

# TRANSPORTATION

## Alternatives



**WHAT'S**  
**UP**

with T.A.

# Think Globally, Drive Locally

**F**orty years ago, President Dwight D. Eisenhower created the Interstate Highway System, probably the largest public works project ever. Since then, our nation's suburbs have exploded and cities have decayed. Now, President Bill Clinton has proposed doubling the size of the Interstate System, including a 16-lane mega-highway straight through the heartland from Canada to Mexico.

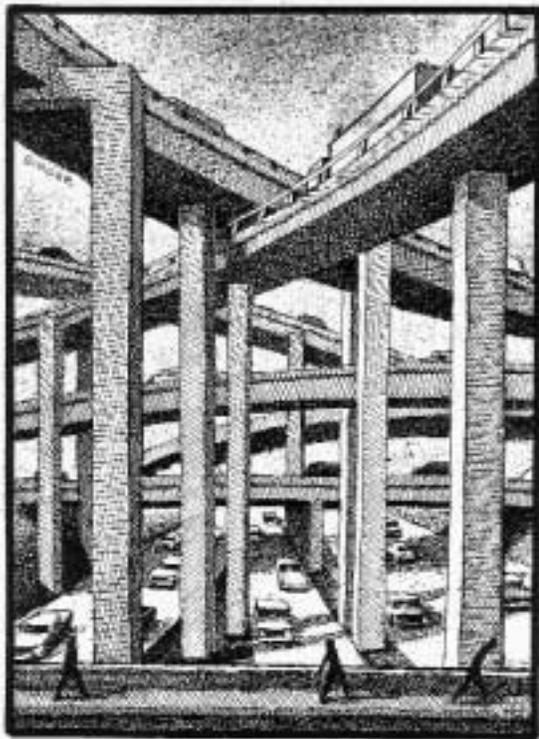
Enough is enough. Each year, more and more Americans drive more and more miles, burning more gasoline, emitting more noxious fumes, and paving over more land to feed our insatiable appetite for motorized transportation. Everybody knows that cars pollute the air and water, but few are willing to confront the extent to which the auto has changed the way we use our land.

It's time for the big seven national environmental groups to start taking some steps to convince Americans to change their driving ways. So far, groups like the National Resources Defense Council and the Environmental Defense Fund have done little to address the creeping sprawl that is eating small towns, forests, deserts, and farms. While it is laudable that these groups oppose air and water pollution, there is no excuse for ignoring what is by far the biggest threat to the environment: national and global auto dependence.

Contrast the situation here with that in Europe. In Germany, the Green Party leads the way in calling for investment in railroads and bicycle lanes, and for limits on sprawl development. In Britain, an inspiring populist anti-roads and anti-car movement, led in part by Friends of the Earth, has halted the construction of several new roads and brought to a national audience the need for sustainable transportation. Here in the United States, however, the major environmental groups focus on recycling and air pollution. Wake up, NRDC and EDF—if we keep going the way we're going, we can recycle all the cans we want, but the country will be a strip mall.

A recent *New York Times* editorial found Adam C. Markham, director of the World Wildlife Fund's climate change program, justifying his use of a gas guzzling four-wheeler: "I drive a Jeep Cherokee," Markham said, "but I live up a half-mile trail in the country." Apparently it's quite all right for Americans to preach about global warming while leading the league in destructive, wasteful habits. Perhaps the mainstream environmental groups are afraid of alienating the suburban donors who put little stickers on the windows of their Chevy Blazers, which they drive with pride to the local recycling center.

—Brendan Mernin



- 2 Provocateur
- 3 Publisher's Letter
- 4 Pressure Points
- 6 Cycling News
- 8 Reclaiming the Streets
- 10 Neighborhoods
- 12 What Is T.A.?
- 14 Volunteer Profile
- 15 Commuter of the Month
- 16 Nuts and Bolts
- 17 Auto-Free World
- 18 Bike Shop Directory
- 19 Bikes Aboard
- 20 Joyrides
- 22 Rides/Classifieds
- 23 Letters

**Transportation Alternatives**

*published by Transportation Alternatives, a 4,000 member New York City-area citizens' group working for better bicycling, walking, public transit, and fewer cars.*

**Board of Directors:** Tom Angotti, Caren Cohen, Scott Friedland, Walter Hook, Kenneth Jackson, Alison Kaplan, Brian Ketcham, Rob Kotch, Diane Lynch, Jon Orcutt, Alexander Peters, Jeff Prant, Ann Sullivan

**Publisher:** John Kaehny  
**Editors:** Brendan Mernin  
 Delphine Taylor  
**Art Director:** Chris Doyle  
**Production:** Paul Harrison

**Contributors:** Jill Hamburg, Paul Harrison, John Kaehny, Jesse Kalb, Heather Nelson, Jon Orcutt, Margaret Sikowitz, Andy Singer, Scott Stepp, Ken Zirkel

**Rides/Classifieds:** Send attention: Angus Grieve-Smith

**Messenger services:** Thunderball—a company that cares about New York.

**T.A. Phone 212-475-4600**  
**92 St. Marks Pl NY NY 10009**  
**email: transalt@echonyc.com**  
**http://www.echonyc.com/~transalt**

Cover Photo: Ken Zirkel

## SEPTEMBER

**9 Monday.** 7 pm. Brooklyn Heights Association Public Forum with DOT Commissioner Christopher Lynn. Congregation Mt. Sinai, 250 Cadman Plaza West.

**17 Tue.** 7pm. Bronx Chapter Meeting: Mosholu-Montefiore Community Center 3450 DeKalb Ave @ Gun Hill Rd., Bronx, NY. 718-653-2203 for more information.

**25 Wed.** 6:30, Free Bike Repair Class. TA Members only. See page 19.

**30 Mon.** 6-8pm. Auto-Free New York. "Roosevelt Island - Not Quite Auto-Free". Guided tour and discussion. Meet at Token Booth, Roosevelt Island Subway Station, 6pm. 212-475-3394 for more information.

## OCTOBER

**4 Fri.** LAST CHANCE!! Pryor Dodge's spectacular exhibition, "Bicycle, Beauty, History and Fantasy", closes at the Paine Webber Gallery. 1285 6 Ave @ 51 St. Open Mon.-Fri., 8am-6pm. A MUST SEE!

**15 Tues.** 7pm. Bronx Chapter Meeting: 7pm Mosholu-Montefiore Community Center. 3450 DeKalb Ave @ Gun Hill Rd., Bronx, NY. 718-653-2203 for more information.

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

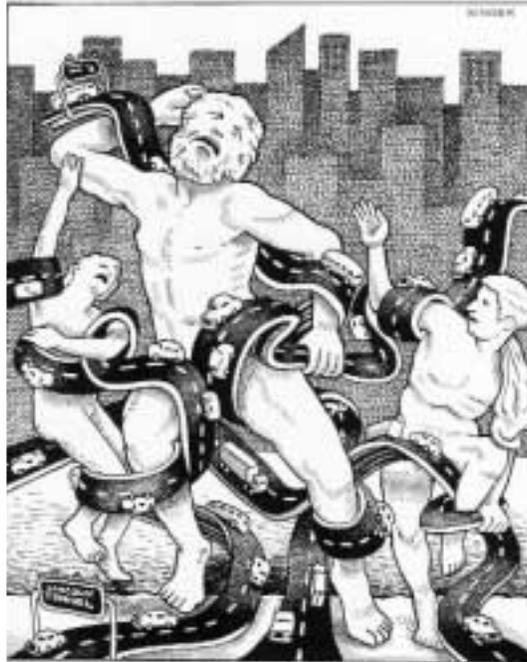
**28 Mon.** 6-8pm. Auto-Free New York. "The Auto-and the Politics of Public Health." Panel discussion. 123 E 15 St. 6pm. Co-sponsored by the Union Square Community Coalition.

**30 Wed.** 6:30, Free Bike Repair Class. TA Members only. See page 19.



**Commutable**

A Project Sponsored by the Public Art Fund by Chris Doyle opens at the Manhattan stairs to the Williamsburg Bridge on September 12th at 6:00pm



Laocoön and His Two Sons  
Crushed to Death  
Before The Walls Of  
New York City.  
—Andy Singer

# Transportation Alternatives— More Than Bicycling

**M**ost of you probably think of T.A. as New York's bicycle advocates. You are right, but you're only seeing part of the picture.

Bicyclists remain at the core of T.A.'s efforts because their personal competition with the automobile seems to most inspire them to change things. Yet winning better cycling ultimately means changing the overall transportation system. For bicycling to thrive, government policies have to start promoting the vitality of cities and towns centered around public transit and walking, and stop subsidizing highways and suburban sprawl. For decades the people who live, bicycle, walk and take public transit in cities like New York have been the victims of our increasingly automobile-oriented transportation system. Many of them have literally paid with their life and limbs: a staggering one million New York City residents have been

hit by cars in the last fifty years.

Changing the whole system seems like an impossibly tall order, but T.A.'s doing it with every campaign we undertake. For example, our campaign to preserve a bicycle lane on the Queensboro Bridge kept more cars from entering the city. Our work for pedestrian and cyclist rights asserts that streets are public space, not to be monopolized by the automobile.

The center spread of this issue of the T.A. magazine is intended to give our members and friends a better sense of our work and organization. I hope you enjoy it.

Sincerely,

John Kaehny

Executive Director

# PRESSURE POINTS



## Golden's Moment For Car-Free Action in Prospect Park

It's been six months since the Transportation and Parks Departments proposed a big extension of car-free hours in Prospect Park. Since then, in a strange turn about, the proposal has been rejected by Community Board 6, then adopted by Board 6 and now disavowed by the city agencies. If not for the resounding support of hundreds of local residents, park users, and neighborhood groups, extended car-free hours would be buried in a bureaucratic morass. Now, the issue sits clearly in the lap of Brooklyn Borough President Howard Golden. T.A. and other Brooklyn civic groups are calling on Golden to extend existing weekday car-free hours to year round immediately, pending the expansion of the hours proposed by CB 6.

