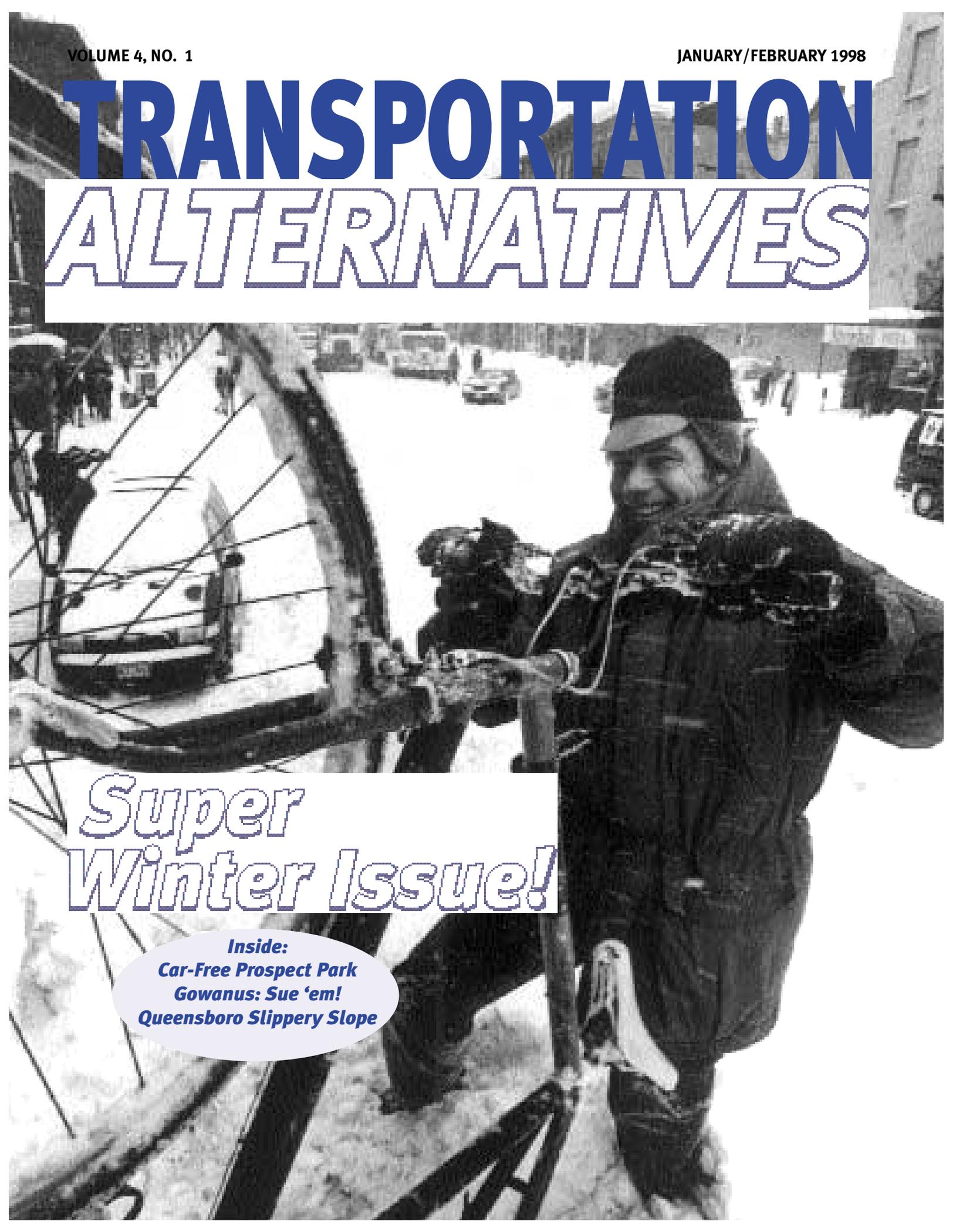


VOLUME 4, NO. 1

JANUARY/FEBRUARY 1998

TRANSPORTATION ALTERNATIVES

A black and white photograph of a person in winter gear standing next to a large wooden wheel-like structure in a snowy urban setting. The person is wearing a dark jacket, a beanie, and gloves, and is looking towards the camera. The background shows a snowy street with parked cars and buildings.

*Super
Winter Issue!*

*Inside:
Car-Free Prospect Park
Gowanus: Sue 'em!
Queensboro Slippery Slope*

For Immediate Release

Big Apple Motorists Stage Critical Mass "Drive"

December 10, 1997
New York City



Area motorists hit the roads en masse today, clogging streets and highways and paralyzing traffic in the New York metropolitan area.

"The nerve of these people! I have to get to work!" said Todd Lovata, a bicyclist who struggled through three miles of the critical mass drive en route to his job in Midtown Manhattan. "Cars are in the bike lane and blocking the crosswalk. They are stacked so deep that ambulances and fire trucks are stuck

with their sirens screaming."

Area motorists frequently hold critical mass drives and seem undeterred by presidential visits, building collapses and dire warnings by transportation officials to stop conducting the drives during peak travel periods. "I bike uptown at 9am and downtown at 6pm and it's clogged nearly everyday," reports Lovata.

Lovata wishes the motorists could show a little more courtesy when planning their mass drives. "I respect their rights to promote a transportation style that generates massive pollution, noise, creates general societal alienation and kills and injures thousands, if that's what they really believe in. But, you'd think they could respect those of us of who actually have get somewhere by staying out of our way! It's not like they stick to one street, they're everywhere! It really slows everybody down."

"I'm a pretty tolerant guy, but it does piss me off when it spills onto sidewalks," said Lovata, noting that participants in the mass drive kill about 15 pedestrians a year on Big Apple sidewalks. "Really, I'm surprised that they can pull this off on such a regular basis, given their lack of organization and apparent bad feelings towards everybody - even each other!"

Road users, particularly bicyclists and pedestrians, are advised to use caution when using roads in NYC and its environs, until the mass drives are called to a halt.

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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. T.A. is a non-profit, 501(c)(3) organization.

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CALENDAR

January

- Mon. 12 6:30PM** **Brooklyn Committee Mtg**
At Alan's house: 464 E. 19th St., corner of Ditmas, Bklyn.
Call Carl at: 718-965-9667.
- Wed. 14 6:30 PM** **Volunteer Night at T.A.**
115 W. 30th. #1207
Heat and hot water included.
- Tues. 20 6:30 PM** **'98 Auction Committee Mtg.**
Help plan T.A.'s annual auction.
Call Sharon for more info:
212-629-8080.
- Thur. 22 6 PM** **Give/Get Respect Action**
2nd Ave and 90th St. Call
Gian-Claudia for more info:
212-629-8080.
- Mon. 26 6:00 PM** **Auto Free NY Meeting**
"NYC Task Force on Regional
Planning," Councilman Gifford
Miller. At the T.A. office,
115 W 30th, #1207.
Call 212-475-3394.
- Wed. 28 6:30 PM** **Volunteer Night at T.A.**
Snacky cakes and cheezy poofs.

February

- Thur. 5 6:30 PM** **Central Park Committee Mtg**
At T.A.:115 W 30th St #1207.
- Wed. 11 6:30 PM** **Volunteer Night at T.A.**
Way better than *Spin City*.
At T.A.:115 W 30th St #1207.
- Tues. 17 6:30 PM** **'98 Auction Committee**
Help plan T.A.'s annual auction.
Call Sharon for more info:
212-629-8080.
- Mon. 23 6 PM** **Auto Free NY Mtg**
Speaker tba. Call 212-475-3394
- Tues. 24 6 PM** **Give/Get Respect Action**
6th Ave & 23rd. Call Gian-
Claudia for details. 629-8080
- Fri. 27 6PM** **T.A. Magazine Mailing Party**
Stuff, staple, band, sip repeat.

March

- Mon. 12 6:30 PM** **Brooklyn Committee Mtg**
At Alan's house: 464 E. 19th
St., corner of Ditmas, Bklyn.
Call Carl at: 718-965-9667.
- Mon. 23 6 PM** **Auto Free NY Mtg**
Speaker tba. Call 212-475-3394

Call 212-629-3311 for an up-to-date
message events listing.
Or check <http://www.transalt.org/calendar>

Publisher's Letter

A GOOD MONTH FOR THE GOOD GUYS

Working at the cutting edge of environmental advocacy is hard work even on a good day. With common sense and optimism seemingly in such short supply among decision makers and the press, it's nice to see that T.A. and our allies scored some big wins in late 1997.

In December, the Straphangers Campaign sniffed out a big budget surplus at the Transit Authority which they parlayed into a media campaign for rider benefits that resulted in the Governor announcing weekly and monthly transit passes and 11 for 10 discounts. The passes are a big boost for the resurgent transit system and good for bicyclists and the environment because they will help get drivers out of their cars. In November, after a five year fight which yours truly worked on, the Tri-State Transportation Campaign persuaded the Governor to stop the expansion of the I-287/Cross-Westchester Expressway. Instead, an advisory committee including environmentalists and local citizenry will consider building rail transit or other options.

T.A. won some victories of our own, including seeing the Downtown Brooklyn Traffic Calming project to its public release. With this, the revolution that T.A. helped start on downtown Brooklyn's streets is well underway. For the first time in the city's modern history, neighborhood groups are to have a formal say in how their streets are used and the City has recognized that streets are more than conveyances for the car. The task for T.A. is to ensure that the collaborative planning process works and to establish area-wide traffic calming projects in other neighborhoods. T.A. also won when our vision of pedestrian safety — based on improving conditions for pedestrians rather than teaching them how to stay out of the way — was accepted by The Bronx Borough President and the Governor's Traffic Safety Committee. Now T.A. is being paid to create a "Safe Routes To School" project at twelve Bronx elementary schools, and we have the resources to mount an intense campaign to curb dangerous drivers with traffic calming and pedestrian friendly design in some of the city's roughest neighborhoods. Lastly, T.A. fought back an attempt to end bicycle parking at two centrally located private parking garages in Midtown Manhattan. With just days notice, T.A. members flooded the garage owner with letters and T.A. enlisted the assistance of government agencies as diverse as the City Departments of Consumer Affairs, Transportation, Planning and the New York Metropolitan Transportation Coordinating Council.

