

VOLUME 4, NO. 2

MARCH/APRIL 1998

TRANSPORTATION ALTERNATIVES



Inside: CAN NYC LEARN FROM LONDON?

Also: No-Skid QBB • Bike Permit-Free PATH • Slow Speeds Now!

TO THE BARRICADES!

The barricading of twenty crosswalks in Midtown and the mayor's subsequent call for a jaywalking crackdown prompted a wider discussion of the role of the car in the city. Here is what various pols, pundits and press people said.

Cars Are Desirable

Cars are a desirable form of transportation and you want to make New York City an attractive place. There are transportation advocates that hate cars, that are anti-car. There are these people that any change happens, and they immediately become hysterical.

— Rudolph Giuliani, *Daily News*, 12/26/97

Natives in Hogpens

The natives were already trying to break out of the hogpens...they have given the city a nightmare and diverted hundreds of cops. For what? To encourage more cars into an already car-choked city? Nothing about these barriers make sense, especially as the city's transit system is at the dawn of a historic era of weekly and monthly passes. Whatever happened to the idea that this city belongs to those who live here and who daily walk its streets?

— Dennis Dugan, *columnist, Newsday*, 12/30/97

Car Enthusiast

His enthusiasm for cars has been demonstrated in many ways, from his championing of auto-dependent super-stores to his pooh-poohing of new mass transit discount passes that might lure motorists into the subways.

— Clyde Haberman, *columnist, NY Times*, 12/30/98

Not Lawbreakers

Yo, Mayor Rudy: if you think "hubris" is some trendy Middle Eastern dish, consider the mess you've made of the pedestrian barricades... Mr. Mayor, pedestrians are not lawbreakers. Don't cramp our style with the single-minded intensity you turned on the squeegee men.

— Steve Cuzzo, *editor, NY Post*, 12/31/97

Ambulances

When an ambulance is delayed in traffic, people die. For that, I will inconvenience pedestrians.

— Rudolph Giuliani, *NY Post*, 1/9/98

Empathizing With Cars

You'd think Giuliani would have some sympathy for this pedestrian predicament. After all, we walkers aren't polluting or jamming our horns. Rare is the biped with an all-night car alarm. Yet, somehow our mayor left his heart in Detroit. First the barricades. Now this. Blame it on his shiny hood: he empathizes with cars....It's hard enough for us pedestrians to get around without laws criminalizing our attempts to cross in safety.

— Lenore Skenazy, *columnist, Daily News*, 1/13/98

Insanity

This is insane. He has taken away my street.

— Melvyn Kaufman, *owner of Sage Realty on why he is suing the Mayor over the barricades. Daily News* 1/13/97

Utter Disregard

Part of what has happened with the pedestrian barriers is some people showing utter disregard for the rights and safety of other people.

— Rudolph Giuliani, *Daily News*,

Jester's Costume

If he goes ahead with the plan, he might as well deliver his address in a jester's costume, complete with belled cap and elf shoes. Yes, jaywalking is against the law. So is double parking. And running a red light. And failing to yield to pedestrians. And speeding. And otherwise driving recklessly. Where's the crackdown on all that?

— Editorial, *Daily News*, 1/13/98

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Transportation Alternatives

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CALENDAR

MARCH

**Thur. 5
6:30 PM** **Auto-Free Central Park Mtg**
At T.A.:115 W 30th St #1207.

**Wed. 11
6:30 PM** **Volunteer Night at T.A.**
115 W. 30th. #1207
Romper Room but better.

**Mon. 9
6:30 PM** **Brooklyn Committee Mtg**
At Alan's house: 464 E. 19th
St., corner of Ditmas, Bklyn.
Call Carl at: 718-965-9667.

**Wed. 18
7:00 PM** **Bronx Chapter Mtg**
New location! Williamsbridge
Oval Park, Golden Age Center.
Call Rich for directions/info
718-653-2203.

**Tues. 24
6:00 PM** **Auto Free NY Meeting**
New date! Speaker: V.P. Operations,
NYC Transit. At T.A. , 115 W 30th.
Call 212-475-3394/email geo-
haikalis@juno.com for more info.

**Wed. 25
6:30 PM** **Volunteer Night at T.A.**
"You can't have more fun with
your clothes on," says vol Luis.

APRIL

**Wed. 8
Wed. 29
6:30 PM** **Volunteer Nights at T.A.**
We do it the old fashioned way.
At T.A.:115 W 30th St #1207.

**Tues. 14
7:00 PM** **T.A. Bronx Chapter Meeting**
Williamsbridge Oval Park,
Golden Age Center. Call Rich
for directions...718-653-2203.

**Tues. 21
6 PM** **Auto Free NY Mtg**
Speaker tba. Call 212-475-
3394. At T.A., 115 W 30th.

**Wed. 22
6 PM** **Earth Day Ride**
See Cycling News for more info.
Spread the word & bring a pal!

**Fri. 24
6PM** **T.A. Magazine Mailing Party**
Yeah baby, this is the big one.

MAY

**Sun. 3
all day** **T.A. at the BIKE NY Festival**
Help us promote T.A. to fellow
riders. Join us at our tables. Call
Sharon 212-629-8080 to help.

**Sat. 9
all eve** **T.A./RAB Benefit Auction**
See the ad in this issue and
watch your mail for more info.

**Tues. 12
7 PM** **T.A. Bronx Chapter Mtg**
Call Rich for info/direc-
tions...718-653-2203.

**18-22
various** **BIKE WEEK 1998**
Fun for all riders, beginner to
advanced. More info closer to
the date. To volunteer call Ruth
or Sharon 212-629-8080

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

Publisher's Letter

GIULIANI TAKES ON THE PEDESTRIAN

It was the Great Barricade and Jaywalking Controversy of 1998. It seems that Mayor Giuliani spent too much time in his mayoral mini-van and became fixated on pedestrians as the latest nuisance. In a public relations fiasco that is more a bad joke than a serious attempt at governance, the mayor OK'ed the barricading of twenty of the busiest crosswalks in the United States. Suddenly, on the day after Christmas, steel barriers appeared on 49th and 50th Streets in Midtown along with three or four unhappy looking police guards at each intersection.