Write or Fax Borough President Golden and ask him to act now and extend weekday car-free hours to year-round as the next step towards making the park completely car-free.

**Howard Golden**  
Brooklyn Borough President  
209 Joralemon Street  
Brooklyn, NY 11201  
Fax: 718-802-3959

## Silence=Assent

Your opinion matters. Speak Out—Write and Fax. Addresses and faxes are listed.

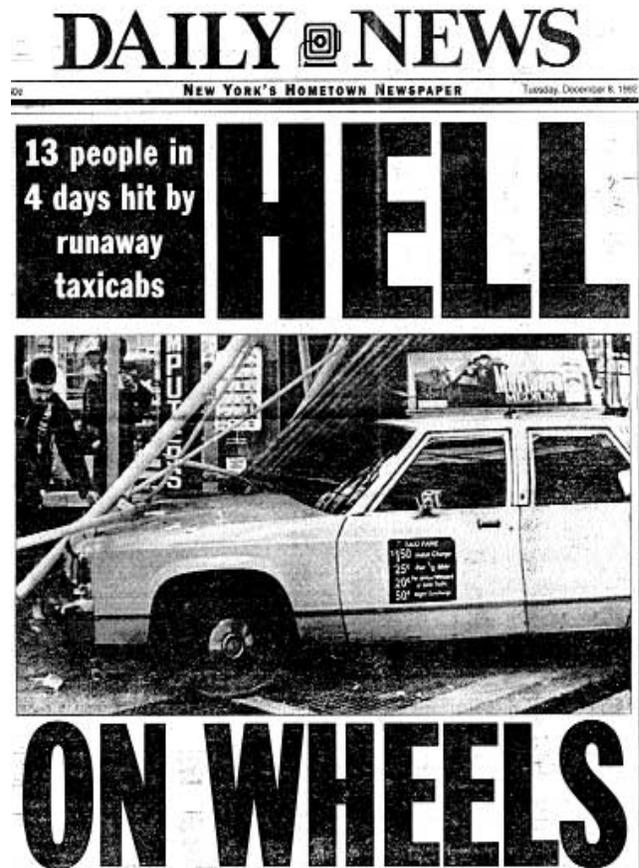
## Taxi Mayhem: 65% Of Victims Are Pedestrians

Confirming what Big Apple bicyclists and pedestrians know all too well, the NYC Department of Transportation has released information showing that taxis pose the greatest risk to pedestrians - not cab passengers or other motorists. In 1994 and 1995, cabs killed 48 people: 31, or 65%, were pedestrians. The other deaths included 8 drivers, 3 bicyclists and 2 motorists.

Sadly, the *NY Times* and political leaders remain more concerned with what happens inside a cab than outside. Last year the Taxi and Limousine Commission (TLC) passed a much heralded "Passenger Bill of Rights" and requiring cabbies to act courteously and provide air conditioning. The *Times* is again fixated on passenger safety. The press and the TLC need to wake up and start focusing on the real danger: the speeding, reckless driving and sheer disregard for pedestrian safety rampant among cab drivers. The TLC should immediately begin intensive driver safety training for cabbies and place part of the responsibility back onto cab owners who lease to dangerous drivers, by heavily fining them for accidents in which their drivers kill, injure or hit and run.

Write or fax the TLC commissioner and tell her that pedestrian lives are more important than air conditioning and to get dangerous cabbies off the road.

**Diane McGrath-McKechnie**  
Commissioner, Taxi and Limousine Commission  
221 W. 41st Street  
NY, NY 10036  
Fax: 212-840-5320



# PRESSURE POINTS

**TRANSIT...TRANSIT...TRANSIT...  
TRANSIT...TRANSIT...TRANSIT...**



## **\$2.50 Fare?**

The good news is that NYC subway and buses still run. The bad news is that the NY State Assembly, led by Lower East Side Democrat Sheldon Silver, agreed in late July to a budget that will cripple the transit system under a crushing load of future debt and saddle riders with the cost of paying that debt. To you and me, that means trips that could cost as much as \$2.50 in the next four years.

Upstate Republicans, including the Governor, have long shown they don't care about NYC transit riders. What hurts is the lack of fight shown by top NYC Democrats like Silver. Despite the urgings of T.A., the Straphangers Campaign and leading transit advocates, Silver failed to restore any of the money cut in last year's budget or to win a fairer distribution of state transit aid. While NYC Transit carries 81% of the state's riders, it only receives 63% of state aid.

**Write or Fax Assembly Speaker Silver and ask him to start working for his NYC subway and bus riders. First step—veto the current capital financing plan and create something fair.**

**Sheldon Silver**  
Speaker, NY State Assembly  
270 Broadway, Rm. 1807  
New York, NY 10007  
Fax: 212-385-6799

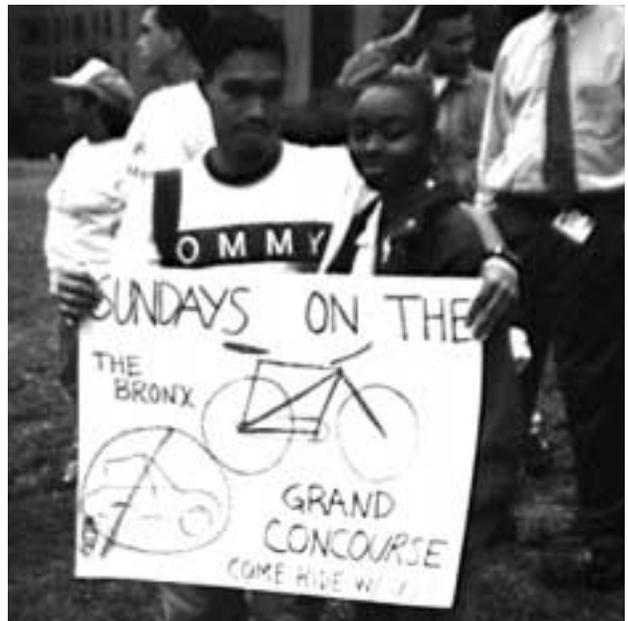
## **Bronx To Mayor: Car-Free Sundays Now!**

A feisty coalition of Bronx community groups, including the Bronx Chapter of Transportation Alternatives, is redoubling its efforts to get Mayor Giuliani to restore car-free Sundays on the Grand Concourse. One hundred fifty Bronxites gathered at a July 9 rally organized by the Citizens To Restore Car-Free Sundays on the Grand Concourse. The rally capped an intensive postcard campaign and media interest in the issue. Since 1991, four inner lanes on a two to three mile stretch of the boulevard have been car-free on summer Sundays. The program is the largest weekend car-free zone in the city after Central and Prospect Parks, and has become extremely popular with neighborhood children, pedestrians, cyclists and skaters.

Car-Free Sundays did not happen this year because Mayor Giuliani demanded that Bronx Borough President Ferrer file a permit for the events, and then turned around and rejected that permit. The Mayor's action appears to be a jab at Ferrer, his political rival. The Mayor's spokespeople have fabricated nonsense about increased accident rates, reduced emergency vehicle access and increased police overtime. The four-year track record of the event as a safe and popular triumph, belie the Mayor's claims. The Citizens to Restore Concourse Car-Free Sundays hope the Mayor will see the favorite Sunday institution as a major boost to The Bronx's quality of life, rather than the pet project of a political rival.

**Write Mayor Giuliani and encourage him to favor the Bronx's quality of life over political rivalry.**

**Mayor Giuliani**  
City Hall  
New York, NY 10007  
Fax: 212-788-2975



# CYCLING NEWS

One major reason for not cycling in the city is fear of theft.

## Operation You-Lock

*T.A. Investigates NYC Bike Theft*

Conventional wisdom holds that New York City is the bicycle theft capital of the universe. Most New Yorkers know someone who has had at least one bike stolen, and cyclists talk about bike locks like some people talk about real estate.

The problem is enormous: One-hundred and seventy bikes are stolen every day off NYC streets, costing New Yorkers more than \$20 million a year. Bikes left on the street either get swiped because they're left unattended for "just a second," or they get stripped of wheels, brakes, and components when locked up. Hot bikes are sold on the street with impunity, and people are more than willing to fork over \$50 for a \$500 mountain bike, no questions asked. A 1992 *City Cyclist* survey revealed that nearly every cyclist has had at least one bike stolen in the city. With NYC's reputation in the gutter, Kryptonite, the country's largest lock manufacturer, until recently would guarantee its locks everywhere in the world except Manhattan.

As bike thieves up the ante with bigger bolt cutters, New Yorkers have responded by investing in the toughest and heaviest locks available. (More than half of all Kryptonite NY Locks and St. Pierre Quadrachains are sold here.) Still, some cyclists



balk at the locks' high price tags, and many end up securing their bikes with inferior locks or choosing not to ride at all. In fact, the *City Cyclist* survey found that fear of theft was the number one reason for not cycling in the city.

### Fighting Fear

Because bike theft — both real and imagined — remains a giant deterrent to cycling in



New York, Transportation Alternatives is releasing a comprehensive report on the problem in September. The report offers a plan for bike shops, the police department, and cyclists to prevent bike theft and take the fear out of locking up.

*T.A. recommends:*

■ **Government focus on bike theft:** The city has \$45 million to spend on cycling improvements, but little, if any, has been earmarked for reducing bicycle theft.

■ **Better bike parking:** The city DOT should support bike parking in garages and better bike access to private buildings, and speed up installation of bicycle racks.

■ **Greater education of cyclists:** Many people simply don't know how to lock their bikes correctly. (See July/Aug. *T.A.* magazine for locking tips.) The city's bicycle program needs to devote greater resources to public outreach and education, and could start by funding Bike Week.