These sweet wins almost wash away the bad taste left by the hysterical media bike bash of late November/early December. The press abandoned any pretense of rational thought after a food delivery cyclist killed a pedestrian on an Upper West Side sidewalk. Headlines screamed about "Attack Cyclists" and the usually stolid Times editorialized about "an attack on everyday life" by a "scofflaw culture." Excuse me, but isn't just slightly — let's say maybe a thousand fold — out of proportion? Bicyclists should not be on sidewalks, period, no excuses. Hell, I am sick of sidewalk cyclists rolling by a foot away from my 8 month old daughter's stroller. But give me a break. For every time a cyclist has whisked by me on the sidewalk, there must be ten times I was aggressively bullied or endangered by a car as I lawfully crossed the street in a cross-walk. Statistics back my perception. 13,000 pedestrians are hurt and 230 killed each year by cars. Whereas cyclists kill one pedestrian and strike another 450. I accept that journalistic standards are low, but the blindness and onesidedness of the bike bash was hard to stomach. And Mayor Giuliani, during this turmoil would it have been so hard for you to say that bicycling was good for New York, even if cycling on sidewalks is not?



John Kaehny
Executive Director

CYCLISTS GIVE RESPECT



Leo Garcia

Save the dates!
Join the Give Respect/Get Respect Campaign for our next actions

Thursday, January 22nd, at 6 PM.
Meet at Second Avenue and 90th Street.

Tuesday, February 24th, at 6 PM.
Meet at Sixth Avenue and 23rd Street.

Call Gian-Claudia to get involved.
212-629-8080.

On Tuesday, October 28th, and Sunday, December 7th, T.A. volunteers and staff took to the streets of the Silk Stocking District to launch the Give Respect/Get Respect Campaign, targeted at sidewalk and wrong-way cyclists and outlaw motorists. At the October kick-off, twenty campaigners walked and pedaled up First Avenue, distributing mock summonses to drivers who blocked, drove or parked in the bicycle lane, violating NYC Traffic Law.

Errant cyclists received leaflets in English, Chinese and Spanish encouraging them to “Give Respect” by keeping off sidewalks, yielding to pedestrians and riding with(not against) traffic. Representatives of council members Andrew Eristoff and Gifford Miller, as well as local police officers, also joined the group.

T.A. designed the Give Respect/Get Respect campaign to change the behavior of both motorists and cyclists. The November death of pedestrian Arthur Kaye, struck and killed by a fast-food delivery cycle on an Upper West Side sidewalk, touched a sensitive nerve among city residents, as witnessed by the ensuing media blitz.

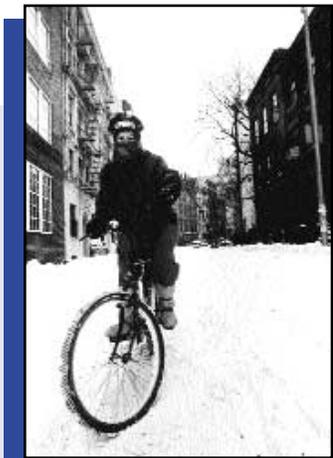
The NY Post ran a double-page spread titled, “Break the Cycle of Violence,” and sensationalist columnist Andrea Peyser called bicyclists “stray bullets.” Mayor Giuliani declared scofflaw bicyclists one of the city’s “biggest quality of life problems.”

Although cycling is evoking wildly disproportionate public censure, the core criticism is valid. Cyclists should not ride on the sidewalk or intimidate pedestrians. The Give Respect/Get Respect Campaign has worked to spread this message from one cyclist to another. During the recent actions, more than 20 cyclists, many of them fast-food deliverers, immediately U-turned to head north on First Avenue once informed they were cycling in the wrong direction. Many others left the sidewalk.

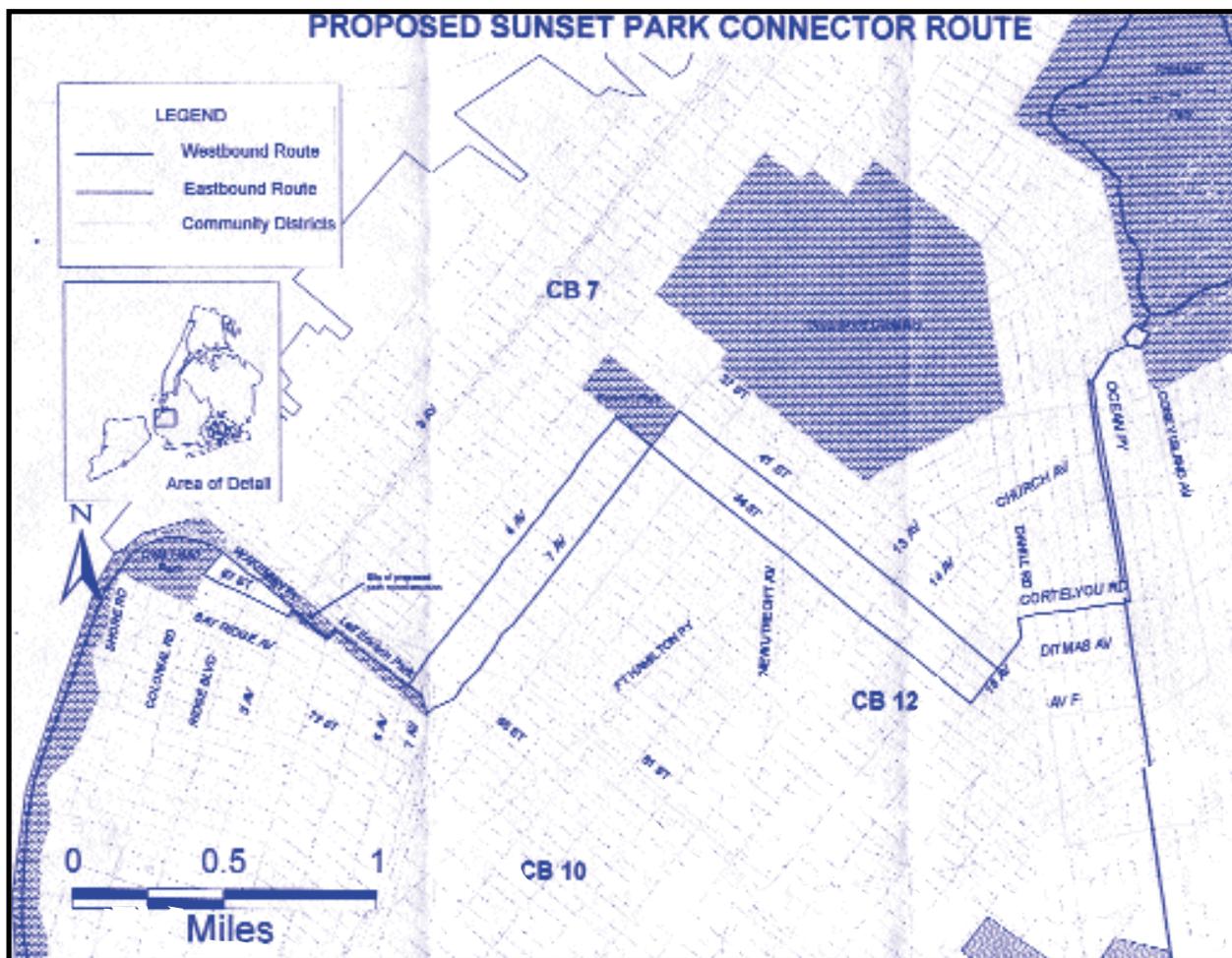
Motorists’ reactions to the group’s efforts were generally favorable. Most double-parkers left the bicycle lane cooperatively when asked, though Fox 5 News filmed one grump rolling up his window on Give/Get volunteers. Several taxi passengers were apologetic when asked not to hail or exit from a cab in the bicycle lane.

“When spirits are low and the day appears dark,
when work becomes monotonous, when hope
hardly seems worth having, just mount a bicycle
and go out for a spin down the road, without
thought on anything but the ride you are taking.”

-Sir Arthur Conan Doyle



Jesse Kalb



BOROUGH PARK, BROOKLYN, SNAGS BICYCLE NETWORK LINK

It's not unusual for bike lane plans to generate some controversy at the community level, but nowhere has opposition to a bike lane been as fierce and misguided as in Brooklyn's Borough Park this fall.

More than 150 Community Board #12 residents packed a November 10th meeting to protest NYC Department of Transportation (DOT) plans for the Sunset Park Connector, an on-street bike lane that would traverse Sunset and Borough Parks, connecting the Shore Parkway bike path with Prospect Park. The crowd booed, hissed and shouted down the DOT presenter while applauding bike lane opponents.

Alleged safety concerns dominated the hysteria, with one rabbi offering the fabricated statistic that bicycles hit and kill one person every day in the Big Apple (the real average is one person per year). Residents argued that Borough Park's numerous school buses, car services and many toddlers made neighborhood streets too congested and unsuitable for a bike lane. Others opposed police enforcement of presently unchallenged double-parking on the route.

State Senator Dov Hikind intoned that lycra-legged mobs of cyclists were unwelcome in the largely Hasidic community. And council transportation committee chair Noach Dear forcefully fought the lane, meeting personally with Transportation Commissioner Lynn to kill it.