Not surprisingly, the barricades have been lambasted by the public and press and were the target of T.A. street theater in early January. However, as of mid-February, they remain and the mayor has since called for a crackdown on jaywalkers, and increased the penalty from \$2 to \$50. The barricade and jaywalking episodes suggest how woefully little the mayor comprehends transportation issues. The fundamental idea behind the barricade plan — to make New York City more attractive to motorists — is phenomenally short-sighted. The seven million cars and truck already traversing the city everyday cause thousands of deaths and injuries, grind away at the city's quality of life and impose an estimated \$25 billion a year in societal and economic costs.

If the mayor wants to make the city an attractive place to live and visit, he should consider reducing the number of noisome cars in the city, not imposing on pedestrians. While banning cars from the city is unworkable, so is the mayor's attempt to accommodate more driving. No matter how many pedestrians are barricaded, penned or detoured, the city will never have enough room for those who might want to drive into it. This has been amply demonstrated over the last fifty years as New York City traffic has grown to choking proportions while sidewalks have been narrowed, parks and lanes on bridges opened to traffic and a fabulous trolley system destroyed.

Ironically, as the mayor strives to shoe-horn a few more cars into Midtown, across the Atlantic an extensive British study has found that closing roads in urban areas leads to a decrease in traffic on surrounding streets. After examining 60 instances in cities around the world, researchers found an average decrease in traffic of 20% after road or bridge closings. New York City examples like the closing of 5th Avenue at Washington Square Park in 1958, and the collapse of the West Side Highway in the 1970's support this conclusion. Thus, the corollary of "if you build it they will drive" is "if you take it away they won't drive."

To revisit a failed past of encouraging more driving is folly. We have been there, done that, and it is a mistake to go back. Enough already, Mr. Mayor. Take down the barricades and look to the next four years as an opportunity to leave New York City with a legacy of great public spaces, pedestrian plazas and bicycle greenways.



John Kaehny
Executive Director

P.S. T.A. will fight the Midtown crosswalk barricades with all of the means at our disposal until they are taken down. As of late February, T.A. is assisting Sage Realty in a lawsuit opposing them which should be ruled on in March.

CYCLISTS GET PATH TO SCRAP PERMIT

Area cyclists scored a victory last month when the PATH system eliminated bicycle permits. Pressure leveled on the Port Authority by cross-Hudson cyclists spurred PATH administrators to revisit the permit policy, and effective February 1, 1998, no permit is needed to board PATH trains with a bicycle. As before, bicycles are prohibited during weekday rush hours.

Dozens of cyclists' letters convinced PATH management that the permit requirement was needlessly restrictive. After consulting other transit agencies with more bicycle-friendly policies, the agency concluded that liability concerns were exaggerated. NYC Transit, Philadelphia's SEPTA and NJ Transit reported virtually no problems due to cyclists. "Most cyclists planning a multi-modal trip just want to get somewhere else. Plus, we want to discourage motor vehicle use," said Jim Conklin, PATH Superintendent of Transportation.

Send a letter to thank the following PATH folks who helped make this happen.

Mike De Pallo, Director/General Manager
Hugh McCann, Deputy Director
Jim Conklin, Superintendent of Transportation
1 PATH Plaza, 7th Fl.
Jersey City, NJ 07306



Gian-Claudia Sciana

PATH makes a bike-friendly move.

SKID-FREE QBB

For the hundreds of cyclists who have wiped out on the Queensboro Bridge over the years, suffering broken limbs, serious lacerations and worse, T.A. has uplifting news. After years of pressuring the DOT to install a non-skid surface on the Queensboro Bridge bike/ped path, T.A. last month won a written commitment from the agency to do just that. During reconstruction, the agency will replace the treacherous steel grid decks on both the north and south outer roadways with concrete filled grating treated with a skid resistant "microsurfacing overlay." Until now, Queensboro cyclists have been forced to negotiate the elemental incompatibility between rubber tires and slick metal whenever even the slightest mist covered the bridge path. "It's deadly. I've seen so many people take spills—myself included. I'm surprised the city hasn't been sued," says T.A. member and QBB commuter James Langergaard. Happily, those days will soon be gone.

Still missing, however, is a written commitment from the DOT that the completed bridge path will be open for use by cyclists and pedestrians twenty-four hours a day. The permanent path is due in Fall 1999, when both north and south outer roadways will have been rebuilt and when the DOT will decide where to locate the path. Title 23, para.109 of U.S. Code for

Highways forbids "any project . . . that results in the severance of an existing major route[s] for nonmotorized transportation traffic . . . unless such project provides a reasonably alternate route or such route exists." But the DOT could be planning to sever the Queensboro route for part of the day, as is done now by forcing cyclists and walkers to be carried on the shuttle bus.

Dozens of T.A. members wrote local elected officials in February, asking them to press for a DOT guarantee to cyclists and walkers of full-time path use. Council member Tom Duane told DOT that accommodating full-time bicycle and foot travel over the bridge was essential to "any comprehensive policy regarding transportation . . . to encourage alternatives to vehicular transit . . . [to] ease traffic congestion." Congress members Carolyn Maloney and Charles Schumer have also pressed the agency to respond to calls for full-time use of the bridge.

Ask your elected officials to urge DOT to commit in writing to a twenty-four hour bike/ped path on the Queensboro Bridge.

Queens Borough President Claire Shulman
tel 718-286-2870/fax 718-286-2885

Manhattan Borough President C. Virginia Fields
tel 212-662-4440/fax 212-932-1130



Mark Herbst

GIVING RESPECT/GETTING RESPECT

On the chilly evening of January 22, T.A. volunteers turned out for the third Give Respect Get Respect Campaign event. Joined by City Council member Andrew Eristoff, the group delivered over 300 flyers to food delivery cyclists and restaurant managers on the Upper East Side, encouraging cyclists to keep off the sidewalk, ride with — not against — traffic, and yield to pedestrians.

Initiated by T.A. last fall to encourage cyclists to respect pedestrians and to press for greater enforcement of bicycle lanes, the campaign has concentrated on the Upper East Side where residents have lodged numerous complaints about sidewalk-riding food delivery cyclists.

Give/Get volunteer Mary Frances Dunham, who has handed dozens of mock summonses to vehicles blocking First Avenue's bike lane, reported "Truck drivers seem to be pleasant about leaving the bike lane, but not private motorists."