■ **NYPD Bicycle Recovery Unit:** Nearly as many bikes are stolen as cars in New York, but the police don't make it easy for cyclists to report the crimes, and do almost nothing to try and recover their bikes. Upper Manhattan's 20th Precinct has already conducted a successful sting operation, catching thieves — with tools in hand — within hours of the crimes. NYPD should expand such programs and, like Denver, should create a full-time Bike Recovery unit that would target people and

# Bike Theft Facts:

**Number** of bikes stolen every year in the U.S.: 5,475,000

**Number** of bikes stolen in NYC, 1995: 55,820

Nationally, **percentage** of bike thefts that are never reported : 90%

**Number** of bikes reported stolen in NYC, 1985: 10,428

In NYC, **average number** of bikes reported stolen annually, 1990-1995: 6,200

**Number** of bikes stolen every day from NYC streets: 170

**Annual cost** of bike theft to New Yorkers : \$21.7 million

**Percentage** of bike thefts committed "on impulse": 85%

**Percentage** of bikes stolen in NYC that are returned: 1.4%

**Percentage** in Denver: 8%

**Ratio** of bikes stolen to cars stolen in NYC, 1995: 1:1.14

**Average annual number** of claims against Kryptonite locks, 1984-1989: 135

**Average annual number** of claims against the New York Lock, 1994-1996: 11

**Manhattan ZIP codes** with the most Kryptonite claims, 1984-1989: 10001, 10003, 10014, 10023

Sources for T.A. bike theft index:  
1: American Center for Bicycle Registration (estimate)  
2,3,6,7,11: Transportation Alternatives survey data (estimates)  
4,5,9: NYC Police Dept.  
8: League of American Bicyclists  
10: Denver Police Dept.  
12,13,14: Kryptonite Corporation

# BIKE SHORTS

## CHELSEA PIERS: HANDS OFF THE HUDSON PATH

Last issue we described an attempt by the Chelsea Piers company and the State Dept. of Transportation to interfere with the planned extension of the Hudson River Greenway pedestrian and bike/skate paths. West side officials, especially State Senators Catherine Abate and Franz Leichter and Council member Tom Duane, have helped turn the tide, but the issue is still unsettled. Responding to pressure from real estate developers, the state DOT still intends to narrow the paths and adjoining pedestrian path, which will produce dangerous and unpleasant crowding among skaters, cyclists, pedestrians and runners. We need you to write or fax the State DOT today and tell them to keep the path to a minimum of 16 feet. Please call T.A. and ask for Jesse Kalb if you can help rally, leaflet or attend community meetings.

**Write to:**  
**Douglas Curry**  
**Route 9A Project/NYS DOT**  
**141 5th Ave, 10th Floor**  
**New York, NY 10010**  
**Fax: 212-979-6638**

## SHORE PARKWAY PATH RECONSTRUCTION

Parts of Brooklyn's Shore Parkway bike/skate/pedestrian path have been under construction all summer, but the entire Knapp Street to Flatbush Avenue segment should be finished by the fall. At press time, the section from Knapp Street to Plumb Beach was due to be finished by September 1st. Construction on the next section, from Plumb Beach to Flatbush Avenue, will keep the remaining path closed through January. Canarsie Pier has been revamped, now with a bathroom, running water, snack bar and bike racks.



Irene VanSlyke

Volunteers Sweep Up Garbage on Williamsburg Bridge Bike/Ped Path

## VOLUNTEERS ADOPT WILLIAMSBURG BRIDGE

The reconstruction of the Williamsburg Bridge has become a saga of epic proportions. Cyclists, pedestrians and skaters will have to wait another one to two years for a permanent, smooth, well-lit path. Until then, it's up to the community to tell the city how important good lighting and a well-maintained temporary path is to them. With the end of Daylight Savings Time approaching (Oct. 27), T.A. plans to press the city to check the bridge lights and sweep up glass regularly.

**Ask DOT to make sure the temporary lights on the Williamsburg Bridge are maintained and in working order.**

**Write to:**  
**Henry Perahia**  
**Assistant Commissioner, NYC DOT**  
**Bureau of Bridges**  
**2 Rector Street**  
**New York, NY 10006**  
**Fax: 212-788-2138**

## BIKE RACKS: IT COULDN'T BE SIMPLER

T.A. efforts have helped streamline the application process and ease sidewalk restrictions for city-installed bicycle racks (CityRacks). Now all that's missing is locations.

**If you know a good spot for a bike rack, all you have to do is send it in to the CityRacks office at: NYC DOT, CityRacks, 40 Worth Street, New York, NY 10013. Or call them with questions at 212-442-7705.**

# Reclaiming the Streets

## Speed Humps Arrive - Big First For NYC



Department of Transportation Commissioner Christopher Lynn has taken an historic step by ordering the installation of the first ever speed humps in NYC at nine locations. The humps, to be installed individually or in groups of up to six, are a key traffic calming tool that can be adjusted to slow cars to a specific speed. The humps are currently set to keep speeds at 25 or 30 mph, depending on the location.

Effective and easy to install, speed humps cost about \$3,000 apiece, while traffic signals cost at least \$35,000 each and do not necessarily reduce speeding. Additionally, humps have been found to reduce through-traffic by up to 50%.

The installation of the humps marks the successful conclusion of two years of legal and bureaucratic wrangling inside DOT.

As DOT gains experience with the humps, it may use them to enforce 15 mph slow speed and school zones. If the pilot program meets with community approval, speed humps may become a common sight in the city, as they already are in hundreds of U.S. and European cities and towns.

*Speed humps may become a common sight in the city*

## Speed Limit Signs Not Installed

As far as one can tell, New York City doesn't have a speed limit. The DOT is notoriously stingy about installing the \$120 signs — so stingy, in fact, that there is fewer than one speed limit sign for every 11 miles of road. Compare that to Los Angeles, which has more than one speed limit sign for every half mile of road.

Last year, the City Council passed a law requiring DOT to take the small first step of installing speed limit signs at all New York City bridge and tunnel entrances. The council gave DOT two months to install the signs.

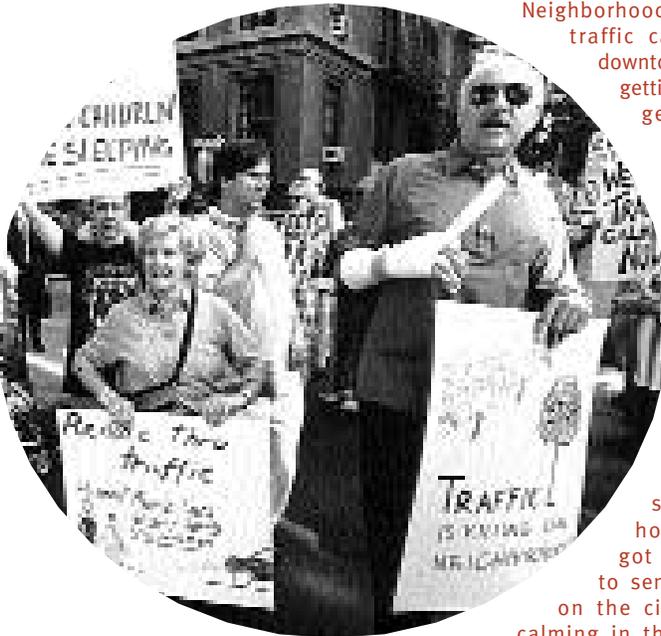
Mayor Guiliani signed the bill into law eight months ago, but the DOT has yet to install the signs. T.A. has written to the DOT, calling on them to make speed limit signs widespread on NYC streets.



*Virtual Sign: Actually, the NYC Speed Limit is 30 mph, but you wouldn't know it.*

## Residents Rise Again

Ken Zirkel



Neighborhood Streets Network traffic calming rallies in downtown Brooklyn keep getting bigger and bigger. 120 citizens showed for the July rally at Hicks and Remsen Streets. As we went to press, the August rally in Boerum Hill looked to be even bigger. The September rally will be held in Cobble Hill. Leaders from seven neighborhood associations got together recently to send a letter calling on the city to test traffic calming in their communities.

## Speeder City!

“Speeder City,” a 1993 T.A. study, showed that most police traffic enforcement is done on highways, not local streets. Although the Police Department is now taking traffic enforcement far more seriously, speeding is still rampant. The police have shown little enthusiasm for using innovative technologies like Photo Radar, a system that allows police officers to issue tickets as fast as one every half second.

Transportation Alternatives expects to soon receive data on where speeding enforcement is—and isn’t—being done in New York City. T.A. is also performing its own speed counts on fast streets all over the city. If you can suggest locations or would like to help, call Paul Harrison at 212-475-4600.



**At least two New York towns have gone ahead with 15 mph speed limits to protect their citizens—even though State law prohibits it. But NYC won't support a law that would make 15 mph NYC speed limits legal.**

## Slow Speed Chicken and Egg

Allan Fromberg, former Assistant Commissioner of the NYC Department of Transportation (DOT), said in February that the DOT would support a new state law allowing speed limits as low as 15 mph. “If they (T.A.) feel strongly on this, we’ll partner with them and the community,” Fromberg told *Manhattan Spirit*.

Passing a new law matters because it will allow engineers to design streets for slower speeds. Now, engineers claim they’re obliged to design streets for 30 mph traffic—the lowest legal speed limit. Some engineers also argue against 15 mph speed limits because the streets are designed for higher speeds!

If a new legal speed limit is passed, DOT will be able to “traffic calm” streets for slow speeds and install 15 mph speed limit signs.

Yet despite repeated requests, the DOT refuses to support the slow speed zone bill. DOT officials have implied that they’re not supporting the law because they’re afraid of getting too many neighborhood requests for slow speed zones!

As the 1996-97 legislative session begins, T.A. and the Neighborhood Streets Network are again calling on Mayor Giuliani and the DOT to support changing the law. The Neighborhood Streets Network is rounding up signatures from civic groups all over the City asking the Mayor to establish official city support for the 15 mph speed limit bill.