But DOT insiders call the safety concerns nonsense, and

Borough Park police agree. The 66th Precinct told T.A. that bicycles hitting pedestrians "is not a major problem. The larger problem is cars hitting pedestrians." Only 1 in 800 vehicle crashes this year has involved a bike hitting a pedestrian. The 72nd Precinct doesn't even track bicycle-pedestrian crashes. "It's not a prevalent problem," said one officer.

Nevertheless, Community Board #12 resoundingly voted down the Connector. The DOT's Luiz Aragao said the agency is considering routes that would "meet the community's needs." But Noach Dear's office insists, "There's not going to be any bike lane."

While the DOT faces intense pressure to appease angry Borough Parkers, it would set a crippling precedent to allow misinformed and irrational opposition to stop the lane. The DOT should select a route that accomplishes the Connector's goals but is more palatable to local residents.

The Neighborhood Open Space Coalition (NOSC) has urged the agency to consider the originally proposed greenway route along the Brooklyn waterfront on Second Avenue and Greenwood Cemetery on 36th and 37th Streets. DOT rejected that plan because of rail tracks and block pavers on parts of Second Avenue, but the NOSC's Dave Lutz says, "It would be easy to asphalt the edges of Belgian block paved streets." For now, the agency is refusing to comment on the alternate routes under consideration. Stay tuned.

Stop Thief! Dakota Realty Steals CityRack



Why have a rack when you can have bike art like this in front of your building? This building, 445 Park Ave, used to have a CityRack.

How do you steal city property and get away with it? If the item in question is a CityRack, just say it's "unaesthetic." At least that's what Dakota Realty did when the NYC DOT installed a CityRack in front of 445 Park Avenue. Shortly after the rack was installed, a T.A. member watched as building management removed the rack and carted it away. So much for law and order in Mayor Giuliani's Gotham.

When questioned by the DOT about the vanished rack, Dakota representative Tony Russo admitted removing it. Russo told T.A. building officials threw the rack in the garbage, and said, "There's no way we're putting a rack there. Period." Every two weeks or so, DOT fields a complaint from a property owner or retail manager who objects to a rack for "aesthetic reasons."

DOT's legal team is pursuing the matter with Dakota Realty, but inside sources say litigation is unlikely. 445 Park Avenue ranks in the top 4% of addresses frequently served by bicycle couriers, according to a 1995 bicycle parking study by Breakaway Couriers. And the availability of bike parking there is abysmal. A CityRack at this location is a natural, and it would be feeble of the DOT to retreat in the face of white-collar criminal mischief. Put the rack back!

City Slides on Queensboro Bridge

In a shameful twist, the DOT is backpedaling on its commitment to 24 hour bicycle and pedestrian use of the Queensboro Bridge. After months of assurances that the Queensboro's North Outer Roadway would host a permanent bicycle/pedestrian path, DOT representatives indicate that the agency "doesn't know" whether the path will ultimately be on the north or south outer roadway. And the DOT press office said the agency would not commit to operating the lane on a 24-hour basis.

Bicycle and pedestrian traffic will be shifted to the North Outer Roadway in June 1998, when its construction is complete, but the permanent path may assume its original position once South Outer Roadway work is completed in fall 1999. A DOT consultant will study the safety, traffic impact and cost benefits of three lane-path variations:

The North Outer Roadway, as presently constructed, would dump cyclists and walkers mid-block on 60th Street, forcing them to navigate exiting bridge traffic to reach 2nd Ave, or go instead to 1st Ave.

There was talk that the North Outer Roadway would include a Manhattan-side ramp carrying peds and cyclists safely to 2nd Ave., but such a ramp will not be included in the Roadway when it opens this June. Meanwhile, according to current plans, the South Outer Roadway reconstruction will leave cyclists mid-block on 59th Street, with no access to 2nd Ave.

This ninth-inning waffling means the DOT will decide where to put cyclists once construction is done, after it's too late to build



Are we ever to be rid of this thing?

the lane according to cyclists' and pedestrians' needs. Moreover, by refusing to commit to 24-hour use by bicyclists and walkers, the DOT leaves itself a loophole to deny non-polluting bridge users full-time access whenever it cares to.

The city has a history of shafting bicyclists and pedestrians to maximize vehicle throughput on the Queensboro. Urge Deputy Mayor Rudy Washington not to let this happen again. Use the enclosed postcard to demand a full-time lane solely for use by cyclists and pedestrians, with no slip merges from vehicle lanes to allow easy and capricious conversions to motor vehicle use. Safe, convenient access from the ramp to 1st and 2nd Avenues in Manhattan is a must.

Eleventh-Hour Effort Saves Midtown Parking

The frantic call from a T.A. member came two days before Thanksgiving. Central Parking, which has virtually cornered the market on NYC parking garages and lots, had posted signs at its 810 Seventh Ave. and 639 Sixth Ave. garages announcing that bicycle racks would be removed December 1st. Liability concerns and a recent altercation between a parking attendant and a cyclist prompted management to ditch the racks, a company representative told T.A.



Unhappy cyclists found this sticker on their parked bikes

With only one day to mobilize, T.A. arranged an emergency meeting with Central Parking, Dept. of City Planning and NYMTC representatives. Dozens of T.A. members and volunteers, alerted by the "ASKTA" and "EBIKES" e-mail listservs, faxed letters to Central Parking stressing the racks' importance and requesting that they remain. And the Dept. of Consumer Affairs urged Central Parking to leave the racks as a matter of good corporate citizenship. The result? The racks will stay.

While indoor bike parking should be plentiful in this town, only four Midtown garages offer bicycle parking, and access to office buildings is limited. This recent close-call showed that garage operators often have no idea how essential their racks are to cyclists. Wrote one commuter, "[The rack] was a deciding factor in my riding to work."

Unfortunately, private garage owners can yank their racks anytime. And they're especially likely to do so if some unpleasantness happens. It's up to us to make sure they don't. Here's how:

Follow garage rules, and park your bike neatly.
Be polite to attendants and managers.

Use the garage for day parking, not long-term storage.
Send the manager or CEO a "Thank You" note.

As we went to press, the "No Bike Parking" signs hadn't been removed from Central's garages, but Director of Operations Al O'Harra assured us they would be. Thanks, Mr. O'Harra!

Car Killings Draw Scant Notice

While the death of Arthur Kaye, struck and killed by a delivery bicycle on an Upper West Side sidewalk, provoked a three-day frenzy of media coverage, a retired NYPD police lieutenant killed while bicycling on an East Meadow, Long Island, sidewalk by an "out-of-control" automobile produced barely a ripple of attention in the local press. The former officer, a regular cyclist, was



Bridges In Brief

Cyclists and pedestrians will have a new Williamsburg Bridge path to use by late spring 1998, when the newly constructed south walkway/bikeway will be completed. While the Manhattan entrance involves a long, steep cyclist-defeating staircase, DOT officials say the stairs are temporary. The final design is ramped.

One bridge downriver, the southside Manhattan Bridge walkway is virtually complete, although DOT will keep the path closed until April 2001. Officials say construction near the walkway, lead paint abatement on the bridge, and the incomplete Brooklyn Plaza Park entrance make the walkway unsafe. Design of the northside permanent bikeway is getting underway.



struck and killed by a car that "went out of control" and mounted the sidewalk. The driver of the car was not charged.

In a separate incident, an East Patchogue, L.I., man was hit and killed in front of his home by a driver who "didn't see him." No charges were filed. Neighbors said the street, Bayview Avenue, is a known speed zone, with cars zipping through at nearly 60 mph.

The Moment is *Now* for an Auto-Free Prospect Park

An independent analysis of the DOT traffic data shows no unsolvable traffic problem at all.



Susan Greenstein

Two years late and after much prodding from T.A.'s Brooklyn committee, the Department of Transportation finally released its "Prospect Park Drives Alternative Use Study." The crude traffic study examined several traffic-reduction options for Prospect Park, including closing the park drives to motorized traffic. The happy surprise is that the DOT concluded that a car-free park would generate unsolvable traffic problems at only one intersection. T.A. commissioned a traffic engineer to conduct an independent analysis of the DOT traffic data, which shows no unsolvable traffic problem at all!

Moreover, when T.A. factored into the analysis a 15% shrinkage of the traffic heading towards a hypothetical car-free park, as was done with a 1992 traffic study of Central Park, we found that a car-free Prospect Park would not generate any traffic problems, large or small.

It should be obvious from T.A.'s extensive work on traffic reduction in west Brooklyn neighborhoods that we care very deeply about traffic diversions onto neighborhood streets — be they from the Gowanus Expressway or from a park closed to traffic. T.A. would not endorse a car-free Prospect Park if we determined that surrounding neighborhoods would be adversely impacted. The fact is, there will be no major traffic diversions from a car-free prospect Park! Ultimately, to determine the fate of Prospect Park based on a crude traffic study which has no analysis of safety or other benefits is plain silly. The park is for people and it should be car-free because it's the right thing to do. In upcoming months, city agencies, community boards and the Brooklyn Borough President's office will make recommendations to the Mayor regarding Prospect Park. We need you to send this message — **CAR-FREE PROSPECT PARK NOW**. Please write to local Brooklyn papers such as the Eagle or the

Courier. Keep an eye out for community board meetings on this topic, and attend or write to your board. Or come to the next meeting of the Brooklyn Committee, January 12 at 464 E 19th St, 6:30. You can also contact committee co-chairs Alan Mukamal [amukamal@ix.netcom.com] or Carl Biers [cbiers@aol.com]. There's also a new Brooklyn e-mail list; to join, send a message to dfl@panix.com asking to be added to the Brooklyn list.