As we go to press, Give/Get campaigners will be working the Sixth Avenue bike lane below 42nd Street. The popular cycling route is famous for double-parked trucks and for vehicles that use the bike lane for sudden turns and for rushing ahead of the pack at intersections.

T.A.'s next Get Respect Action will target the Lafayette St. Bike Lane, where double-parked delivery trucks and cabs are rampant. Cyclists have reported some improvements, but more is needed. To help, call Gian-Claudia at T.A.

Give Williamsburg the Rack!

Have you noticed? Williamsburg, Brooklyn is fast rivaling the East Village in terms of cyclists per capita. T.A. is surveying the Williamsburg area for bike parking hotspots where bicycle racks are needed. Subway stations might be one place to start, but how about others? If you live or hang out in Williamsburg, let us know where you need bike parking or other cycling improvement at your favorite eateries, the bank, etc. Let's make Williamsburg a cycling village.

Call Nigel Hall at T.A. or via e-mail at <nigel@transalt.org> with recommendations.

POTHOLE CRUSADERS

"A month ago, I was thrown to the ground by an unseen pothole and I cracked my helmet and bruised all parts of me," says Stuart Desser, T.A. member and Operation Hazard ID volunteer. Close calls are everywhere with cars driving too fast, too close, and asphalt broken into rude topography." His story is far too common among NYC cyclists. Constantly, we must watch out not only for double-parked cars and opening doors but pavement hazards too!

Motor-minded DOT maintenance crews often ignore potholes that leave cars unscathed but can leave a cyclist sprawled on the asphalt pondering a pretzeled wheel. That's why T.A. launched Operation Hazard. Coordinator Nigel Hall and T.A. volunteers have been surveying First Avenue through Eighth Avenue, between First St. and 60th St., notifying the DOT of all pavement hazards.

To date, surveys of First, Second, Third, Fifth and Eighth Avenues have been submitted. Theoretically, the DOT should fix the problems within 15 days, but a recent inquiry shows that DOT has fixed only 4 of the 12 potholes investigated. Step on it, folks!

To volunteer for more street surveys, contact Nigel Hall at T.A. or via e-mail <nigel@transalt.org>.

Special thanks to Operation Hazard ID volunteers Simon Bertrang, Stuart Desser, and Chris Rohner for their excellent work.

BIKE UNIT TARGETS TRAFFIC VIOLATORS

Last November, the NYPD's Traffic Control Division launched a bike unit, marking the first time in 80 years that officers on bicycle were detailed to enforce traffic laws. The move benefits all city cyclists. Motorists who see/or are ticketed by authority figures on bicycles are less apt to use the next cyclist they see for target practice.

The ten specially-trained officers have been plying Midtown streets to target drivers who run red lights, block crosswalks or drive or double-park in bicycle lanes. The unit also discourages bicyclists from riding on the sidewalk or against traffic. From January 1 to mid-February this year, the officers issued summonses to 426 motorists for moving violations, 142 drivers for blocking bike lanes, and to 203 bicyclists for riding against traffic and on sidewalks. T.A. has been urging the unit to concentrate more proportionally on motorists.

BIKE WEEK 98

With El Nino keeping frosty weather at bay, who can blame us for thinking of spring? T.A. is gearing up for Bike Week 98. Help plan a week of power breakfasts, group rides and other festivities to celebrate you — the city cyclist!

To get involved call Ruth, Bike Week Coordinator, at T.A. (Thursdays are the best day to call).

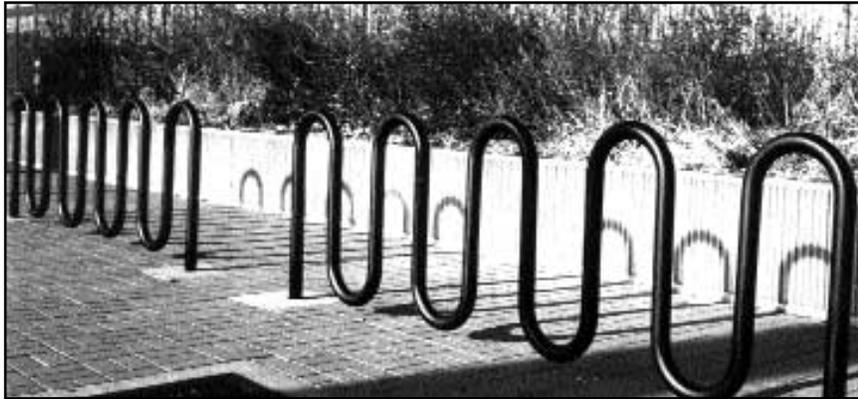
STATE PARK BANS BICYCLES

Riverbank State Park, the most popular recreation spot north of 110th Street, has banned bicycles from park premises. Park management recently instituted a "No Bicycles" policy at the 28-

acre facility, refusing entry to anyone with a bicycle, even if the cyclist walks the bike.

While park administrators contend unruly cyclists caused problems last summer, the new policy

flies in the face of reason. Over a dozen ribbon-style bike racks inside the park can fit over 120 bicycles, but park managers insist cyclists lock their bikes to feeble metal barricades at the park entrance, half a mile from view of any park users. Ironically, private automobiles, buses and taxis may freely use the park roadway to enter.



Gian-Claudia Sciara

Riverbank state park has bike racks galore — but no one may use them!

Write park administrators to demand bike access to Riverbank:

Jim Moogan, Regional Director
fax 914-889-8217
Oscar Smith, Deputy Director
fax 212-694-3650
Riverbank State Park
679 Riverside Dr.
New York, N.Y. 10031

GOWANUS BUSINESSES WANT TUNNEL STUDY

Business owners in Red Hook and Sunset Park concerned about traffic changes have asked Governor Pataki to conduct a study looking at the long term economic, social and environmental impacts of different plans before reconstructing the elevated Gowanus Expressway. Rebuilding the roadway will cost \$1 billion while a tunnel may cost anywhere from \$2.5 to \$7 billion. However, many prefer the tunnel as it would last much longer, be cheaper to maintain and help reunite the waterfront with the rest of Brooklyn.

T.A. and its allies on the Gowanus Expressway Community Coalition have filed suit in Federal Court claiming that State and Federal transportation authorities are violating the Intermodal Surface Transportation Efficiency Act (ISTEA) by refusing to conduct a Major Investment Study (MIS). Congressional representatives Nydia Velazquez and Jerry Nadler have requested \$25 million from the ISTEA budget to perform a detailed MIS and tunnel study.