# neighborhoods

## Brooklyn

### Boerum Hill: McDonald's Update

As reported in May/June issue, McDonald's wanted to build a drive-thru restaurant at the corner of 3rd and Atlantic Avenues. They withdrew the proposal, but still want a parking lot. The Boerum Hill Association has vowed to fight any plan out of context with historic Atlantic Avenue storefronts.

## Manhattan:

### Upper West Side: New Planetarium May Mean New Parking Lot

The Museum of Natural History's plans to replace the aging Hayden Planetarium with a larger, state-of-the-art facility are marred by the proposal to expand museum parking from 180 to 370 spaces. Residents are concerned that increased traffic will degrade their quality of life. T.A. and the Tri-State Transportation Campaign have asked the Museum to reconsider its plans in favor of encouraging transit use and making

arrangements with existing local garages for special event parking.

### Village: Fewer Meters to Trip Over

After months of negotiations with the NYC DOT to install double-headed meters on West 8th Street, the Village Alliance BID has finally succeeded. DOT is now eliminating half of the meter poles to make 8th Street more pedestrian-friendly.

### West Village: New Island Rises

The corner of Christopher and Grove is to receive a raised island where paint and plastic bollards have failed. The lowly painted island at the foot of Christopher Park has long been ignored by cars trying to take a short-cut from Grove to West 4th St—creating danger for both pedestrians, cyclists and other motorists. The work is scheduled to be completed in September.

### Flatiron: Madison Sq. Crash Zone.

A new traffic study of Madison Square, sponsored by Manhattan Borough President Ruth Messinger, proposes reducing the high pedestrian and bicyclist crash toll there by expanding the eastern sidewalks so that speeds and crossing distance are reduced. According to traffic engineer Phillip Habib, it would cost about \$700,000 to fix the intersection. Over a three-year period, 29 pedestrians and 13 bicyclists were hit by cars at Madison Square.



### Midtown: Car-Free Lunch

For the past several summers, the

Grand Central Partnership has created



Bronx Borough President Fernando Ferrer  
Transportation Alternatives Bronx Chapter  
Bronx Council on Environmental Quality

INVITE YOU TO JOIN US FOR THE 2ND  
ANNUAL BRONX GREENWAY RIDE

# Tour de Bronx

Date: Sunday, October 6, 1996

Time: 12:00PM

Start: Bronx County Court Building

End: Joyce Kilmer Park, with live music

Length: About 25 miles

FREE T-SHIRT FOR FIRST 500 PARTICIPANTS

SHOW YOUR SUPPORT FOR IMPLEMENTING THE BRONX GREENWAY!

For More Information, Contact Rich Gans, T.A. Bronx Chapter, 718-653-203 or  
Sam Goodman, Bronx Borough President's Office, 718-590-3881



“Pershing Square Park” on southbound Park Avenue between 42nd and 41st Streets. From 11 to 3, the lightly trafficked street is turned into a plaza with tables, live music, and food vendors. Brown bag lunchers are encouraged. The Partnership has received hundreds of positive comments—“I think it’s great: the people and the atmosphere...to show outsiders what NY is about,” said one Staten Islander who works in the area. The Partnership has expanded the Park to the northbound lanes as well in a month-long experiment. Plans are in the works to make the “Park” permanent, with trees, brick paving and a new restaurant underneath the Park Avenue viaduct.

**Washington Heights: Henry Hudson Bridge Path Reconnect**

In 1990, when the Henry Hudson Bridge toll plaza was widened, a few hundred feet of Inwood Park were paved over to build two new toll lanes. The path connecting the park to the bridge sidewalk was severed and non-motorized users of the bridge had to go through the toll lanes or climb over “decorative” planters to pass. In July, the

path was reconnected with new pavement, about ten feet west of the original route.

**Soho: New Greenmarket and Less Through-Traffic**

Trees Not Trucks, a Soho citizens’ group, has secured two major victories. In July, a new Greenmarket opened at the corner of Spring and Lafayette Streets. Open every Thursday, it is the first step in the community’s reclamation of Lt. Petrossino Park. They have also secured a promise from DOT and the Port Authority to direct Holland Tunnel traffic up 6th Avenue instead of onto local West Broadway.

**Queens Broad Channel: Cross Bay Blvd Gets Bike Lane**

As part of an attempt to reduce speeds on the section of Cross Bay Blvd that runs through the Jamaica Bay Wildlife Refuge, DOT has painted bike lanes between 165th and 208th Avenues. Although the lanes are too narrow and crooked lines make it appear that the line painter was drunk, the lane provides dedicated bike space on one of two major bike

routes to the Rockaways.

**Elmhurst: 34th Avenue Bike Lane Nears Reality**

T.A. first reported two years ago that DOT was considering bike lanes on two-way 34th Avenue from Broadway to Flushing Meadows Park. According to the Department of Environmental Protection, street reconstruction is almost complete, and the bike lane should be in place by the end of September.

**Staten Island South Shore: Fr. Capodanno Bike Lane May Be Replaced By Buses**

Father Capodanno Boulevard has two problems: backed-up traffic slows express buses during rush hours, while wide lanes encourage high speeds at other times. Narrowing the road with a bike lane helps keep speeds down, but limits space for a bus lane. DOT and Island politicians are pushing a solution that would replace the bike lane with an express bus lane. The bike lane would be moved to a service road inside South Beach Park. Other alternatives include a lane that is for buses during rush hour and bikes at other

Barton **Slavin** (“cycling accident claims”); pickup from old boards

**Metro -pickup from boards**

**Quadrachain** ad;  
new copy

# What is T.A.



Ken Zirkel

## *Transportation Alternatives is growing.*

Half a dozen years ago T.A. had fewer than 800 members. Today we number 4,000 and serve as a powerful voice for bicyclists and pedestrians in the greater New York City area.

Founded in 1973 to encourage environmentally sound transportation, T.A. continues to promote bicycling, walking, and public transit, and seeks to reduce dependence on the automobile. Our efforts encompass the five boroughs of New York City and the 12 million people in its environs. At its heart, T.A. is a pro-urban environmental group.

### **T.A.'s Vision**

Picture a city filled with bicycles, where the street life is not drowned out by traffic, where neighborhoods devote open space to residents rather than to motorists, and where streets are designed for safe and comfortable walking. In this New York, cyclists would have bicycle lanes, secure indoor and outdoor parking, and safe access to bridges. Commuters could depend on safe and efficient subways, buses and light rail systems to move about the metropolis. And because motorists would pay for the air pollution and other harms inflicted on the public, fewer would choose to drive. With more tranquil streetscapes and better public transportation, our cities and towns would attract more people and reduce dependence on cars, thus preserving our nation's open space and turning back the tide of suburban sprawl.

Sound farfetched? This is the vision that cities like

Copenhagen in Denmark, Curitiba in Brazil and Groningen in Holland are already beginning to achieve.

### **Many Parts, Working Together**

Transportation Alternatives is people—members, volunteers, staff, and board of directors—working for a better city. We try to balance the energy of community action with professional quality work.

Members—everyone who has made a membership contribution in the last year—give us the clout and resources to get things done, and provide T.A. with a reservoir of volunteers.

Volunteers donate time and labor to help T.A. This year, more than 300 T.A. volunteers have helped publish this magazine, led neighborhood campaigns and attended community meetings. Others have helped in the office with mailings or other projects, or handed out (and mailed in) thousands of postcards for extended car-free hours in Prospect Park and other causes. And, as always, a healthy group is helping make T.A.'s NYC Century a success.

Staff: T.A.'s staff of five full-time and three to five part-time employees generates advocacy pressure on public officials on immediate and long-term transportation issues.

T.A.'s Board of Directors is responsible for keeping the organization on course and financially healthy. Our thirteen board members bring to T.A. a diversity of experience. They are nominated



by T.A.'s membership and staff and selected by a board nominating committee.

### **Major Programs**

At the heart of T.A.'s efforts are winning the five bicycling basics: safe streets, bicycle lanes, bridge access, secure parking, and bike links to mass transit. In addition to our bicycle advocacy, T.A. is working to foster broader transportation changes and plant the seeds for change in the next generation.

The Neighborhood Streets Network, a coalition of 32 NYC community and civic groups, is working to reduce traffic and improve pedestrian conditions in their neighborhoods. T.A. weaved the coalition together in late 1995 to unify the voices of the many communities struggling to reclaim their streets from traffic.

Recycle-A-Bicycle teaches kids bike mechanic skills and allows them to earn-a-bike through community service. Along the way the kids learn self-discipline, respect, and cooperation. To date, 500 kids have graduated from RAB programs at four schools in Manhattan and Brooklyn.

The Tri-State Transportation Campaign is a coalition of 14 NY, NJ and Connecticut civic and environmental groups (including T.A.) working for environmentally sustainable, socially equitable and economically sensible transportation in the 31-county NYC area.

T.A. also works on advocacy campaigns of city-wide importance, like our work with the Gowanus Expressway Community Coalition and Car-Free Central and Prospect Parks.

### **The Result: A Powerful Voice For A Livable City**

T.A. members should be proud of what we have accomplished together. In a city beset with gargantuan problems, T.A. offers simple, cost-effective, and lasting solutions. While the obstacles to achieving our vision are great, our efforts build on each other and benefit thousands of New Yorkers. Our work has awakened neighborhood groups, fellow environmentalists, and political leaders to the possibility of a city freed from the dominance of the automobile.

## **T.A.'s Top Ten**

T.A. HAS WON MANY VICTORIES IN OUR 23 YEARS. HERE ARE OUR 10 FAVORITES:

- Unrestricted 24 hour bike and pedestrian access to the Brooklyn, Queensboro, George Washington, and Williamsburg bridges.
- Bicycle access to NYC subways: 24 hours a day.
- Central Park bike lane and extended car-free hours.
- High quality bike lanes on Lafayette St., St. Nicholas Ave., and—soon—Hudson St.
- Introduced the concept of “traffic calming” into NYC’s public debate.
- Created the Neighborhood Streets Network.
- Raised the political profile of cycling and walking needs so that NYC now has \$65 million in Federal aid for bike and pedestrian projects.
- Safe Streets campaign that helped lead to a new police focus on traffic enforcement.
- Legal bicycle access to “River Road,” a 9-mile scenic stretch along the New Jersey Palisades.
- Bike parking: won indoor bike parking at garages throughout NYC and the installation of the first 150 of 2,000 municipal on-street bike racks.

