ever wanted to know and more!



(3) "One Less Car" T-shirts

T.A. Members \$13/
Nonmembers \$15

T.A.'s very own fashion statement. You will ride with pride wearing this 100% thick cotton T-shirt.

(2) Brooklyn Bike Maps

T.A. Members \$2/Nonmembers \$3
Waterproof, tear-proof map detailing the best (and worst) cycling in the city's largest borough. Includes dedicated bike lanes, places to avoid, and bike friendly streets. A must for the urban cyclist.



Don't delay, order today!

To order, just cut out the form below and mail it to T.A. with your payment, or fax it to T.A. at 212-475-4551 with your credit card number. And, of course, don't forget your friends.

Name _____

Address _____

Phone _____

Amount Enclosed \$ _____

Check Enclosed _____

Credit Card Number _____

Expires ____/____

Item	Price	+ Shipping	x Quantity	=Total
(1) Bike Cult	\$17*/\$22	\$3 per book	_____	_____
(2) Brooklyn Bike Maps	\$2*/\$3	\$.75 per map	_____	_____
(3) One Less Car T's	\$13*/\$15	\$1.25 per shirt	_____	_____

Please specify color (XL only - Green, Navy, Black, Natural, Red)

*special discount price for Transportation Alternatives members only