UNION SQUARE PARK RECLAIMS PARKING AREA

The Parks Department announced that it will expand the southwestern corner of Union Square Park in Manhattan by 10-20 feet, reclaiming a paved transit police parking area with 20,000 square feet of new green space. The next major challenge is for the City to transform the park's southern border at 14th Street from a pedestrian nightmare with few safe crossings into a true gateway to the Greenwich Village neighborhood and points south.

AUTO-FREE PROSPECT PARK IS RED HOT

West Brooklyn's weekly newspapers are abuzz about cars in Prospect Park. Since the DOT released its Prospect Park traffic study late last year, the push for more car-free hours has picked up speed, and a major decision seems near. Still silent are neighborhood city councilmembers, especially Steve DiBrienza, whose district encompasses the park.

So far, two competing plans have been put forth. Prospect Park Administrator Tupper Thomas has proposed limiting cars to two hours in the morning and two hours in the evening on weekdays, abandoning her earlier claim that cars make the park safer during off-peak periods. T.A. supports a completely car-

free park, which ideally would be tested during a three-month trial period this summer. Write or call your councilperson to support the car-free experiment.



Recently added stencils in Prospect Park illustrate the narrow space allocated to recreational users along Park Drive.

TAXI CRASH RENEWS CALL FOR CAR-FREE CENTRAL PARK

T.A.'s Central Park Committee called on Mayor Giuliani to ban cars from the park after a February 12 collision left two joggers hospitalized. The incident occurred after a driver suffered a fatal heart attack and entered the recreation lane on the East Drive near the Metropolitan Museum of Art. Both joggers are recovering, luckily, but crashes are inevitable given the crowded conditions on the park drives. Joggers, skaters and cyclists need more space, and don't need to travel inches away from traffic. To be part of the Auto-Free Central Park Campaign, call Elizabeth at T.A.

Get Involved in the Park Campaigns!

Next Meetings:
Central Park Committee
March 5
Brooklyn Committee
March 9

see calendar on pg 3

Call to get involved & on the
contact list for upcoming
events and meetings

DING DONG THE TWIN IS DEAD — AT LEAST FOR 1998

The saga of the Port Authority's Goethals Bridge twin proposal continues...the Port Authority says it won't build a twin if NJ and Staten Island don't want it, and to support that idea, the PA removed \$5 million in study money from the 1998 capital budget. But the PA is slyly pushing the twin anyway, suggesting ensuing chaos during the deck rehab on current bridge. The EIS is good for three years, so on-the-sly deal-making is likely if the agency remains committed, albeit covertly, to building the twin. Notwithstanding, many politicians are now clamoring to publicly express their non-support for the idea.

METROPOLITAN

NEW YORK CITY

Where's the @#% *! Bus?

Not a surprising refrain, considering the 25% decline in bus service over the last ten years recently reported by Straphangers Campaign. Manhattan bore the brunt, with a 29% decrease in scheduled service. The report also found decreasing reliability, i.e. increasing bus breakdowns, abysmal on-time performance, and poor results in basics like bus cleanliness and route announcements. Despite all this, ridership is up a 17% since free subway-bus transfers began in July '97, with even greater gains on DOT's franchise lines. Ridership should rise even more when day/week/month transit passes arrive in July '98. NYC Transit says it has 350 buses on order, including 190 compressed natural gas (CNG) buses.

Straphangers' report calls for immediate increases in bus service to meet growing demand and make up for the decade-long reduction. Also called for: enforcement of bus stop no-parking rules; expanded exclusive bus lanes and serious enforcement; and cleaner buses through an accelerated move to CNG and alt-fuel vehicles.

WESTCHESTER

How to Earn a Page in Auto History

AAA reported to its membership that an "army of anti-auto activists" were responsible for the demise of the I-287 HOV expansion. And who were these radical activists? A diverse group of public officials, residents and businesses (themselves, in all likelihood, regular auto users) who simply realized that more pavement does not equal more mobility. The longtime practice of the AAA being behind closed doors with state transport policy makers is over, thanks in part to years of grassroots organizing by alternatives advocates. Indeed, count another victory for the "army": Gov. Pataki ordered a 12-month hold for road widening plans for Rt. 120 in eastern Westchester. On cue, AAA and others have again sounded the old refrain of "cars pay their way." Comprehensive studies illustrate the opposite. General tax revenues subsidize NY drivers to the tune of at least \$2 billion a year.

NEW JERSEY

Whitman's Bike/Ped Cash: Jackpot or Mirage?

Realizing perhaps, that much of the Garden State is evolving into the Pavement State, NJ Gov. Whitman recently pledged \$15 million for 2,000 miles of bikeways in the next 10 years, better pedestrian facilities for seniors and kids, and tough new anti-sprawl measures. The pledge could mean state bike/ped money in NJ's capital spending plan — the first dollars allocated besides federal ISTEA Enhancement dollars. NJ already has a formidable Bike/Pedestrian Master Plan, published in 1995. The challenge now is getting the new money to work for real change. Tri-State Transportation Campaign allies, including T.A., have written to NJDOT Commissioner Haley, asking that specific 1997 projects be included in the state's project list for capital funding. The \$26 million of bike-ped projects have broad local support. NJDOT has not responded.

Not in the DOT slow lane: NJ Transit and the town of Maplewood may soon team up to install bike racks and lockers for some 50-60 bikes at the local train station. NJT even has a bike locker hotline: 973/491-8348.

REGION

Tunnel Dreams — NJ to NYC

The oft-mentioned cross-harbor rail freight tunnel got another boost recently as the Economic Development Corp. began seeking consultants for a \$5 million freight needs Major Investment Study. Two route options under consideration are Brooklyn-Staten Island and Brooklyn-Greenville. Results are at least 2 years down the road. Another long-time study project, Access to the Region's Core (ARC), recommends another Hudson River tunnel for passenger rail. It's a popular idea, but its scary multi-billion dollar price tag means mustering the political will to see it through will be a challenge. One NJ State senate leader recently pledged to "give life" to the ARC proposal, saying NJ could not afford to let this one "sit on the shelf."