And please write to the following public officials:

Commissioner Lynn
Department Of Transportation
40 Worth Street
New York, NY 10013

Brooklyn Borough President Howard Golden
209 Joralemon Street
Brooklyn, NY 11201

Gowanus Lawsuit Launched by T.A. and Community

In late November, Transportation Alternatives and a coalition of West Brooklyn community groups filed suit in Federal Court demanding that the Federal Highway Administration and the State DOT obey Federal law by performing a Major Investment Study (MIS) before the planned one billion reconstruction of the elevated the Gowanus Expressway. T.A. and friends are represented in the case pro bono by New York Lawyers for the Public Interest and Arnold and Porter. The suit will take at least 9 months to resolve and could take over a year.

The goal of the suit is to win a Major Investment Study which has three key provisions:

❶ **Public Participation** in setting the transportation, economic and social goals of the project and selecting and comparing alternatives for carrying people and goods and managing traffic.

❷ **A collaborative goal setting process** in which business, community and other public interests work together to determine what Brooklyn, the region, and the State ultimately want from their billion dollar plus investment in the Gowanus.

❸ **A public scoping process** in which the full social, economic and environmental costs and benefits of each alternative are weighed over the course of that alternative's entire life cycle. For instance a Gowanus tunnel might cost much more at the onset, but last longer and require far lower maintenance costs. Additionally, the social and economic benefits of a tunnel to the surrounding community, as well as reduced harms, could prove enormous over time.

In addition to strong community support, a Major Investment Study is supported by U.S. Representatives Nydia Velazquez and Jerrold Nadler.

METROPOLITAN

NEW YORK CITY

Straphangers Score Stupendous Success

In December, the Straphangers Campaign scored a huge victory for all New Yorkers when Governor Pataki announced the creation of weekly and monthly bus and subway passes. "Straps" stalwart advocates, Gene Russianoff and Joe Rappaport sniffed out a big budget surplus at the Transit Authority which they leaked news of to *Daily News* columnist Jim Dwyer. The News stoked public interest and kept the issue in play until politicians began weighing in with their proposals. At that point the Governor chose to act boldly to keep from being left behind by his rivals. Without the swift and astute action by the Straphanger's Campaign the surplus money would have been swallowed up the Transit Authority, dumped into the general budget, or used as an excuse by the Governor or Mayor to further cut their transit aid. The Governor predicted the move would add 100 million more rides a year to the transit system and help get travellers out of cars. The move has led to a new feeling of optimism over the future of the transit system, which has been recently buoyed by the end of two-fare zones after being beset by severe cuts in City and State funding. Our hats are off to our friends at the Straphangers Campaign.

WESTCHESTER

Green Transport Coalition Kills Cross-Westchester Highway Expansion

In November, the Tri-State Transportation Campaign (including T.A.) and its allies at the Federated Conservationists of Westchester won a huge victory when Governor Pataki announced the cancellation of the State Department of Transportation's I-287 Cross-Westchester High Occupancy Vehicle (HOV) lane highway expansion project. In his cancellation statement the Governor said the HOV expansion was "not environmentally or economically sound."

NEW JERSEY

Tri-State Campaign Wins Bus To Train Shuttle On Morris and Essex Line

New Jersey Transit has promised grants and buses to five towns on the Morris and Essex line to operate free shuttle bus service to the train from surrounding neighborhoods. The offer was made after prodding from the Rutgers Environmental Law Clinic. Transportation reformers have long sought such shuttle service and cycling and walking improvements as ways of reducing very polluting short car trips to the train and saving on the expense of building new parking.

CONNECTICUT

State Law Mandates 5% Reduction in Motor Vehicle Use On Highway

Frustrated with growing traffic congestion, Connecticut has legally mandated a 5% reduction in motor vehicle use on I-95 south of Branford, rather than widening the highway. The goal is to achieve the 5% reduction over the next five years instead of allowing a 5% increase. Alternatives to driving include improving transit and charging more for parking.



REVOLUTION UNDERWAY

As historians are quick to point out, change is a slow and sometimes painful process. It took years for folks to buy Copernicus' theory that the earth revolves around the sun. Occasionally, something comes along, like the invention of electricity, that spurs a revolution. The six million dollar "Downtown Brooklyn Traffic Calming Project" might be such a seminal event for New York City.

The project represents a breakthrough in how citizens participate in traffic issues affecting their neighborhoods. In this case the Downtown Brooklyn Project has five key aspects that ensure that the community will not be steamrolled by traditional DOT car-firstism.

The Request For Proposal / Project Design was written collectively by community representatives, elected officials, the Mayor's Office, DOT and T.A.

The Consultant selection committee of eight includes four community representatives appointed by local elected officials.

The consultant is instructed to run the project as a "collaborative" process which will seek to build consensus around specific goals, recommend specific traffic calming solutions for achieving them and finally build consensus around a set of solutions.

Because elected officials have been intimately involved in the project from the onset, and are invested heavily in its success, they will resist any DOT effort to ignore or distort the solutions favored by community groups.

Lastly, the creation of a formal framework or structure for making decisions about traffic makes it very tough for DOT to act unilaterally without facing serious political repercussions.

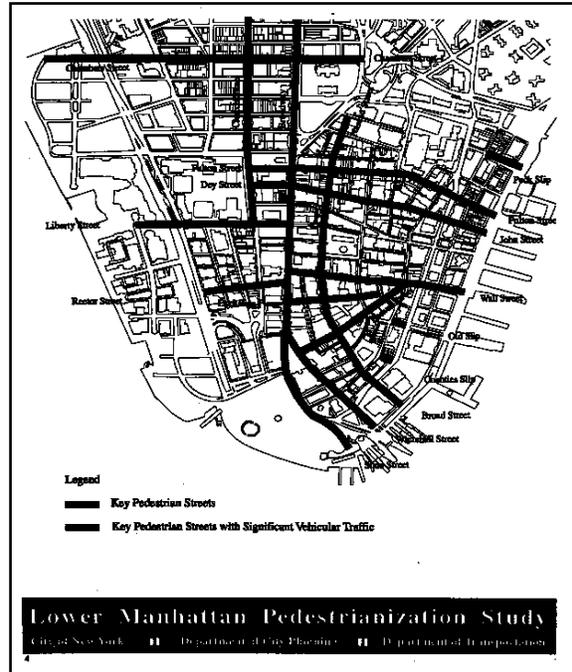
The challenge for T.A. and the community is to do the hard work posed by this open process by attending public planning sessions and presentations and accepting that we have to do serious study and thinking to produce the best solution. It's a challenge we welcome. The next step for T.A. is winning the same area-wide, community based, traffic calming process in communities around the city.



MICHAEL WITTE/THE NEW YORKER

Wall St. Bullish on Pedestrians

What do you do if you want to improve the nation's third-largest business district? Try a little pedestrianization. According to the new Lower Manhattan Pedestrian Study produced jointly by the Departments of City Planning and Transportation, improving walking is just the thing for an economic renaissance in Manhattan's southern tip. Home to the New York Stock Exchange and City Hall, the area attracts hundreds of thousands of pedestrians each day, but badly overcrowded sidewalks and dangerous intersections hardly reflect the region's world-class stature. The DOT/DCP report has special resonance as downtown strives for a new identity as a "24 hour a day" mixed business and residential area. The strength of the report is the hundreds of specific pedestrian improvements it recommends in a color coded map of downtown. Almost every street corner has a proposed sidewalk extension or widening, or a change in light timing or signage. The Departments of City Planning and Transportation and DCP project leader Scott Wise deserve congratulation for persevering through three years of hard work to get the study out. Now it is up to the Department of Transportation to implement the pedestrian improvements the report recommends.



T.A. Kicks Off Slow Speed Campaign

It is off to Albany to change a bad state law that forbids local speed limits below 30 mph.

As a result of this law, many of the traffic calming improvements sought by New Yorkers are effectively illegal, because they will result in a "design" speed below the legal minimum. According to the DOT, people frequently complain about cars "speeding" on their neighborhood streets when the vehicles are in fact travelling at 30 mph. In fact, 30 mph is too fast for many NYC streets and people sense it. However, as a result of the state law, the City is not allowed to design speed humps or other traffic calming devices for lower than 30 - though the City sometimes does anyway.

The law is based on paranoia that every small town in NY will set its own limit resulting in a crazy quilt of speed traps and motorist confusion. We find that rationale unpersuasive and we will be working with a broad coalition of city and town groups to establish a new law which gives cities and towns the right to determine how to make slow speeds and traffic calming work for them.

For New York City, the first step toward this is a home rule message of support from the City Council. Fill out the enclosed postcard and mail it to City Council Speaker Vallone.



Why Traffic Lights Are Not a Panacea

When a community first identifies a traffic problem, a frequently-heard mantra is, "We want a traffic signal." Case in point: on Washington St. in Greenwich Village, throngs of pedestrians cannot cross the street. Apparently the street, profiled in Gridlock Sam's book, *Shortcuts*, is the quickest route from Midtown to the Holland Tunnel. In response to the through-traffic, neighborhood groups spent years trying to get a traffic signal. Last December DOT engineers denied their request. Lesson: Residents should have asked for traffic calming. Traffic signals fall short for several reasons:

- ◆ The DOT will quickly deny traffic signals if the intersection does not meet certain standards known as "warrants." Traffic-calming devices such as speed humps are not governed by the same restrictions.
- ◆ Traffic signals do little to control speeding. They are designed to control the flow of traffic, not increase pedestrian safety. Traffic-calming devices are specifically designed to slow down cars.
- ◆ A traffic signal will do little to stop reckless red-light running without consistent police enforcement. Traffic-calming devices are physically self-enforcing.