# Volunteer Profiles

Several members have asked us how they can get more involved in the day-to-day life of Transportation Alternatives. Historically, volunteers have participated in a wide range of T.A. activities, from organizing major campaigns to monitoring the lights and safety on a particular bridge. Others help write and design the newsletter. The possibilities for involvement are infinite, limited only by your interest and amount of free time. Below we introduce two out of the hundreds of volunteers who support T.A. in a variety of ways.



## Carter Craft

**Occupation:** Marketing for book publishing company

**T.A. member since:** August, 1995

**Why joined T.A.:** Because T.A. advocates the same ways of getting around that I do.

**Hours per month:** 10

**Volunteer activity:** Campaign to expand Union Square Park, since December, 1995.

**Reason for getting involved:** Pride in where I live. I see Union Square Park as an island of green in the middle of a moat of traffic. The park, our oasis of public space, should be expanded so that it connects to the neighborhood. By attending community board meetings, organizing postcard campaigns and working with local businesses, I've learned a lot about building a coalition and ultimately expanding the park.

## Sam Lunsford

**Occupation:** Recent NYU graduate with a degree in Urban Design

**T.A. member since:** July, 1996

**Why joined T.A.?** I heard about T.A. through school, and came into the office to do some research on a project I was doing. I joined because I'm a big fan of cycling as a means of urban transportation, and I think what T.A. does is great.

**Hours per month:** 20

**Volunteer activity?** Office mailings, sending out membership cards and renewal notices.

**Reason for getting involved?** I'm pleased to know that the little bit that I do can have a huge impact on running a successful advocacy organization.



## What You Can Do

If you want to help but are not sure what to do, we'll match your talent to our needs. Give us a call at **212-475-4600**. Here are a few areas that need your help: Adopt-A-Bridge • Auto-Free Parks • Bike Parking • Direct Action • T.A. Benefit Auction • NYC Century • Mailing Party • Neighborhood Committees • Recycle-A-Bicycle • T.A. Magazine

## Chiropractic Wellness & Injury Care



Excel Chiropractic  
Dr. Errol Torran, D.C.  
Director

### Specializing in:

- Lumbar Disc Management
- Lower Back Decompression
- Neck Whiplash Management
- Scoliosis Management

### Treating Sports Injuries

- Alvin Ailey, Limon, Complexions Dance Company Dancers
- New York City Bicycle Racing Team Sponsor
- Bit Fits, Training & Injury Rehabilitation

### On Premises:

- M.D. Massage Therapy
- Podiatrist, Blood Work, X-Ray

825 Seventh Ave (53rd St)

1-800-57Excel

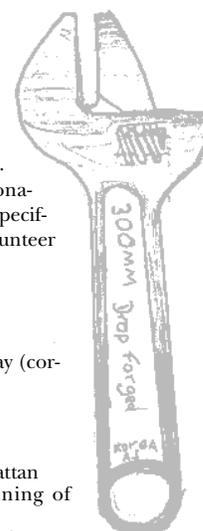
- Most Insurance & Selected Networks Accepted
- 30%-50% Discount for the Uninsured
- Worker's Comp & Auto Injury Cases Accepted

**Secure Bike Parking on Premises**  
Experienced Bike Racer & Commuter

# Recycle-A-Bicycle

## How To Help

Volunteer time working with youth (basic bike mechanic skills required,) or make a donation of bikes, parts, tools, and helmets. We use, re-use, and recycle everything. T.A. cannot pick up donations unless you've got fifteen or more bikes. Otherwise, just drop off your bikes or other donations at one of the four RAB sites. Please call for specific locations and drop-off hours. To schedule volunteer time, call the RAB bike shop closest to you.



### General R.A.B. Information

Call 212-777-8531

**I.S. 218 in Washington Heights** - 4600 Broadway (corner of 196th St.), Manhattan

Summer Schedule: Tuesday - Saturday mornings  
Heather Nelson, RAB Instructor 212-569-2880

**P.S. 109 in East Harlem** - 215 E. 99th St., Manhattan  
Summer Schedule: Closed, will open at beginning of school year.

Luis Rodrigues, RAB Instructor 212-568-1216

**Park Slope Mini School at P.S. 146** - 330 18th St., Brooklyn  
Summer Schedule: Closed, will open at beginning of school year.

Vince Canziani, RAB Instructor, Good Shepherd Services 718-788-0666

**Eastern District High School** - 850 Grand Street, Brooklyn  
Summer Schedule: Tues. - Thurs. 10-1

Bronwen Mauch, RAB Instructor 718-369-0941

# Commuter of the Month

## Hal Ruzal

BY DELPHINE TAYLOR

Paul Harrison



**Current commute:** From 204th Street to Soho, about 25 miles round-trip. I usually take Broadway to 165th Street, down to Riverside and the West Side Highway and cross-town. I ride back up 10th Avenue. Sometimes I ride through the wood paths through Riverside Park just to spice up my ride and get away from the exhaust. Although I love to commute by bike, exhaust can be exhausting.

**Bike:** Maruishi 10-speed with a Bianchi decal, a psychedelic paint job, fenders, a rack, and lights.

**Locking:** I try not to lock up on the street, but if I have to, I lock my bike with a big chain to a light post high up in the air, where it's hard to reach, then stick a U-lock through the frame and wheels. I also keep my bikes locked in my apartment.

**Bikes stolen:** Only one, when I was 18, from outside my Dad's candy store on Wall Street.

**Helmet:** I threw it in the Wallkill River about 15 years ago— it's too hot!

**Clothes:** Cycling clothes are overrated—

actually, clothes in general are overrated. I wear a rain jacket in the rain and wool (with \$6 gloves) in the cold.

**Weather:** I missed a total of four days last winter. I just kind of surf through the snow.

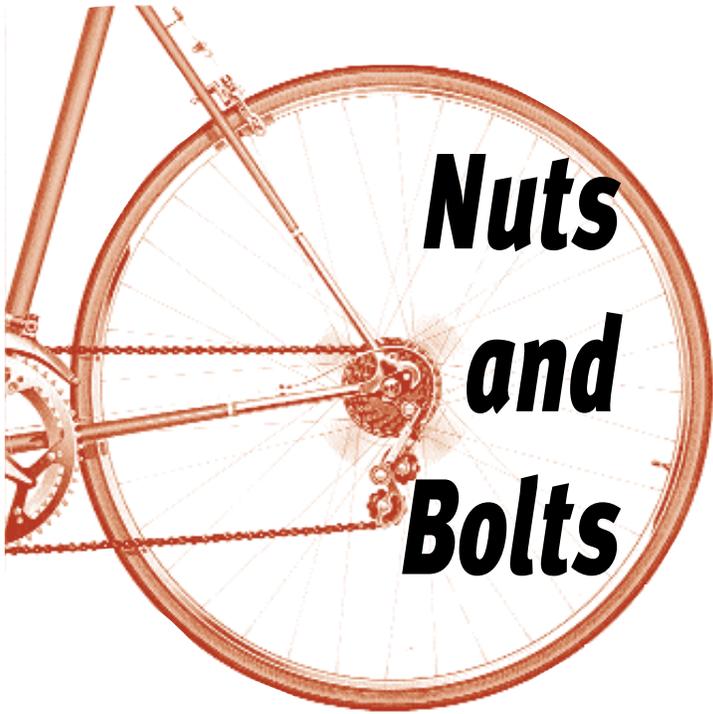
**Advice for safety:** I ride like a grandmother in traffic, and keep to the extreme east or west side of Manhattan when going up or downtown.

**Best commuting story:** A friend and I were riding uptown and a cabby kept cutting us off. When he stopped at a light, I started pounding on his hood to distract him. When he got out of the cab, my buddy reached in a grabbed his keys and threw them into the sewer. My friend and I then rode off into the sunset, and the cabby was left pulling his hair out.

**Worst:** I came out of restaurant in Chinatown and saw that someone had stolen my rear derailleur and let the air out of my tires. When I bent over to start pumping up my tires, a German Shepard took a bite out of my butt. I couldn't sit for a week.

4th Street  
Food

Open Road



# Nuts and Bolts

**T**o the cyclist, New York City offers hundreds of miles of road in wildly varied conditions. Sprawling, speedy stretches of avenue abound, as well as blocks patched with steel plates, peppered with potholes, and rippled with uneven pavement. The best type of bike for getting around on the street can vary from block to block. A few strengths and weaknesses of three of the most popular types of bike on the street are listed below.

# City Bikes

By Scott Stepp

## Mountain Bikes

Mountain bikes' fat tires, long frame and (if you can afford them) suspension shocks help smooth a bumpy ride. Heavy treads, though, slow the tires down. You can replace them with slick tires, but you'd still get there much faster on a road bike.

## Road Bikes

Road bikes are unmatched for speed because of skinny, hard tires, a larger wheel radius, and more speed-oriented gearing and frame geometry. The ride is rougher than a mountain bike, though.

## Cruisers

Cruisers are generally inexpensive and widely available used. Since most cruisers have coaster brakes and few gears, they're also easy to maintain. Cruisers are less likely to be stolen than flashier road and mountain bikes. They're also heavy and slow, making them bad getaway vehicles.