RECLAIMING THE SIDEWALKS



It can be pretty annoying witnessing the media bias which depicts bicycles as the biggest threat to pedestrians. Of course we know the whole thing is baloney, and the numbers bear us out. According to NYS DOT data, from 1989-94, cars struck 1980 pedestrians and killed 46 on the sidewalk in NYC. A pedestrian is far more likely to be seriously injured on the sidewalk by a car than a bicycle. A recent *Daily News* cover story, "Crash City" highlights this — ten pedestrians injured due to cars jumping the curb in one weekend!

Given the huge numbers of sidewalk jumping incidents, the DOT should use its sophisticated mapping software to pinpoint all the sidewalk crashes. Then protective bollards (posts) and traffic calming devices should be placed in high-risk areas. Some sites might include: 8th Ave at W.41st St, Lenox Ave at W.125th St and 6th Ave at W.53rd St.



These cast-iron posts recently installed on Columbia Heights in Brooklyn serve to keep cars in their place.



A happy runner in the "new" crosswalk

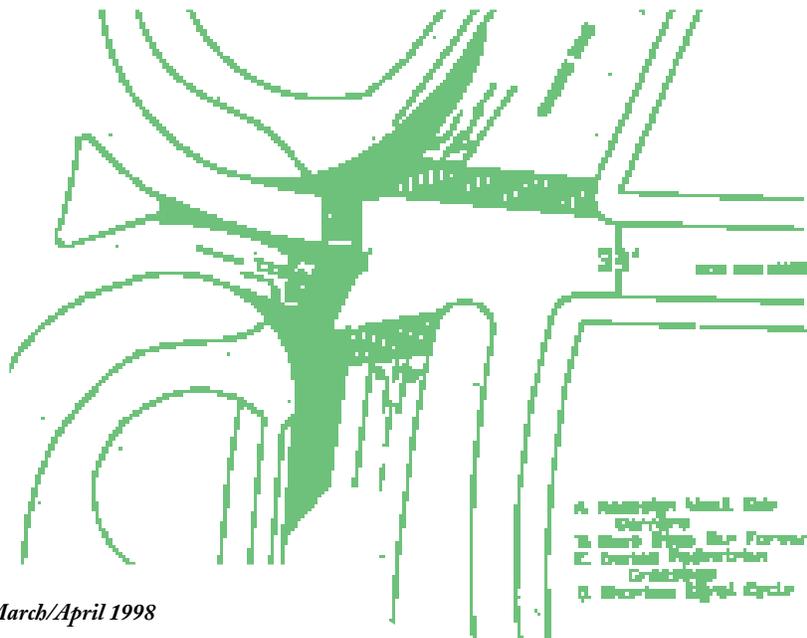
CITIZENS' SPARK RECONNECTS RIVERSIDE PARK

In Riverside Park, on Manhattan's Upper West Side, there's a rather incongruous layout. At 95th St, the access ramp to the Henry Hudson Expressway harshly interrupts the Park's main jogging and walking path. Not exactly what park designer Frederick Law Olmstead had in mind. Doubly offensive, the ramps sit just one block south of another massive set of access ramps.

Not too long ago, the legal pedestrian crossing at 95th street was erased and park users had to cross Riverside Drive to the eastern side of the street, then cross 95th St and then west across Riverside Drive once more. Most people elected to cross illegally, and dangerously, at the mouth of the highway access ramp.

Alarmed at the hazardous condition, a group of residents, including Laura Dwight and Dan Poor, started to petition park users. Then they pushed their elected officials and city agencies with a barrage of letters and calls. As parents of small children, both Dwight and Poor had one too many "near death experiences at the intersection."

Determined and steadfast, the community activists scored a victory when the Borough President hired a traffic engineer to analyze the site and develop recommendations. In May 1997, the DOT installed north-south crosswalks in the west side of the intersection, put up pedestrian-crossing signs and painted Riverside Drive to reduce the curve. While appreciative, the community is not completely satisfied and plans to fight for a "pedestrian only" signal phase and better signage.





SAFE ROUTES TO SCHOOL CREATES TRAFFIC CALMING STIR IN THE BRONX

The Safe Routes to School program has tapped into an issue important to elementary schools and the communities that surround them. Parents, teachers, community boards and school boards are welcoming traffic calming as a solution to perilous streets and are jumping at the chance to make their children's travels safe.

An unexpected benefit of the Safe Routes to School program has been support for traffic calming measures via legislation from local elected officials. City Councilmember Adolfo Carrion is proposing legislation to make speed humps mandatory in front of schools. In addition, Carrion, along with fellow Councilmembers Jose Rivera and Pedro Espada, are lending their support to the "slow speed" legislation in the NY State Legislature.

Safe Routes to School programs are up and running in P.S. 27, P.S. 48, P.S. 156, P.S. 226, P.S. 23 P.S. 246 and Our Lady of Refuge. As the word gets out that traffic calming devices are an effective means to remedy the epidemic of traffic-related injuries, we hope to continue to hear from local elected officials.

To: City Council
From: NYC Pedestrians and Cyclists
Re: Pass The Home Rule Message
 For Real Traffic Calming Now

T.A., along with the Neighborhood Streets Network, is pushing for state legislation to permit NYC to design traffic calmed streets at 15 mph. However, before there is any more progress in Albany, the City Council must support this "slow speed" legislation via a home rule message by April 1, 1998. Urge your Councilmember to support pedestrian safety and slow speed zones.

Tell Council Leader Peter Vallone to pass the slow speed home rule message now!

Peter Vallone
City Council Majority Leader
City Hall, New York, New York 10007
Fax: (718) 726-0357

RIVERSIDE PARKING LOT WOULD PINCH GREENWAY

It is 2005 and you are strolling or riding your bike on one of New York City's most spectacular open space attractions — the Hudson River Valley Greenway. Imagine the sights as you head uptown: majestic Hudson views, the awesome Intrepid, peaceful marinas and...a supermarket parking lot? Suddenly, the path narrows and you're stuck between the river and sea of parked cars. That's precisely what could happen if the NYC Economic Development Corporation grants a 10-year lease for waterside parking to Harlem's Fairway market. Fairway's parking lot, located on Marginal Street from 131st to 133rd Street, lies on a 4.5 mile stretch of waterfront from 72nd Street to 153rd Street that is designated for a portion of the NYC Greenway known as Riverwalk and that is being planned by the NYC Department of Parks.