AUTO-FREE WORLD

Comes Equipped With Global Heater

DETROIT: The lethal threat sport utility vehicles (SUV) pose to the occupants of lighter and lower cars has been well-documented. Now comes word that the growing popularity of these vehicles is slowing progress toward cleaner air in urban areas and is a major reason why American emissions of global warming gases are increasing even faster than previously expected. Classed as "light trucks" because they were once used mostly on farms and construction sites, SUVs are subject to considerably softer pollution and fuel consumption rules. Consequently, they are the fastest - growing source of global warming gases in the U.S., exceeding the increase in all industrial emissions combined over the next decade. Many Americans buy light trucks because they seem safer, but a study presented at a recent auto industry conference found that SUV vehicles roll over so often that their occupants are just as likely to die in an accident as car occupants. In addition, large sport utility vehicles and pickups account for an unusually large share of pedestrian deaths, apparently because of their weaker brakes, lack of maneuverability, and size.

—The New York Times

Bikes Bring Home the Bacon

UNITED KINGDOM: A grocery store chain, in partnership with the Chichester (U.K.) District Council here, is encouraging customers to transport their weekly shopping by "bike hod." For a small registration fee, cyclists receive a membership card and a tow hook that is fitted to their cycles by store

staff. Specially-designed two-wheeled trailers are loaded at the checkout, wheeled out of the store and attached to the tow hook. Shoppers have three days to return the hod, which can also be used to transport empty cans and bottles to the store for recycling. (Note: The Random House Unabridged defines "hod" as a portable trough for carrying mortar or a coal scuttle.)

—Planning, The Journal of the Royal Town Planning Institute

City Will Pound Cars Into Admission

EDINBURGH, SCOTLAND wants to become the first city in the U.K. to charge drivers an entry fee. The 1 pound charge would raise more than 60 million pounds a year. The money would be directed into projects long-coveted by the city's transport officials, including a new light rail rapid transit system. An enabling act of Parliament allowing local authorities to charge the fee could be passed next year.

—The Sunday Times of London

Bikes Get Shanghai'd

SHANGHAI, CHINA: Officials are planning to ban cyclists from the city's congested main streets, seeing them as part of the city's traffic problem rather than the solution. For the deputy mayor of Shanghai, "the bicycle is just a reminder of past poverty."

—International Bicycle Fund News

Trade Your Space for Cash

WASHINGTON D.C.: One provision of the Tax Relief Act of 1997 allows states and localities to require, or employers to voluntarily offer, a "parking cash-out." Finally an acknowledgment that free parking is not "free," parking cash-out lets employees who forgo using employer-provided parking get taxable cash equal to the parking space's market value. Bicycle commuters, of course, would be eligible for this cash. The Commuter Choice Act (HR 878), a bill introduced by Rep. John Lewis (D-Ga.), goes further: it requires employers offer-



Auth, The Philadelphia Inquirer

ing free car parking to provide a minimum cash stipend of \$15 per month to bicycle commuters and others forfeiting such parking.

—Bicycle USA

Fly the Friendly Roads

Americans travel is up, logging an amazing 800 billion miles a year on long-distance trips. The U.S.DOT's first comprehensive look at the nation's long-distance traveling habits found that even on trips up to 2,000 miles, the typical



traveler would rather drive than fly. Seventy five percent of Americans travel by car for trips between 500 and 999 miles. Even for trips between 1,000 and 1,999 miles, 49 percent will still make the trip by road, compared with 47 percent who opt for the air ways.

—USA Today

Fast Route to Fitness

WALES: Police let a woman in Carmathen, Wales, get away with a warning after they clocked her riding her bicycle at 70 kph [42 mph] in a 50 kph [30 mph] zone. Ros Jones, a finalist in a local "slimmer of the year" competition, explained, "I had no idea I was going so fast. I have been cycling to lose weight and I suppose as I got fitter my speed has crept up."

—'This Is True' listserv

"I ride my bicycle to ride my bicycle."
— Zen Proverb

"Volunteers Rock!"
— T.A. Proverb

Roll on over to T.A. twice a month
Volunteer
2nd and last wednesdays of every month.

	<p>Jan 14 Jan 28 Feb 11 Feb 25 March 11</p>	
--	------------------------------------------------------------------------------------------------	--

Call Sharon or Andrew for more details: 212-629-8080.

Imagine...
an auto-free
Central Park

Don't Just Dream it.
DO IT!

Come to the Central Park
Committee Meeting
Thurs Feb. 5th
6:30 PM
T.A. Office,
115 W 30th
Room 1207

New members welcome!




MIKE CAIRL

Occupation: Foreign Contracts Manager, EDO Corporation

Neighborhood: Park Slope

T.A. Member Since: 1993

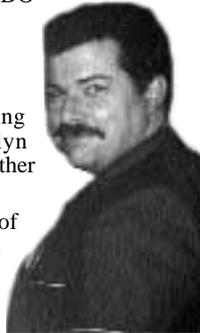
Volunteer Project: Bridge Access! Working for new bike/pedestrian access to Brooklyn Bridge, improved and safer bike access to other bridges in Brooklyn.

Philosophy: Improvements in the quality of life, whether bicycle and pedestrian improvements or anything else, won't be handed to the community -- we have to work hard for them and sometimes butt our heads against brick walls. But safe non-motorized transport, the quality of life improvements, and Brooklyn are all worth the work and the bruises.

Hours per week: 4-8 and increasing.

Upcoming Events: A plan for changing Brooklyn Bridge access in Manhattan is well advanced and will result in much improved bike/pedestrian safety. On the Brooklyn side, the city has a plan for adding bike lanes to Adams Street leading to the Bridge, but the current unsafe conditions for bikes and pedestrians at the Tillary Street intersection at the entrance to the bridge are completely unaddressed. There are alternate plans which will result in new, safe access to the bridge. For details on this project, other access improvements which are needed in Brooklyn (especially in Williamsburg/Greenpoint), and what you can do to help - because help is needed - feel free to contact me at directly at macairl@earthlink.net or macairl@aol.com.

And of course, don't miss the next Brooklyn Committee meeting!



KEN COUGHLIN

Occupation: Editor

Neighborhood: Upper West Side

T.A. Member Since: 1991

Why Joined: Initially, to get the cars out of Central Park. But my membership has given me a growing appreciation of the many ways cars detract from the city's quality of life, and how much better New York life would be if alternatives were more feasible.

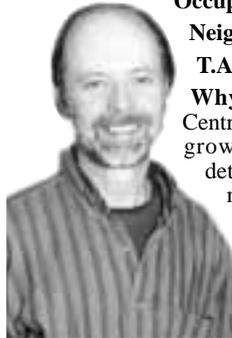
Volunteer activity: I contribute the occasional article to the magazine. I've started doing the "Auto-Free World" column (love that travel budget!), I edit or proof-read at deadline time, and I help out at

mailing parties and on volunteer nights when I can. I'm also a member of Ken Zirkel's roving band of pedaling paparazzi.

Philosophy: Coming to T.A.'s office is a welcome change from the semi-arid corporate environment where I spend most of my working hours. There's a great sense of community and a collaborative spirit that results from bright, vibrant people working together for a cause they believe in. Also, the level of humor is quite high, and the T.A. staff really makes you feel appreciated.

Hours: Probably 10 or so hours at magazine time, and a couple hours for volunteer nights. The funny thing is, it doesn't feel like work. T.A. has become one of my hobbies.

Upcoming Projects: I have some article ideas for future issues of the magazine, including "The Top 10 Least-Enforced Traffic Laws in the City" (ideas welcomed). I'm also on a campaign to get the Parks Commissioner, Mayor Giuliani, and the DOT Commissioner more involved in T.A. I don't think they've been pulling their weight.



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RICHARD E. LINDE

by G.C. Sciara

Occupation: Executive recruiter.
Are you a T.A. member? No. **Why not?** There's no reason. I'm not a very alternative kind of guy. I don't really know what T.A.'s agenda is. [Editor's note: After learning more about T.A., Mr. Linde became a member.]
How long have you been bike commuting: 8 years.

Why started: I was very dissatisfied with my commute from home (Upper W. Side) to work (E. Side). I either had to spend \$12.50 on a cab or use three different trains and spend 50 minutes just to get to work. I had to think of a better way than being subjected to the insufferable crowds in the subway. Bike commuting was an idea born of necessity. I started on good weather days; now I ride in all weather.

Why commute: After biking, I'm relaxed and confident at work. After the subway, I'm fuming. There's also an intangible feeling of control. I get where I want to go without being at the mercy of a cabby. Biking is an opportunity so many people are missing. When I ride to work, I can't help but feel a little smug passing people waiting for a bus or cab.

Other biking? I do all my errands by bike, even going to the grocery for a quart of milk. I ride to church. Increasingly, I ride to meetings. Recently we had a meeting at the Harmony Club. Everyone from the office took a cab. I rode my bike and beat them.

Bike: Trek 700 Hybrid.

Parking and Security: I can't park in my building. Management doesn't want to assume any "liability." Thankfully there's a bike rack nearby. I wish more office buildings would wel-

come bikes. At first, my bike got stolen about every 6 months. Considering saved subway fare, I was still breaking even. Five years ago, I got several kinds of locks: Kryptonite, heavy gauge chain, U-lock.

Equipment: Blackburn rear rack that can support a case of beer. Rear metal baskets. Fenders. European mud flaps. Bell. Front & rear lights.

Riding in the weather: I wear a waterproof suit in the rain. People look at me in my 'human condom' routine and think, "What a geek." But I get to work much drier than they do.

Best part of commute: Every morning before work I give my daughter Nora a ride to school. It's nice daddy-daughter time. She rides side-saddle and wears a helmet.