---

# 1/8

## Breakaway

### CNC Bicycle Works



1101 First Avenue New York, NY 10021  
Mon.-Fri. 8:30 - 8:00 Tel: 212-230-1919  
Sat.-Sun. 9:00-6:00 Fax: 212-230-1425  
Major Credit Cards Accepted

## Auto-Free Times



# UTO-FREE

# WORLD



## WHO REALLY PAYS

WASHINGTON, DC: The federal government estimated recently that car crashes cost Americans \$150.5 billion in medical bills and destroyed property in 1994. That comes out to \$580 for each man, woman, and child in the country. According to the Transportation Department, less than a third of that cost is paid by those involved, while the rest is picked up by the general population through higher insurance premiums and payments by governments, charities, and others.—Associated Press

## ROLLIN' WITH THE DANISH

COPENHAGEN, DENMARK: About one-third of all commuters in the Danish capital pedal to work on bicycles, but even that's not enough for officials in the progressive country. The government wants to reduce auto use drastically, shifting to bicycles two of every three car trips under than two miles. To accomplish their goals, planners are considering lower speed limits for cars, as well as auto-free city centers.—Washington Post

## BUREAUCRAT

WASHINGTON, DC: Ron Medford, an official at the Consumer Product Safety Commission, which is studying the effectiveness of bike headlights: "We don't want to promote nighttime riding. We don't think people should ride at night, though we realize people do."—Washington Post

## CARS KILL 885,000 A YEAR

LONDON: Traffic crashes are now up there with malaria, cholera, and TB as the great killer epidemics of the age. In 1993, according to the World Health Organization, some 885,000 people died worldwide as a result of car and truck accidents. Road collisions are now the leading cause of death among young adults and adolescents.—The Guardian

## A MILLION

LONDON: A million people have died on the roads of Western Europe over the past 20 years, and three times more are permanently disabled.—The Guardian

## A WORLD OF DIFFERENCE

LONDON: In Britain, there are 20 deaths per 100,000 motor vehicles. In Kenya, there are 580.—The Guardian

## MONEY PIT

■ Percentage of annual income the average American auto owner spends on his or her car: 13.—Bay Area Air Quality Management District

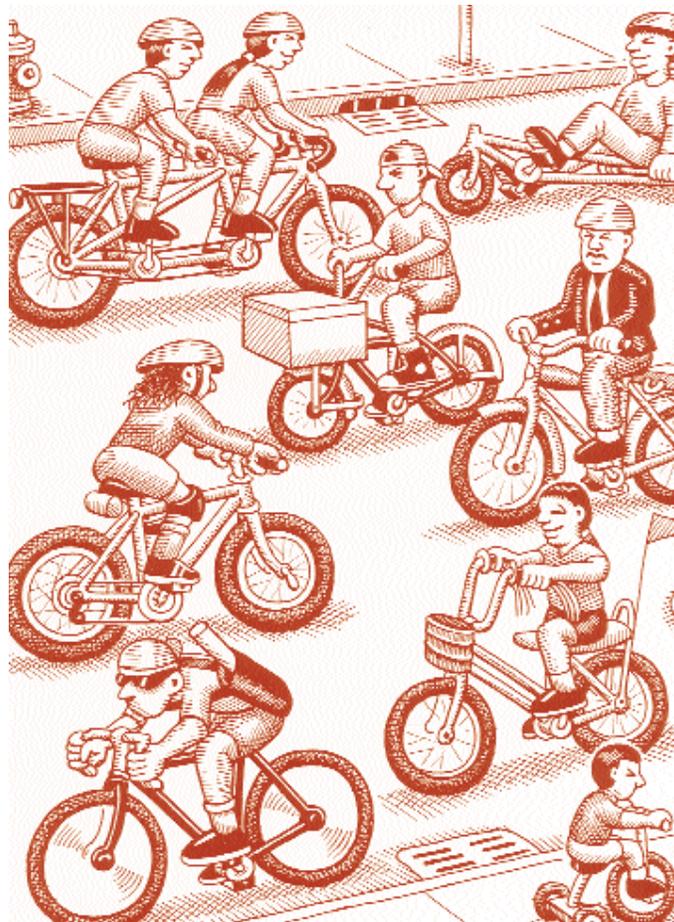
■ Percentage of annual income the average American bicycle owner spends on his or her bicycle: much less than 1.—Transportation Alternatives

## RIMS AND RIBS

SOMERVILLE, MA: Red-bones, a great barbecue joint in the Davis Square neighborhood of this city outside Boston, now offers valet bike parking to diners who arrive on two wheels. For \$3, an attendant takes the bike to a locked and alarmed storage area, and gives the biker a coupon for free parking on the next visit. Owner Caryn Whitney says, "The response has been great. We can't believe how many people have shown up."—The Ride

## THE FREEDOM OF THE OPEN ROAD

SAN DIEGO, CA: In June, the federal government began to install a demonstration of the nation's first Automated Highway System (AHS) technology along a 7.6 mile stretch of Interstate 15. By means of some 92,000 magnets implanted in the pavement, AHS will control the speed and direction of cars on the highway. When the technology is fully developed, officials believe, it will triple roadway capacity by locking on to each vehicle as it enters, then guiding it down the road in a kind of group cruise control to a pre-selected exit, where the AHS will



Andy Singer

# Bike Shop Directory

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.

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

## 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  
 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  
 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

Bill's Ozone Park 10% ABP 108 Liberty  
 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 Tpk  
 Highland Park Cyclery 10% ACP 337 Raritan Av  
 Marty Reliable 10% ACP (Morristown) 173 Speedwell  
 RC'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

# 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.

# TRANSPORTATION

*Alternatives*



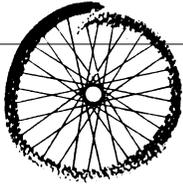
DEADLINE: NOVEMBER FIRST!

## You Could Win \$250

Transportation Alternatives needs a new logo.  
 If we use your logo, you'll win \$250 and our undying esteem.

The fine print:

1. The logo should reflect our expanding agenda which encompasses better walking as well as better cycling and mass transit.
2. All logos submissions must be mailed to T.A. 92 St Marks Place, New York, NY 10009. Fax 212-475-4551.
4. Winner must supply logo in both camera ready art and on computer disk.
5. Logo cannot be more than 2 colors including black.



# 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.

**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 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 provide your own box or bag.

**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.

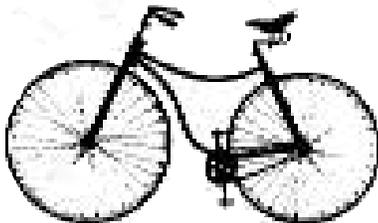
**Staten Island Ferry**—718-815-BOAT; no extra charge, enter on Lower Level.

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

## Don't Miss It!

Pryor Dodge's:

Bicycle, Beauty, History  
and Fantasy.



*Closes Friday, October 4th*

Paine Webber Gallery, 1285 6th Avenue at 51st Street  
Open Mon-Fri, 8AM-6PM

## Free Bike Repair Classes Continue

Sponsored by Patagonia

Taught by the world famous George Babiak

For T.A. Members Only—Call to Register: 212-475-4600



### Wednesday, September 25

Drivetrain Repair and Adjustment: Learn to care for your chain, derailleurs, cranks and gears. Learn how to adjust and maintain your index or friction (regular) shifters. Derailleur systems and internal hub shifters covered. Also: cable replacement.

### Wednesday, October 30

Brakes: Overhauling, fine tuning, and maintaining the most important safety feature of your bike. All types of brakes covered.

**The fine print:** Arrive by 6:30, class begins promptly at 7 pm. Classes are held at the Patagonia Store, 101 Wooster Street, near Spring Street. Classes are for T.A. members only—bring your current membership card. Classes are about 1 1/2 hours each. You can bring your bike, but it's not necessary. **You must call T.A. to register: 212-475-4600.**

# JOYRIDES

#14

A 60-mile roll from Poughkeepsie along the Shawangunk plateau to Beacon, with some bushwhacking and trail riding carriage trails for the extra-adventurous. Attracting rock climbers with its sheer cliffs, the 'Gunks offer cyclists challenging terrain, expansive mountain views, and superb access to the great outdoors.

## Over the River and Through the 'Gunks

by Jon Orcutt

**START:** Take Metro-North Hudson Line to Poughkeepsie. (See page 19 about **REQUIRED** bike passes.)

From downtown Poughkeepsie, **TAKE** U.S.44/NY55 to the Poughkeepsie Bridge, which crosses the Hudson just south of the train station.

**GET ON SIDEWALK** on right as you approach bridge. This is an narrow "single-track" lane, and signs indicate that bikes must be walked. Whatever you do, please be cautious and courteous to pedestrians. Signs also say "Bridge path closes at dusk," and there are lockable gates, so don't plan a midnight mountain ride.

**FOLLOW** the beat-up service road away from bridge path, curves slightly left up shallow hill.

At the traffic signal, go **RIGHT** on highway.

Bear **LEFT** a half-mile ahead on Rtes 44/55 (main highway continues straight).

**CONTINUE** on Rtes 44/55 roughly 20 miles through beautiful countryside. The Shawangunk ridge appears in front of you, then the road gradually switchbacks up onto plateau. The climb wasn't as bad as I expected.

See *NOTE* below if you'd like to divert onto Minnewaska State Park trails at this point.

**NOTE:** Minnewaska State Park and the Mohonk Nature Preserve atop the Shawangunk ridge are criss-crossed by "carriageways" — dirt and gravel paths that are suitable for hybrids. In the Mohonk area, park rangers may dun you for registration (\$5/day) and bike (\$10/season) fees.

If you want to link the road ride described here with riding on the trail system, get the NY/NJ Trail Conference maps of the Shawangunks. When I tried to link a road-and-trail ride with a route through the back (western) slope of the 'Gunks, I found those trails almost impossible on a hybrid. When the trail disappeared, my friend and I bushwhacked down a series of wooded cliffs, handing the bikes down to each other. We found some beautiful brooks, swimming holes and a 100-foot waterfall that we wouldn't have found on the bikeable terrain, but this type of excursion isn't for everyone. We found our way to an old quarry access road on the back slope, and continued the road ride from there.

**CONTINUE** on Rte. 44/55 over the ridge, with views of the Catskills while you go down back side of slope.

**LEFT** on Foordemore Road, and go on for about 3 miles.

Another **LEFT** on Berme Road to Ellenville.