Since its arrival in Harlem a few years ago, Fairway has tem-

porarily leased the lot from the EDC for parking. But now the store wants a ten-year lease and has promised to construct a two-block waterfront promenade at the site in exchange. The promenade would directly abut the heavily used parking lot and probably could not be built to meet even minimum greenway standards that recommend a 12-foot width for bike/ped paths in urban areas.

Insiders say EDC is likely to grant the lease, but community residents object. Funds for Riverwalk have already been secured from federal transportation moneys and the City Parks Department. A long-term lease for Fairway's parking lot would set back years of work to make the Hudson shoreline an open space resource for New Yorkers. Tell your city councilmember you don't want a parking lot on NYC's Greenway. Urge him or her to reject the 10-year lease for Fairway's parking lot. Call T.A. if you don't know your council representative.

AUTO-FREE WORLD

Ken Coughlin

Dutch Drivers Liable in Car-Bike Collisions

If you're traveling in the Netherlands by car, beware! Colliding with a bicyclist will be your fault—no matter what! A law is about to take effect that presumes that, in most such accidents, the motorist is guilty until proven otherwise. The reasoning is that cyclists are in a weaker position with respect to potential injury. To avoid liability, a motorist will have to prove in court that the cyclist ignored traffic regulations and acted recklessly. Once the new rules come into force, drivers will also have to fork out another 100 Dutch guilders (about \$50) each year for car insurance. The Dutch government sees this as another way to encourage people to leave their cars at home. (The new law will not apply to motorways or main country roads.)

Bulldozing the Holy Land

A coalition of Jewish environmental groups demonstrated in front of the Israeli consulate in New York City in late January to protest the proposed Trans-Israel highway, an eight-lane thoroughfare that will stretch from south of Be'er Sheva to the Lebanon border. The protestors, supporting demonstrations that took place across Israel, say the highway will worsen air pollution, disrupt farming communities, and destroy archeological sites. "Israel has the opportunity to learn from the last 50 years of U.S. experience," said a spokesman for L'OLAM, the Committee on Judaism and Ecology, organizers of the demonstration.

Messenger's Body Is Not a 'Vehicle'

Toronto courier Alan Wayne Scott, 47, lost

a three-year battle when the Ontario Tax Court ruled that he took improper business deductions. Scott, who makes deliveries on foot and by bicycle, had claimed that his body is a professional vehicle and that operating expenses (shoes, knapsack, the \$13 a day in extra-high-calorie food he must consume to do his grueling work) should be tax-deductible, just as an automobile's expenses are.

Don't Spend Surplus on Roads—Poll

A recent USA Today-CNN Gallup poll asked Americans if the government does indeed have a budget surplus, what priority should be given to eight different spending options. The spending proposals ranged from "reducing the national debt," and "strengthening Social Security" to "increasing spending on highway construction." In the poll, road building came in dead last. Only 11 percent of respondents gave it top priority, while 51 percent gave it low priority.

San Diego Tries 'Congestion Pricing'

In March 1998, a stretch of special San Diego toll road is scheduled to become the first highway in the world to shift to "dynamic congestion pricing." The idea is to optimize traffic flow by adjusting toll rates as frequently as every six minutes using computer algorithms, traffic-volume data, and assumptions about demand. Tolls will vary between 50 cents and \$8 in 50-cent increments. The dynamic pricing will take effect for a minimum two-month trial period on the I-15 HOT lanes, 13 km of barriered central dual lanes just north of San Diego. Under the present system, drivers

buy a \$90 monthly pass to use the lanes.

—Toll Roads Newsletter

Britain Focuses on Cycle Theft

New research has found that 172,000 people give up cycling every year in the United Kingdom after their bikes have been stolen, and the threat of bicycle theft plays a significant role in deterring many other potential cyclist. The Transport Research Laboratory, which conducted the research as part of the National Cycling Strategy effort, found that more than 717,000 bicycles are stolen in the UK every year—or one bicycle every 45 seconds—at a cost to the nation of 250 million pounds per year. A National Cycling Forum working group is looking into both bicycle security and registration schemes as part of the National Cycling Strategy. A registration code of practice is planned for later in 1998, while a new set of lock standards is expected to be announced in the spring.

—London Cyclist

Cars More Essential Than Food?

Food, clothing and shelter are the basic necessities of life, right? Guess again. A survey of American spending habits conducted by American Demographics magazine shows that we spend only about half our money on those things. Where does the rest go? Transportation is a biggie. The typical household spends about \$500 a month on transportation (almost all of that is devoted to motor vehicles, as opposed to mass transit). By contrast, the food bill comes to about \$377 a month.

—Stages

Donors include restaurants, health clubs, bike shops, salons, manufacturers, retailers, TA members, and more!

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Date and location are tentative. Please call the infoline at 212-629-3311 or check the web site www.transalt.org/auction after April 1 for complete details and donor list.

If you can donate an item or service, solicit donations, or help out that week or that day, please call Sharon at 212-629-8080 or send an e-mail to auction@transalt.org

T.A. IN THE NEWS

When the issue is pedestrians or cyclists, the press turns to T.A. for sensible insights.



"In New York City, your odds are much greater of being killed by a stranger with a car than by a stranger with a gun," said Transportation Alternatives. Jan. 23, 1998



One transit advocate slammed the plan [to crack-down on jaywalking]. "It's blowing smoke. What's really going on in this town is that pedestrians are beleaguered," said Transportation Alternatives. Jan. 13, 1998



Transportation Alternatives seemed puzzled...by the mayor's obsession with pedestrians. The mayor, T.A. suggested, should "ride the train or walk or ride a bike to know what's really going on. Walkers make the city what it is." Feb. 1, 1998



"The bike lane on St. Nicholas Avenue runs past every major house of worship in Harlem, and we haven't heard any complaints," said T.A. "So [we] think there's another issue here." Metro Gnome Column, "Intolerance in Borough Park," Nov. 24, 1997

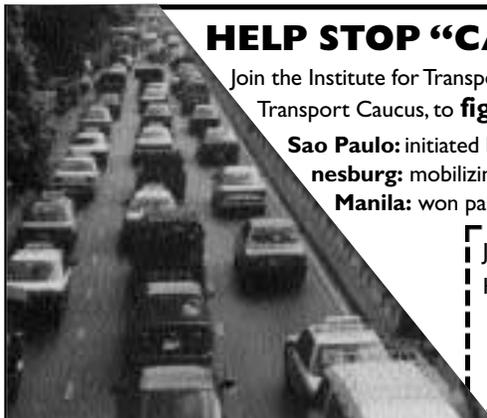


Three members of the bicycle and mass transit advocacy group [Transportation Alternatives] attempted to deliver [more than 2,000 signed post-cards] to Howard Golden at Borough Hall....The postcards urge Golden "to push for the largest possible expansion of car-free hours [in Prospect Park]" and "increased park traffic rules enforcement" against speeders and illegal vehicles in the park. Dec. 22, 1997



"Bicyclists kill slightly less than one person a year. There's no doubt that motor vehicles are far and above the greatest problem, [said Transportation Alternatives.]" Dec. 8, 1997

If you see T.A. in the news, especially in local papers and weeklies, please clip and send on to T.A.! Thanks!