Worst commuting story: I was almost doored by a limo once. I turned my wheel so hard to avoid the door, I collapsed my front wheel. And once I got bumped from behind by a drunk driver. I held him at the corner until a cop came. He was hammered.

Riding style: I am very careful and don't take a lot of risks. There's too much at stake. In any altercation with a car, I lose.

Memorable reactions: Most people are amused. A few adventurous souls ask me how they might do it.

Advice: I would encourage people who aren't riding to try it. It's good fun, you get mild exercise and CAN arrive at work without



being ruffled and sweaty. Plus, you can keep a shoeshine forever, because your feet seldom touch the ground.

Do you have a nomination for commuter of the month? Send a brief description of the commuter to info@transalt.org or fax to 212-629-8334.

swift folder

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What to do
if you get

DOORED



Getting hit by a car or doored is a fairly common experience for city cyclists and pedestrians. More than 17,000 cyclists and pedestrians seek medical care after being struck each year; and this number is just the tip of the iceberg, as many incidents are not reported. Unfortunately, even in serious crashes, many victims fail to get the motorist's name and other critical information, either because they are so relieved to be alive or so befogged they simply want to be left alone.

Don't be one of the unfortunates. Follow the instructions below if you are hit or doored. Clip it out and carry it with you while riding.

Being struck by a car or doored produces a massive adrenaline rush that can mask serious injuries during the minutes after the crash. You may think you're OK, only to discover later that you have broken ribs or need stitches. Many serious injuries to knees and backs only become apparent after hours have passed and swelling has set in. Do not hesitate to call EMS or visit an emergency room. Medical bills can be paid for by the motorist's No-Fault insurance. You may bring a claim in Small Claims Court for damage to your bicycle totaling less than \$2,000. If the occurred while you were on the job you must file a claim for Workers' Compensation through your employer.

Criminal law is very lenient on drivers who injure or kill cyclists. As a result, one of the few tools available to change motorist behavior and increase respect for cyclists is civil, or tort, law. While the press likes to make a big deal of crazy lawsuits, the fact is that civil law offers one of the few avenues of redress that cyclists and pedestrians have available if they are injured by motorists. If nothing else, lawsuits force insurance companies to work harder to reduce dangerous driving. Thus, Transportation Alternatives strongly encourages any cyclist or pedestrian struck by a car to contact a lawyer as soon as possible after being hit. Personal injury lawyers will represent you without charging up-front fees. (They make their money by taking a share of any settlement you receive from the motorist's insurance company.) Personal injury lawyers like the ones advertising in this magazine are experts and your best friend if you are hit. Use them.

Clip the checklist below and keep it in your wallet. When your brain stops working after a crash, pull it out and follow its instructions. Don't be embarrassed about making the motorist stay. It may take awhile for the cops to come. If the motorist leaves the scene, he or she is guilty of hit and run, which is a serious crime.

At the Scene ASAP

- 1 Tell the motorist to stay at the scene until police arrive to take an accident report.
- 2 Call (or ask someone to call) 911 and ask for the police and EMS (emergency medical services)
- 3 Get name and phone of witness(es)—the more the better. A business card is great. If someone seems friendly, ask for their help; people are often willing to help.
- 4 Get name, phone, address, and date of birth of motorist. (They should be waiting with you for cops.) Note: Don't panic if you do not get all the information. Many times it is retrievable later.
- 5 If motorist refuses to stay or provide ID, get his or her license plate number and state of issue.

When the Police Arrive

- 1 Request that the police take an accident report (they are required to do so.)
- 2 Get reporting officer's name and badge number, and precinct or command (very important).
- 3 If you have been doored, ask officer to summons motorist for dooring. Tell officer it is a violation of NYC Traffic Rules: para. 4-12 C and State VTL Art. 33 Para. 1214. (Important for later legal action.)
- 4 If you are hurt, go with EMS to a hospital. Do not hesitate. Also, a doctor's report of your injury is important for legal action.

After the Crash:

- 1 Request an abstract of the driver's record from the Dept. of Motor Vehicles (DMV). There is a fee of \$5 to \$10 and you'll need the driver's full name and date of birth. Call 518-474-0841. The abstract should have details of the driver's history of accidents, summonses, convictions, and license suspensions for the last four years.
- 2 Put the crash in the driver's record: File an MV 104 with the NYS DMV. Fill out this form, available at DMV offices, noting injury and property damage.
- 3 Photograph your wounds/injuries if appropriate. Use a decent camera in good light.
- 4 Call a lawyer. Decide now whom you will call and write it here. Name: _____ #: _____

PRINTER: Cartoon art goes here (flat art supplied)

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My office represents those cyclists who have been injured by careless motorists . . . There is no charge to discuss your legal rights in any situation should you have suffered injury or damage. A fee is charged when representation is obtained from the motorist's insurance company.

For further information and complimentary consultation contact:

Stephen L. Skovro, Esq.
(813) 633-9910

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.

MANHATTAN

A Bicycle Shop 10% *ARCP* 349 W 14 St
 ANewGen Bikes *10% *ABCR* 832 9 Av
 Bicycle Habitat 8 1/4% *ACR* 244 Lafayette
 Bicycle Renaissance 8% *ARCP* 430 Columbus
 Canal St Metro 10% *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
 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* 1690 2nd Av
 Manhattan Bicycles 10% *ABCPR** 791 9th Ave.
 Metro Bicycle Store 10% *ACPRS* 1311 Lexngtn Av
 14 St Metro Bikes 10% *ACPRS* 332 E. 14 St
 Midtown Bicycle 10% *ACPR* 360 W 47 St
 96 St Metro Bikes 10% *ACPRS* 231 W 96 St
 Precision Bicycle 10% *ABCPR* 143 W 20 St
 Sid's Bike Shop 8% *ABCPR** 235 E 34 St
 Sixth Ave Bicycles 10% *ACPRS* 546 6 Av
 Toga Bike Shop 10% *ACPR* 110 West End Av
 Victor's Bike Repair 8% *ABR* 4125 Broadway
 Village Wheels *10% *ABCPRS* 63 E 8 St

BROOKLYN

Ace Cycles 10% *ABCPR* 1116 Coretelyou Rd
 Arnold's Bicycles 10% *ACPR* 4220 8th Av
 Bay Ridge Bike 10% *ACPRS* 8916 3Av
 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 10% *ACPR* 278 Atlantic Av
 Cycle Sport Center 10% *ACPRS* 8232 18 Av
 Dixon's 8% **ABCPR* 792 Union St.
 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 Sheepshead 10% *ACP* 2679 Coney Island Av
 Sizzling Bicycles 8% *ABCPS* 3100 Ocean Pkwy

QUEENS

Astoria Bicycle 8% *ABCPR* 35-01 23 Av
 Bellitte Bicycle 10% *ABCPR** 169-20 Jamaica Av
 Bicycle Barn 8% *R* 111-51 157th St. & 107 34 Springfield Blvd.
 Bill's Cycles 10% 63-24 Roosevelt Av
 Bill's Ozone Park 10% *ABP* 108th St & Liberty
 Bike Stop 8% *ACPRS* 37-19 28 Av
 Buddy's 10% *ACPR* 79-30 Parsons Blvd
 Cigi Bicycle Shop 10% *C* 42-20 111 St
 Cigi II 10% *C* 91-07 37 Av
 Grand Bicycle Center 10% *BR* 70-13 Grand Av
 Gray's Bicycles 8% *ABCPR* 82-34 Lefferts Blvd
 Queens Discount Bike 10% *ACPR* 92-64 Queens Blvd

BRONX

Bronx One-Stop 10% *ABCPRS* 571 Courtland Av
 Eddie's Cycle 5% *A* 10% *P* 2035 Grand Concourse

A: Accessories
B: Bicycles
C: Clothing
P: Parts

R: Repairs
S: Skates
***: No Discount**
on Sale Items

STATEN ISLAND

Bicycle Medic 10% *BSACP* 796 Castleton Av

LONG ISLAND

The Krieb Cycle 10% *ACPR* 10 Bell St., Bellport
 Woodmere Cycle 10% *ACPS* 1065-67 Broadway
 Valley Stream Bike 10% *ACPR* 95 E. Merrick Rd

WESTCHESTER

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

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% *ACP* (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
 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



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3. Helping to make the 3rd Annual Auction a success?
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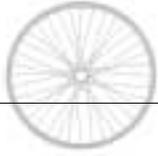
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BIKES ABOARD

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

Trains

NYC Subway—Bikes permitted at all times; be considerate & use ends of train cars. A few stations' gates limit bike exit/entry at times.

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. Roll-on service (no box needed) at most stops on "Vermont" trains between Washington, DC & St. Albans, VT—call for reservations.

Metro-North—212-532-4900; need permit, call 499-4398 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. Weekday limit 4 bikes/train. Bikes permitted at all times on weekends; limit 8 per train except special bike trains, available on all lines.

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)—215-580-7800; Bikes permitted on regional rail, Norristown, Market-Frankford, Broad St. lines. Off peak travel only (check schedule)

Long Island Rail Road—718-558-8228 or www.mta.nyc.ny.us; need permit: get mail-in application at any station, \$5 one time fee. Same restrictions as Metro-North, except no bikes on some weekend trains—see back of permit.

New Jersey Transit—201-491-9400; need permit for train, no bikes on buses. Bikes allowed on the following lines: North Jersey Coast, Raritan Valley, Man/Bergen, Port Jervis, Northeast Corridor. 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. No bikes on holidays, same days as Metro-North. Bring two bungee cords to secure bike.

Buses

Short Line—800-631-8405; Hudson River Valley. No fee, but now requires bikes to be in canvas bag or box.

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 connecting carrier will accept it.

Red & Tan Lines—No bikes.

Peter Pan—800-343-9999; 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.