**LEFT** on Rte. 52. The first few miles out of Ellenville are a steady, challenging climb back onto the Shawangunk ridge, followed by awesome 2-mile drop.

**CONTINUE** on Rte. 52 for about 30 miles into Newburgh. The road turns into South Street in town.

**LEFT** on Robinson Ave.

**RIGHT** on North Street.

**LEFT** on Grand Ave. Watch for entrance to bridge path on left.

**CROSS** the Newburgh-Beacon Bridge

**RIGHT** onto Rte 9D, go for about a half-mile.

**WATCH FOR SIGN** for Metro-North Beacon station on right.

**RIGHT** on access road to Beacon station for the train return to NYC.

# #15

# Boardwalk Ride to Long Beach

About 55 miles round trip, this tour of Queens and Nassau County Boardwalks showcases some of New York's best beaches. The trip can be shortened by taking the subway to or from the noted (\*) locations. All of the NYC beaches are open to the public, but many of the Nassau County beaches are for residents only or charge a fee. If you're planning to swim, the Rockaways beaches' have easier access and are less crowded.

By Paul Harrison

**STARTS** at Prospect Park

**FOLLOW** park roadway to Ocean Pkwy exit

**EXIT** Prospect Park, **LEFT** onto Parkside Ave.

**RIGHT** onto Parade Place (On return, use St. Paul's Pl.)

**RIGHT** onto Caton Ave.

**LEFT** onto Rugby Road (Becomes E 14th St—On return, use E. 13th St.)

**LEFT** at Avenue T

**RIGHT** on Gerritsen Ave

**LEFT** on Avenue U

**RIGHT** onto Flatbush Avenue (unless you're a strong rider, use the sidewalk (it's a legal bikepath))

**CROSS** Marine Parkway Bridge Bike/Ped Path. Yield to peds and fisherpeople.

At end of bridge, **LEFT** onto Beach 169th St

**LEFT** at end onto Boardwalk

At end of Boardwalk, turn **LEFT**

**RIGHT** onto Rockaway Beach Blvd.

**RIGHT** on Beach 116th St \*(S train stops here. Transfer from the A to the S at Rockaway Blvd. stop)

**LEFT** onto Boardwalk

From Memorial Day to Labor day, you can **DIVERT** onto a car-free Shore Parkway at 109th Street, parallel to the Boardwalk

Ends at B 73rd St, make **LEFT**

**RIGHT** on Rockaway Beach Blvd

**RIGHT** on B 69th Street \*(Beach 67th St-Gaston stop on

Far Rockaway A train)

**LEFT** on Boardwalk (notice the street signs for "walks" on the left, they're all that's left of this former beach house paradise)

Follow to end, **LEFT** on B 9th St. Travel one block

**RIGHT** on Seagirt Blvd.

**CIRCLE** the circle

**RIGHT** up onto the sidewalk, follow the wooden fence up the hill and

**ONTO** the Atlantic Beach Bridge

**PAY** 5¢ toll with nickel if you want, it's never enforced

**CROSS BRIDGE** Dismount when passing peds and other bikes (the path is too narrow for two)

**LEFT** at end of sidewalk

**LEFT** onto Park Street

Immediate **RIGHT** onto Plaza Street

Up Ramp, **LEFT** onto Boardwalk

**LEFT** at end

**RIGHT** onto Ocean Street

**LEFT** at end onto Yates Street

**RIGHT** at Beech Street

**RIGHT** on New York Ave.

Up Ramp, **LEFT** onto Boardwalk

**CONTINUE** along center bike lane to end.

To **RETURN**, just reverse directions. To take LIRR Long Beach Branch back, follow Boardwalk back to Edwards Blvd., station is 7 blocks up.

# LETTERS

## DEAR T.A.:

I just picked up your magazine for the first time. I enjoyed your publication greatly. However, two of your articles in "Reclaiming the Streets" (March/April) seemed to need another side of the story.

The first was about Union Square being made into a "pedestrian paradise." At first, this sounds like a great idea. As a frequent shopper of the greenmarket who walks by there every day on my way to work, I feel strongly about the presence of pedestrians and the greenmarket. However, since the MTA narrowed the street west of Union Square to make room for both the greenmarket and free untaxed parking for the police, the traffic going south from above the park is a mess. Most of it is diverted around the park to the east, while a few buses and private cars travel down the small section to the west. I feel that by further clogging up this area and closing it off to buses, which I take faithfully when the weather is too cold to walk, this would put greenmarket shoppers and others at risk of more pollution from traffic jams. Please consider all the factors when campaigning for this new area.

Secondly, you mention the use of traffic circles in Seattle and how this has reduced collisions by 91 percent. You advocate their introduction to New York City. I offer another opinion. I have never been to Seattle so I don't know how the traffic is there, but you did mention "neighborhoods." Perhaps this is the distinction. Outside of Chicago there is a famous traffic circle that is in my experience ten times more dangerous than a regular intersection. It's known simply as "Suicide Circle."

Lori Baur  
New York, NY

Lori:

*At Union Square there are two lanes of traffic on Broadway above the park and two lanes below. The city DOT believes that traffic between these can be handled on 17th Street and Union Square East. The current confu-*

*sion was expected and will diminish as drivers get used to the changes—now that DOT has put up the direction signs they promised. Buses might need to be re-routed (buses used to run through Washington Square, too!), but the final design could allow for buses and local truck deliveries.*



*As for traffic circles: the word "neighborhood" is indeed key. The circles we're talking about are small and used on local streets (only one lane of traffic and a sharp radius), not the behemoth traffic movers most people are familiar with. —Eds.*

**"DESPITE ALL THE IMPEDIMENTS  
NEW YORK CITY PUTS FORTH, I  
RIDE MY BICYCLE TO WORK  
EVERY DAY BECAUSE IT IS THE  
FASTEST COMMUTE AVAILABLE."**

## DEAR T.A.:

Thanks for all that you do to promote a more livable city for walkers and bicyclists. In this chaotic city, where the car is god, your voice of sanity, calm, and common sense is vital to all New Yorkers.

I joined T.A. because a car-free Central Park is my passion, but what you've

been doing in the area of traffic calming in neighborhoods is of great interest to me. Every time I cross Amsterdam and Broadway between 73rd and 75th Streets I see huge freight trucks barreling through the lights, disregarding the speed limit. Cars are big offenders as well, but I've never seen a police car pull over any vehicle for speeding. Is there a Neighborhood Streets Network established in this part of the Upper West Side? Are traffic calming efforts underway?

Jeri E. Schmidt  
New York, NY

Jeri:

*We're working to get more NYPD speed enforcement, and we'll do a speed count at the location you mentioned. As of now, there are no NSN members on the Upper West Side, but we're working on that, too. One big problem is your community board, CB 7. Earlier this year, they actually voted to rip up pedestrian safety devices at Columbus Avenue and 97th Street!—Eds.*

The following letter was sent to new NYC DOT Commissioner Christopher Lynn, who spoke recently on the benefits of efficiency.

## DEAR COMMISSIONER LYNN:

Efficiency is a wonderful thing. I am glad you are for it. One blind spot I find with all New York City politicians is that they refuse to acknowledge the enormous efficiency of the bicycle in densely populated cities such as New York. I urge you to aggressively establish a proactive bicycle policy to increase bicycle ridership as a serious and substantial component of New York City's transportation mix.

Despite all the impediments New York City puts forth, I ride my bicycle to work every day because it is the fastest commute available. Likewise, I think you and the Mayor should set examples of efficiency and ride bicycles. You should also get your employees out of those inefficient cars and into environmentally sound, cost-efficient bicycles.

Rob Kotch  
President, Breakaway Courier Systems  
New York, NY



## September/October

# RIDES

**Sun. Sept. 1.** Mercer County Park MTB. NJMBC 201-291-0690

**Sun. Sept. 8.** The NYC Century Bike Tour. Far and away the best way to see New York City! 20, 40 - 55, 75 and 100 mile route options. \$35 in advance; \$40 same-day. TA 212-475-4600

**Fri. Sept. 13, 10 PM.** Historical Ride for Bicyclists and Skaters. Bike tour of Lower Manhattan. Meet at the Fountain in City Hall Park. Time's Up! 212-802-8222

**Sun. Sept. 15.** Double Dam. Ride the Kensico and Croton Dams, and see a cow farm. 63 somewhat hilly miles at a moderate pace, many bailout points along the way—bring Metro North pass. Meet 9:30 at Woodlawn (end of #4 train). 5BBC 212-932-2300 x350

**Sun. Sept. 15.** Rocky Point MTB. Meet at the parking lot on Rocky Point Rd, 1/4 mile north of Whiskey Rd, at 9 AM. Free NYSDEC permit is required, call 516-444-0273 for info. 12.5 mi loop with a several hills and rolling terrain, moderate pace. CLIMB: Augie Hoffmann at 516-344-3884.

**Sun. Sept. 15.** Saxon Woods MTB. NJMBC 201-291-0690

**Sat. Sept. 21.** Escape from NY Century. 7 AM, Riverside Dr. and 122 St. 100, 62, 50 mile routes. Registration fee required, NYCC 212-535-2444.