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LESSONS FROM



This street was once a common commuter cut-through route. A raised crosswalk with pavement treatments, and the slight curb extension remind drivers this is a neighborhood street.

While New York City flounders to find answers to its traffic safety woes, across the Atlantic a success story is shaping up. In London, a great international city very similar to New York in its travel habits, an aggressive anti-speeding campaign has substantially reduced fatal pedestrian and motoring fatalities. Back in 1984, London actually had more pedestrian deaths than New York: 300 versus 293. Yet, by 1997, London had reduced its pedestrian fatalities to 150, compared to 249 here.

Speed Kills

Though misinformed societal attitudes consider it a victimless crime, speeding directly increases both the number and the severity of crashes. The relationship between speed and safety is simple. At higher speeds, motorists have less time to avoid trouble. In crowded traffic conditions like those in New York and London, a multitude of traffic hazards present themselves, and drivers need ample time to react. Recent incidents here involving cars that collided and then deflected into pedestrians on the sidewalk are the products of excessive speed.

Studies have shown that at a speed of 30 mph, New York City's speed limit, 40% of pedestrians who are struck are killed; at 40 mph, 70% are killed. At traffic-calmed speeds of 15 mph, less than 8% of walkers who are struck die. While it seems only logical to strictly enforce and control speeds, New York City in fact devotes little attention to speeding on city streets, as opposed to highways. Fewer than 300 speed limit signs are posted on the city's more than 6,000 miles of streets, and NYC police issue on average only about 50 speeding tickets per day to the millions of motor vehicles sharing the road with pedestrians and bicyclists. Speeding is rampant on NYC streets, even in the heart of Midtown where cyclists on avenues often face cabs whizzing by at speeds of 40-50 mph.

In London, however, government agencies decided in the late 1980's to get serious about traffic safety. They quickly identified stopping speeding as the key. Over several years a three-pronged campaign combining law enforcement, traffic calming engineering and education evolved. These strategies work together to fundamentally change motorists' attitudes towards speeding.

Law Enforcement

London's enforcement strategy begins with more than one hundred automated speed radar cameras, which automatically issue traffic summonses to speeders. London has also introduced red light cameras. Speed cameras have been in widespread use in California and other western states for decades and are credited with sharply reducing speeding and crashes. To date, New York City has been cautious about using this technology.

Pedestrian Fatalities

	London	N.Y.C.
1984	300	293
1997	152	246
change	-49%	-16%

Motorist Fatalities

	London	N.Y.C.
1984	212	227
1994*	90	207
change	-58%	-9%

*Last available for London

LONDON

The city has been more receptive to using red light cameras. The 18 cameras currently in use have been a big success, and the city intends to increase the number of cameras to 30 by late June. This is good, but the city would do better to deploy the one hundred cameras originally proposed in the authorizing legislation passed in 1995.

Traffic Calming

London's borough administrations use the full range of traffic calming techniques on both local and arterial streets. In boroughs like Hackney, every crosswalk on the main street is elevated, most schools are surrounded by speed humps, and transit stops are marked by sidewalk widenings and extensions. While London does make wide use of pedestrian fences to deter jaywalking, it balances this with the extensive pedestrian improvements described above and a number of popular pedestrian-only streets. Additionally, some of the newer bike lanes in London are paved with colored and textured asphalt to differentiate them from car lanes and to create a road narrowing effect that slows motorists. London also makes extensive use of "Pelican" crossings midblock. These crossings are marked by striped poles topped with large blinking yellow bulbs where cars must yield to pedestrians. While not every technique used in London may work here, traffic calming techniques applied area wide can achieve an overall change in the way motorists drive and perceive the street.

Public Education

In London, the Mayor and other notables launched with great fanfare an anti-speeding campaign using the slogan "Kill Your Speed, Not A Child." That slogan and others like it were featured in television, radio, print and billboard advertising and were intended to stigmatize speeding and reckless driving in the same way that advertising has been used in this country to stigmatize drunk driving. In the U.S., this advertising reversed public attitudes that 20 years ago found drunk driving amusing. London and the UK are achieving similar success with their speeding campaign. NYC should learn from London and do the same. Funds from the National Highway Traffic Safety Administration and Governor's Traffic Safety Coalition could be used for this purpose.

If New York City matched London's success, every year more than 225 pedestrians and motorists would be saved from dying and thousands more spared horrible injuries. New York City has the money, resources and expertise to mount a London-style traffic safety campaign. But do its leaders have the political will to take a methodical and sober look at this enduring public health and safety crisis?



This busy residential street in Sheperds Bush had a high accident rate and too many speeding cars. Here, chicanes, and pinch points, stand out to force slower speeds.

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- 810 7th Ave. (enter at 52nd St. or B'way)
- 345 Park Ave. (at 52nd St.) \$2.50/day
- 330 W. 44th St. (between 8th & 9th Aves.)
- 30 Park Ave. (at 36th St.) \$2.50/day
- 839 6th Ave. (between 29th & 30th Sts.)
- 112 W. 25th St. (at 6th Ave.)
- 105 Essex St. (north of Delancey)
- 121 Reade St.
- 109 Park Row
- One Police Plaza (look for police garage)
- 80 Pine St. (near Water St.) \$2.50/day

Bronx

- Jerome Ave. at Gun Hill Road
- Jerome Ave. at 190th St.

Brooklyn

- Atlantic Ave. at Court St. (rack on State St. side)
- Livingston St. at Bond St.