Sunrise Coach Lines—516-477-1200; \$10 per bike, travels in luggage bay.

Ferries

New York Waterways—800-533-3779; Bikes OK always, \$1 fee, limit 2 bikes per boat on most runs. 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—no bikes on ferries, must use infrequent cargo boat.

New York Fast Ferry—800-NYF-NYFF; Bikes OK always, no fee.

Harbor Shuttle—888-254-RIDE; Bikes OK always, no fee.

NY Water Taxi—no bikes allowed.

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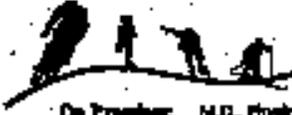
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Joyride #22: 26 miles total (out and back)

RYE PLAYLAND/WINTER WONDERLAND By Steve Colon

This ride takes you from Pelham Bay Park in the Bronx to Rye Playland in Westchester County, passing through the towns of Pelham Manor, New Rochelle, Larchmont and Mamaroneck. The ride begins on the western border of the lower portion of Pelham Bay Park where Bruckner Blvd. runs along side of the NY State Thruway. Start by following Bruckner Blvd. north.

Straight, bear Right	Bruckner Blvd. to Shore Rd.	0.4	Follow Sign to Orchard Beach/City Island
Straight	Shore Rd.	0.3	Road narrows, keep right
Straight	Shore Rd. - Cross Drawbridge	0.1	Use caution! Sewer grates & slippery bridge
straight	Shore Rd.	0.5	Proceed to Traffic Circle
Right	into Traffic Circle	0.2	go 180 degrees (1/2way)
Right	out of Traffic Circle onto N.Shore Rd.	3.3	At some point Shore Rd becomes Pelham Bay
Straight ,	bearing left,but do not turn make a L@Echo Ave.	0.6	Leif Erickson Park should be on your Right; pass Gateway Bay Bar on your Left
Right	Main St (turns into Boston Rd.)	2.9	Getty gas on Left before, Taco Bell on Left after turn
Right	onto sidewalk Harbor Island Rd.	0.1	Restrooms @gas station across street.
Back out	onto Boston Rd. straight @Boston post Rd.	0.5	
Bear Right	@Fork Boston Post Rd.	2.5	Ride over small bridge.
Bear Right	@Fork Route 1	0.2	Follow sign for Route 1. Bear Right @ light.
Right	Rye Playland Parkway	0.8	Follow sign for Rye Playland.
Right	Forrest Ave.	-	Pull into parking lot. Buy food @deli or The Cafe
Right	Rye Playland Parkway	0.2	
Left	Thomas Keane Plaza	0.1	Follow the bus depot & boardwalk,You've gone 12.7miles so far.
Straight	Thomas Keane Plaza	0.1	Follow exit signs.
Right	Rye Playland Parkway	1.4	Get on bike path, follow to top of overpass, you're at Route 1
Left	Route 1	0.2	Watch for traffic at intersection.
Diagonally cross			
intersection to	Boston Post Rd.	2.8	Be alert. Traffic will be heavier now.
Bear Left @Fork	Boston Post Rd.	2.5	Road forks @ Mamaroneck Ave. You want to stay on Boston Post Rd.
Right	Parking lot@Nature's Warehouse	-	Sports drinks and stuff can be purchased here.
Right	Boston Post Rd.	0.5	Watch for traffic entering & exiting strip malls.
Start moving Left	Boston Post Rd.	0.4	Prepare for L turn. Sunoco station will be on your Right & Taco Bell on your Left before the turn.
Left	Echo Ave.	0.3	Busy intersection.
Straight	Echo turns into Pelham Rd.	0.2	Change occurs after passing Galway Bar (on R).
Straight	Pelham Rd.turns into Shore Rd.	3.4	Traffic can get congested in afternoon.
Enter Traffic Circle	Shore Rd.	0.3	Watch for traffic exiting circle. Follow sign for City Island/Shore Rd.South
Left	City Island Rd.	0.1	Very short distance. Very busy intersection.
Right	onto sidewalk on Shore Rd. Drawbridge	0.1	This side is the safest way.
the Left of the drawbridge			
Straight	Pathway	0.4	Use caution, Pathway alternates btwn paved & unpaved. Watch for gravel and silt.
Left	Park pathway@ benches	0.6	Ride into Pelham Bay Pk.

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January/February

RIDES

Sunday, December 21 Jingle Bell Ride. Come and don whatever red outfits you can piece together and do loops of Central Park, followed by hot soup and cider at the Boathouse. Strictly for pleasure! Bicycle and jingle bells highly encouraged. Contact Paulette at (718) 652-1752 or Bob at rjn2@columbia.edu. Cancels at 25 degrees F. Fast and Fab Cycling Team.

Sunday, January 11 Frostbite #6 Coney Island. Enjoy lunch at Nathans' flagship fast food joint at Coney Island. About 25 miles, mostly flat. Meet 10 AM, City Hall. 5BBC

Sunday, December 28 Year's Last Ride. Ring out the auld with a wild ride to Kensico Dam. If you survive that, there's more: All riders are invited to the wee abode of Shawn and Magda for mulled wine or cider and Magda's muffins. 60 mi. Contact Shawn and Magda at (212) 569-6340 or mot3@columbia.edu. Precipitation cancels. Fast and Fab Cycling Team

Sunday, January 18 Frostbite # 7 Staten Island. A ferry ride followed by a 25 mile jaunt through Staten Island. We may stop to look at the model planes. Meet 10 AM City Hall. 5BBC

Sunday, January 25 Frostbite #8 Museum of the Moving Image. Lunch is Greek food at famous Uncle George's. Bring \$ for lunch and for museum admission. About 25 miles. Meet 10 AM, City Hall. 5BBC

Sunday, February 1 Frostbite #9: Sheepshead

Bay. Lunch at the Rooster. 25-30 miles, mostly flat. Meet 10 AM, City Hall. 5BBC

Sunday, February 8 Frostbite #10 The Cloisters. The perfect place to visit in the winter. Bring lock, lunch \$, and a donation for the museum. 20-25 miles, with some uphill. Meet 10 am, City Hall. 5BBC

Sunday, February 15 Frostbite # 11 Coney

tan via PATH (bring bike permit and \$1 fare). Meet 10 AM, City Hall. 5BBC

Special Announcements

Mid-August 1998 Ride NYC to L.A.B.'s National Rally in Wellesley, MA. Ride to GEAR '98, the League of American Bicyclists National Rally which runs from August 14-17, 1998. Options of 50, 75, and 100 miles per day. Starting point is NYC, but trip may be joined at New Haven, Hartford or New London. Baggage carried by van. Accommodations at B&Bs and inns, with options to camp. Trip to be run at cost. Registration fee amount dependent on number of participants. Contact Paul Minkoff at (718) 672-9186. Long Island Bicycle Club and New York Cycling Club.

August 14-17 1998 L.A.B.'s GEAR '98 National Rally. See all the hot new bike gear out on the market, and take some idyllic rides through the rolling terrain along the beautiful Charles River and nearby hilly apple orchards complemented by historic Concord and Walden Pond. This event will be hosted by the Charles River Wheelmen. For more information contact the L.A.B. at (202) 822-1333 or email Bikeevent@aol.com, website at www.bikeleague.org.

RESOURCES

Bad weather cancels most rides.

NEW YORK CYCLING CLUB 212-886-4545
 STATEN ISLAND BICYCLE ASSOCIATION 718-815-9290
 TIMES UP! 212-802-8222
 PAUMONOK BICYCLE CLUB 516-842-4699 www.bicyclerlongisland.org
 COALITION OF NEW JERSEY CYCLISTS 609-665-8234
 NORTH JERSEY MOUNTAIN BIKE CLUB 201-291-2332
 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 x115
 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.

Island. Enjoy lunch at Nathans' flagship fast food joint at Coney Island. About 25 miles, mostly flat. Meet 10 AM, City Hall. 5BBC

Sunday, February 22 Frostbite Ride #12 Pancakes in Bayonne and Liberty State Park Via Staten Island Ferry, Bayonne Bridge, etc. Return to Manhat-

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LETTERS



DEAR TA:

As I was riding around my neighborhood on my bicycle, I came upon a speeding auto exiting the BOE. Actually, it came speeding towards me! But once the driver saw me riding tranquilly on my bike, (s)he slowed down noticeably, aware that (s)he was no longer on the savage expressway. Bicycles send a message—that of civility and urban/pedestrian activity.

Keep up the good work at T.A.

Theo Tours

Long Island City, NY

DEAR COUNCILMAN ERISTOFF:

As a daily bicycle commuter, I applaud your effort to stop cyclists from riding on the sidewalks. These sidewalk-riders make all cyclists look bad and create tensions between cyclists and pedestrians.

I am concerned, however, that your campaign could stigmatize law-abiding cyclists as well. The "No Bikes" emblem you have adopted, while perfectly appropriate on a sidewalk, nonetheless makes me uncomfortable, considering all the recent progress we cyclists have made to get the city to recognize our legitimate place on the streets. Please consider adopting signs that say "No cycling on sidewalk" as opposed to the current anti-bike emblem, and please draw a distinction in your public statements between

sidewalk-riders and law-abiding cyclists.

A great motto that condemns sidewalk riders while still supporting cycling is "Bikes belong on the streets." No real city-cycling enthusiast could object to that.

Tim Reason

Brooklyn, NY

[O]nce the driver saw me riding tranquilly on my bike, (s)he slowed down noticeably, aware that (s)he was no longer on the savage expressway. Bicycles send a message — that of civility and urban/pedestrian activity.