**Sat. Sept. 21.** Palisades Bike-Hike-Bike. First bike to the State Point Lookout. Will leave bikes and start hiking. Moderately strenuous combination of cycling (40 miles) and hiking (4 miles). Be prepared to carry your lunch/water, no place to buy lunch. bring bike lock. Bike shoes with protruding cleats are NOT SUITABLE. 9:30 am. Plaza Hotel. 5BBC 212-932-2300 x350

**Sun. Sept. 22.** Bergen Expedition. A jaunt through Bergen County, with parks and duck ponds. 50+ moderately hilly miles. 9:30 AM, Plaza Hotel. 5BBC 212-932-2300 x350

**Sun. Sept. 22.** Quick Spin: Oyster Bay. If you can comfortably bike 50+ moderately hilly miles in 4 hours and want to keep moving most of the time, join us for a quick spin. Mixed terrain- no lunch stop, bring pocket food. We plan to stay in a group, and may not have a leader sweeping, so neither slower riders nor pacebusters, please. Cunningham Park, Union Tpke & 196th St, Queens, at 8:30 am. 5BBC 212-932-2300 x350

**Sun. Sept. 22.** Hillier than Thou, Edison NJ. Rone Lewis 908-233-9094

**Sun. Sept. 22.** South Mountain Reservation MTB. NJMBC 201-291-0690

**Fri. Sept. 27.** 10pm. Moonlight Ride. Fun, relaxing ride through Central Park. Meet at Columbus Circle (rain date Sat). Time's Up! 212-802-8222

**Sat. Sept. 28.** Hi-Point Tour, Sunken Meadow Park, NY Paumonok Bicycle Clubs 516-842-4699

**Sun. Sept. 29.** Hal's Foliage Tour. Meet @ Washington Sq. Arch, 9am. An early glimpse of the colors. Ends in White Plains Via B'Way. 50 miles, moderate pace.

**Sun. Sept. 29.** Cranberry Lake Bike/Hike. Visit a

quiet, forested nature preserve in the middle of Westchester County. 40% car-free. Bike trails and the car-free Bronx River Parkway. Optional return via Metro-North (requires bike pass). 40 miles, 25 with train return. Rolling with a few steep hills. Meet 9 AM, Woodlawn (end of #4 train). 5BBC 212-932-2300 x350

**Sun. Sept. 29.** Bike the Beach to benefit people with mental retardation. Picturesque route from Penfield Beach in Fairfield, CT through as many as eight historic New England towns. \$35 (\$25 before Sept. 14, or raise at least \$35 in pledges). Probus Club of Greater Bridgeport 203-394-5000

**Sun. Sept. 29.** Ringwood Park MTB. NJMBC 201-291-0690

**Sat. Oct. 5.** Lazy River. Easy ride from Riverdale to

terrain—with no lunch stop, bring pocket food. We plan to stay in a group, and may not have a leader sweeping, so neither slower riders nor pacebusters, please. Meet Cunningham Park, Union Tpke & 196th Street, Queens, at 8:30 am. 5BBC 212-932-2300 x350

**Sat. Oct. 12.** Yar Ole Salt. This mid-day departure to Sheepshead Bay gives us a chance to join in a flurry of activity at Brooklyn's Cape Cod. Bring your favorite fish tale to tell over clam chowder. 25 miles (15 miles from Prospect Park), mostly flat with two modest hills. Meet 12:15 pm at City Hall or 1 pm at Prospect Park. 5BBC 212-932-2300 x350

**Sat. Oct. 12.** Belleplain Beacon Century. 31/50/62/100 miles of flat terrain, beginning and ending at Belleplain State Forest, NJ at Lake Nummy. \$15. Shore Cycle Club: Roy 609-625-0249

**Sun. Oct. 13.** Pumpkin Patch Pedal Century. Rides of 25, 50, 62 and 100 miles. Rides wind their way through scenic, gently rolling farmlands of central N.J. during the harvest season. SIBA 718-815-9290

**Sun. Oct. 13.** Mercer County Park MTB. NJMBC 201-291-0690

**Sat. Oct. 19.** East Island. Scenic ride to East Island on Long Island's North shore, formerly the private island of J.P. Morgan, Jr. Lunch on Pribil Beach and return via Sea Cliff. 50 miles, rolling with some steep hills. Meet Cunningham Park (Union Tpke & 196th St., Queens) at 9am 5BBC 212-932-2300 x350

**Sat. Oct. 19.** Ancient Mariner Century. 100 miles along Montauk Highway from Massapequa Park to Montauk. \$15. Massapequa Park Bicycle Club

**Sat. Oct. 19.** Wave Hill Skate. NYRSA 212-802-9354

**Sun. Oct. 20.** Croton Aqueduct Adventure. Mountain bike along the path of the old Croton Aqueduct. Metro-North return, pass required. Wide and flat trail. Mountain bikes only. 35 miles mostly flat. Meet 9 am Van Cortlandt Park, 242nd St. & Bway (end of #1 train). 5BBC 212-932-2300 x350

**Sun. Oct. 20.** Discover Long Island Tour. 25-mile round-trip from Nassau Coliseum to Point Lookout Beach, along car-free Meadowbrook and Loop Parkways. \$25. Nassau County Parks Dept. 516-735-3100

**Sun. Oct. 20.** Rocky Point MTB. See Sept. 15.

**Sun. Oct. 20.** Hartshorne/Huber Woods MTB. NJMBC 201-291-0690

**Fri. Oct. 25.** 10 PM (rain date Sat). Halloween Moonlight Ride. A fun, relaxing bike ride through Central Park when it's most peaceful. Wear a costume! Meet at Columbus Circle. Time's Up! 212-802-8222

**Sun. Oct. 27.** Raiders of the Lost Greenway. Industrial strength greenway ride. Rough and tumble tour of the hidden treasures around the edges of Manhattan Island. Broken glass, abandoned car parts, rocks, weeds, ditches, dirt, and a bit of pavement. ATB bikes only. 25 miles. Meet 10 am, Grand Central Station. 5BBC 212-932-2300 x350

**Sun. Oct. 27.** Clayton Park MTB. NJMBC 201-291-0690

**Thurs. Oct. 31.** Halloween Skate. NYRSA 212-802-9354

## RIDE RESOURCES

**Bad weather cancels most rides.**

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

CLIMB (CONCERNED L.I. MOUNTAIN BICYCLISTS) 516-271-6527

**Five Boro Bicycle Club 212-932-2300 x350**

WE'VE INCLUDED ONLY A SAMPLE OF THE 5BBC'S MANY RIDES, SO CALL FOR MORE INFORMATION. YOU MUST

WEAR A HELMET ON ALL 5BBC RIDES.

Dobbs Ferry and back. A few good hills, but only 20 miles. Meet at Van Cortlandt Park, 242nd St & B-way (end of #1 train), at 10:30. 5BBC 212-932-2300 x350

**Sun. Oct. 6.** Road Bikes on the Old Croton Aqueduct. Half the route follows the old Croton Aqueduct and is free of traffic. A museum stop is a possibility. This section of the Croton, although unpaved, is smooth, well-packed dirt, so road bikes are fine, but hybrids are even better. 26 miles, moderately hills. Meet 9 am, Van Cortlandt Park. (242 St & B'way; end of #1 train) . 5BBC 212-932-2300 x350

**Sun. Oct. 6.** Guide Dog Foundation Bike-a-Thon. Suffolk Bicycle Riders Association 516-751-6237

**Sun. Oct. 6.** The Tourne MTB. NJMBC 201-291-0690

**Fri. Oct. 11.** 10 PM. Historical Ride for Bicyclists and Skaters. Tour of Lower Manhattan. Meet at the Fountain in City Hall Park. Time's Up! 212-802-8222

**Sat. Oct. 12.** Quick Spin: Bayville. If you can comfortably bike 50+ moderately hilly miles in 4 hours and want to keep moving most of the time, join us for another quick spin from Cunningham Park. Mixed

## Classifieds

**Seeking:** Partner (Male or Female) wanted for 5 AM weekday rides in Prospect Park. Average speed 18 MPH. Lucille 718-421-4292; leave message.

**Sale:** Cannondale bicycle trailer: Stowaway model, foldable; carries two kids. Good condition \$175. Howie 516-993-6680.

**Sale:** Blue Zebra Kenko frame track bike with front Campy brake. \$250 or best offer. Paul at 718-643-5603.

**Sale:** Proflex 755 full-suspension 16" frame, brand-new swing arm and bushings, with Dean seatpost and

front derailleur. \$450. 718-417-5612.

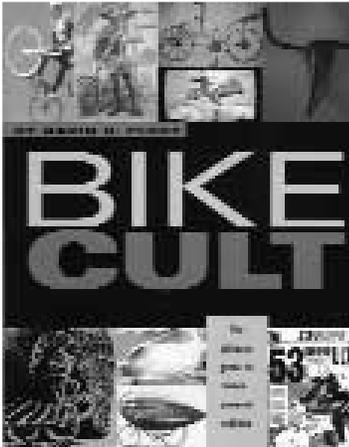
**Sale:** Wheelset (Wolber Super Champion aluminum 700cm x 22.8 wide rims; 126mm spacing Shimano hubs with quick releases for screw-on freewheel SS spokes assembled with a Wheelsmith strain test gauge) \$60. Rear wheel only (new Performance aluminum 27" rim 22mm wide standard 126mm spacing for a 6- or 7-speed screw-on freewheel steel hub held on with bolts) \$30. Suntour Mighty Tour crank arms and bottom bracket uses two standard mountain bike rings) \$15. Donald O'Rourke 212-978-

1187/908-566-2865.

**Sale:** 1960's Schwinn Tandem. Almost all original, double rear basket, bells, 2 speed coaster break hub & sidepull break. Makes everyone smile, \$475 or b/o. 55 cm (c-t-c) Tommasini Track Bike, Dura-Ace-10 pitch track components w/2 chainrings. Frame is made w/Tange aero tubing, fabric wheel disc optional. Was raced by a champion. \$550, installment payments okay. On display @ the Hub, 81 E 3rd St, or call Peter, 212-604-4729.

Classifieds are free to members. Members may mail or fax ads to T.A. by October 10 for the November/December 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!



## (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.



## (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.

*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

Transportation Alternatives  
92 St Marks Pl  
New York NY 10009

Forwarding and address  
correction requested

Non-Profit Postage Paid Permit No. 1098 New York, NY
--

# TRANSPORTATION

# Alternatives



**WHAT'S**  
**UP**

**with T.A.**

# TRANSPORTATION

# Alternatives



**WHAT'S**  
**UP**  
**with T.A.**