DEAR COUNCILMAN ERISTOFF:

I understand your concern at the very unfortunate accident wherein a pedestrian was killed by a bicyclist. However, as a friend of bicycles, I am left to wonder: how the number of bicycle-related pedestrian deaths compares to the number of automo-

bile-related pedestrian deaths?

A NY Times article about the accident states that nearly 10,000 tickets were given to bicyclists. This strikes me as an absurd harassment of people who use a means of transportation that is pollution-free, reduces congestion, causes no damage to city streets and is incomparably safer than automobiles, from a deaths-of-pedestrians perspective.

How about making the city a little safer for cyclists instead of trying to wipe them out?

Quinn via e-mail

Decatur, GA

The writer was one of the first women bicycle messengers in Manhattan, ca. 1980, and is now a bike-commuter and a member of the Atlanta Bicycle Campaign.

TO THE NY TIMES EDITOR:

Your coverage of recent, unfortunate vehicle-pedestrian crashes is disturbing, and not just because of the events they discuss. An article buried in Metro News Briefs on November 19 reports that a car in Midtown caused 11 injuries, including that of two pedestrians (one of whom wasn't in the street). Then, on November 21st, we have front-page Metro coverage of a fatal crash involving a cyclist and a pedestrian on the sidewalk and subsequent political outrage, led by

Mayor Giuliani, over the "very big quality-of-life problem" that are bicycles.

What we never see mentioned in your pages, and what politicians are loathe to face, is that approximately 250 pedestrians and cyclists are killed by motor vehicles in New York City every year. And this is on top of thousands of injuries inflicted by drivers upon the car-less as well as air pollution, noise pollution and abuse of common space. Compare this to zero to two fatalities caused by cyclists, who don't pollute or make noise while traveling and who take up about one-twelfth the space of average-sized cars.

We should do all we can to encourage safe riding by bicyclists, but we should also spend at least two hundred times more energy to tame motor vehicle drivers and make the streets and sidewalks safer and cleaner for everyone.

Hannah Borgeson

New York, NY

DEAR COMMISSIONER LYNN:

The new bus-stop signs sprinkled around



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the city do wonders to make clear the city's extensive bus network, and I'm impressed with how quickly they've appeared. How about some speed-limit signs next?
Hannah Borgeson
New York, NY

DEAR TA:

I really hate MTA Bridges & Tunnels for its anti-pedestrian/bicycle attitude. After checking Fiboro Bridges information [on the T.A. web site], I found that there was once a walkway on the Bronx-Whitestone Bridge but it was removed when the roadway was widened. I think it is necessary to put more and more pressure on MTA B&T to benefit pedestrians and bikers more, including trying to get the walkway back on the Whitestone Bridge, because bike-on-rack service on QbX1 buses is not reliable. Successful action will benefit all of us seeking a better environment for biking, skating, and walking.
Yifan Ji
Flushing, NY

DEAR T.A.:

Some weeks ago a pedestrian on the Upper West Side was killed by a bicyclist riding on the sidewalk delivering food for a restaurant. Our illustrious mayor, King Rudolph Giuliani I, called bicycling the number one quality of life issue. The usual ticket blitz against cyclists followed. Rather than engage in a pissing contest with the mayor, why don't we try to solve the real problem which is virtual slave labor delivering food on bicycle (usually stolen) to New Yorkers too lazy to pick up their own food or cook (heaven forbid). Look at the bicycles these delivery people ride. The majority are late-model mountain bikes that originally cost between \$300-\$500 new. These bicycles all have been repainted (usually black, silver or cow-dung brown). Why have they been repainted? Answer: because they are stolen. Everybody I know has had at least one bicycle stolen, and a good number of their machines are delivering lo mein as you read this article.

What can we do about of this? Educate everyone you know about the inherent evils of ordering delivered take-out foods. (They promote bad-riding habits and encourage

bicycle thievery.) We can picket restaurants that have a fleet of stolen bicycles. We can appeal to the powers that be to license food delivery personnel. (Taxicab drivers are licensed; it gives them a sense of responsibility.) We can also appeal to the same powers to specify all delivery bikes to be one-speed cruisers with a coaster brake and one-piece crankset. This will discourage bike thievery, since a great share of their market will evaporate. We can do something constructive or we can whine about the mayor and his bicycling ticket policy. It's our choice.

Hal Ruzal
New York, NY

DEAR T.A.:

I am a T.A. member, an avid NYC cyclist, a Jew born and raised in Brooklyn and I am outraged that the proposed bike path through the Hasidic community has been rejected. I hope this is not the end of it.

This is America and pressure from religious sects or groups should not be catered to. The bike path will be an amenity, not a hazard.

Benedict Yedlin
Princeton, NJ

Classifieds

Classified ads are free for members, subject to a 3-line limit depending on space. Mail, fax, or e-mail ads to T.A. by Feb. 5 for next issue. One issue run unless requested otherwise. Fax: 212-629-8334 / e-mail: info@transalt.org. Not for commercial use.

Sale: Men's 10 1/2 Koolblades, like new \$40. Raleigh Alum. Road-bike, 10 speed, 22" Frame, good cond., \$75. Call 212-410-7604

Sale: Trek 1200 Road Bike, 50 cm, excellent condition-aluminum Shimano 10s/100 Components, Mavic rims, Kevlar tires, Performance Clipless Pedals call: Howard (212)243-5483 After 7 PM \$550 o.b.o

Wanted, folding bike. call Sarah 242-9290

Sale: 24 inch triple butted chromoly 4130 lug frame made in Japan for Bike Nashbar Model Toure LP. Dark blue color, few scratches. The top tube is 23 and 5/8 inches long, C to C, Dia Compe brake levers with hidden cables. Weinman center pull front brake to clear the front high Blackburn rack. Black foam handlebar covers. TTT 90mm stem and wide deep TTT handlebars. Sugino triple crankset 48 36 24 175 arms, Superbe pedals and toe clips with straps. 13 to 32 Suntour 6 speed cogset. White plastic Blumels fenders. 28x 700cm new Michelin Tracer gumwall tires \$275 Just serviced, ready to go. Call (732)566-2865 Work 1-(800)-552-2243 Donald O'Rourke (Aberdeen, NJ)

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Sale: Giant "Iguana" Mtn. bike, 22" chromoly frame with new paint. 21 speed Grip shift. All new drivetrain parts. New rack. \$200 o.b.o. Call Rich at (718) 786-4873.

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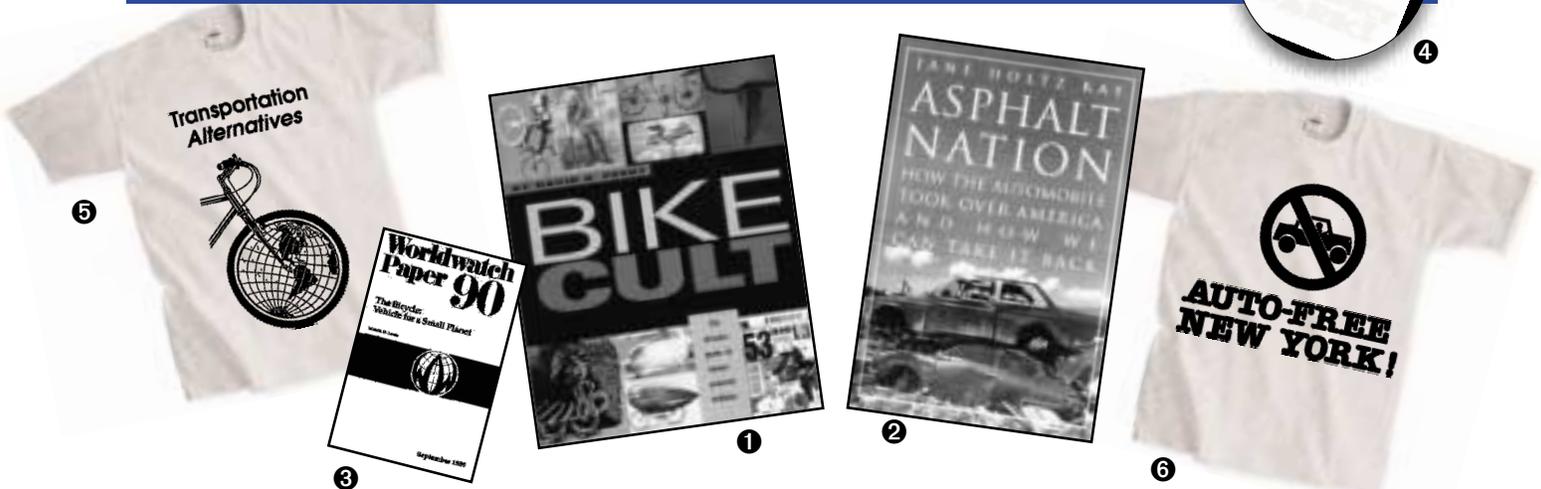
Send an e-mail message to dfl@panix.com and ask to be added to the Brooklyn e-mail list.

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1 Bike Cult A fascinating illustrated book detailing virtually all aspects of cycling — everything you ever wanted to know and more! Written by New Yorker and T.A. member Dave Perry!	\$17*/\$22	\$3 per book	_____	_____	\$ _____
2 Asphalt Nation A major work of urban studies that examines how the automobile has ravaged America's cities and landscape, and how we can fight back. By Jane Holtz Kay.	\$20*/\$25	\$3 per book	_____	_____	\$ _____
3 Worldwatch Paper 90 The Bicycle: Vehicle for a Small Planet Cycling <i>can</i> save the world. A classic.	\$3.00	\$1 per book	_____	_____	\$ _____
4 Prospect Park Buttons Just the accessory to wear on the street or to the next Community Board meeting. Pin it on your panniers or jersey, or clip it to your brake cable.	\$2.00	\$1 per button	_____	_____	\$ _____
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