Queens

- Court Square (near Jackson Ave.)
- 90th Ave. (between Parsons Blvd. & 160th St.)
- Archer Ave. at 165th St.
- Queens Borough Hall
- Queens Plaza South at Jackson Ave.

Staten Island

- S.I. Ferry Terminal

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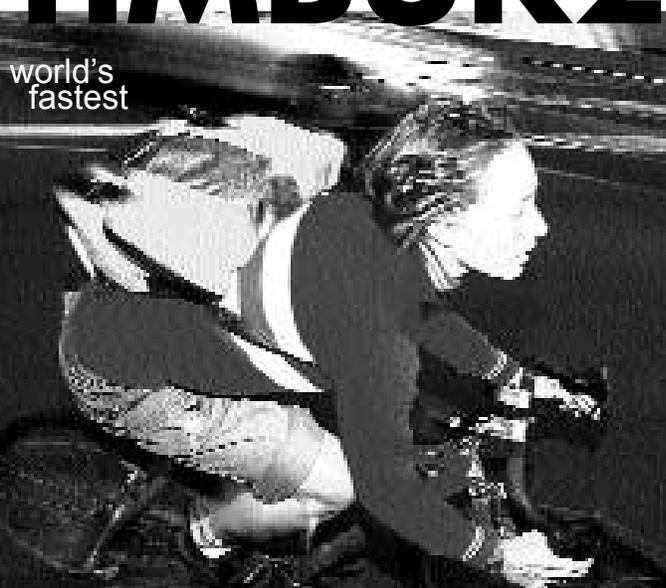
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DESIGNS

Volunteers of the Month

PATSY WHITTINGHAM

Occupation: Guidance Counselor at Junior High 120 in the Melrose section of the Bronx
Neighborhood: Parkchester
T.A. Member Since: 1992



Volunteer Project: Over the past six years, I've worked on various projects for T.A., ranging from leafleting to managing a table for the NYC century Bronx rest stop and, now, establishing a Recycle-a-Bike program at M.S. 120. The RAB program has taken a year to get off the ground and is now really coming together. I supervise two teachers and several volunteers to keep the RAB workshop open after school on Mondays and Wednesdays. Much of the time I have devoted to T.A. is due to the gentle yet effective prodding of Rich Gans, the powerhouse behind the Bronx committee.

Philosophy: Biking is the greatest way to get around. I especially love riding around the bike paths in the Bronx and Manhattan and not being hassled by traffic. The best part is that, when I ride, I not only feel great but I also may eat as much as I like.

Hours per week: Because we are getting RAB started, I am devoting 10-20 hours a week.

Upcoming projects: After the first year of teaching kids how to build and maintain their bikes, we will teach the kids and their families how to ride safely in the city. Our long term plan is to have organized rides with the students and teach mapping skills as they explore the Bronx Greenway.

MARTHA ROWEN

Occupation: I teach Classical Greek at NYU School of Continuing Education and also work in my husband's computer consulting company.



Neighborhood: Brooklyn Heights
T.A. Member Since: January 1996

Volunteer Activity: I work mainly for the Brooklyn Committee, focusing especially on getting Prospect Park closed to traffic. The Committee's initiative to close Prospect Park to traffic has a very good chance of being successful. The more volunteers we have, the better our chances. I am also involved in efforts to improve access to the Brooklyn Bridge on the Brooklyn side and to make that intersection at Tillary and Adams Street (one of the most dangerous in the City) safer for cyclists and pedestrians. We need as many volunteers as possible. The next meeting of the Brooklyn Committee is March 9 at 6:30 p.m. at 464 East 19th Street in Brooklyn.

Philosophy: I would love to see New York become a city far more friendly to pedestrians, cyclists, skaters and all modes of gentle transportation, not only for the sake of the environment and public safety, but also to enhance the wonderfully open human interaction that already makes New York such a great city.

Hours per week: I imagine it ranges from 2 or 3 hours a week to considerably more. It's so much fun, who's counting?

Upcoming Events: Borough President Golden is planning a public meeting in mid-March on the issue of closing Prospect Park to traffic.



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ARIANE VAN BUREN

Occupation: Negotiator for Shareholder Relations on Environmental Issues

Why bike commute: It's the best way to get around, even over considerable distances.

How did you get started: In junior high, I played competitive sports and created a cycling team. Cycling, along with soccer, was then considered unchallenging. In college, I went to Italy for a year and insisted on riding in a skirt — I got pursued on a bicycle. Since then, no matter where I've lived — England, Berlin or D.C. — I've always used my bike. But Holland, more than anywhere, taught me what bicycling could be. I lived there three years. What a treat! Bike paths are everywhere, and the members of parliament, mayor and everybody is on a bicycle.

Your Bike: A lady's Raleigh 10-speed with rear rack, panniers, child seat and bell.

Gear: I need a good looking briefcase that snaps onto the rear rack.

Commute: These days, it's shorter — from home, about 15 blocks to work on the Upper West Side.

Parking at work: I use the garage in the building basement, but after hours and on weekends it's closed. No bikes are allowed in the building and the manager seems absolutely unsympathetic to the idea.

Bad Weather Biking: I have a rain poncho and pants and always used to ride in the rain. These days I'm less adamant.

Frustrations: The lack of bike lanes in New York City. Sometimes, I'm tempted to ride the wrong way. Well designed bike paths would make me feel much safer, especially with my daughter.

ter. Also, car drivers treat you like you're the scum of the earth. Meanwhile you take up less space, do not clog city streets and use no fuel.

Favorite Rides: My daughter and I ride through Central Park to the carousel and then across town to catch the Roosevelt Island tram. We ride around and then go back home through the park.

Bike Feats: I like to do all my grocery shopping at once, filling every single cupboard in one trip. I look like a sherpa carrying everything. I've also carried skis on my bike.

Cycling Highpoints: Seeing the mayor of Amsterdam on a bicycle and looking elegant. I'd feel proud if I saw Mayor Giuliani on a bike.



Gian-Claudia Sciarra

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 Bicycle Habitat *8 1/4%ACR* 244 Lafayette
 Bicycle Renaissance *8%ACRP* 430 Columbus
 Canal St Metro *10%ACPR* 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 **10%ACPR* 1690 2nd Av
 Larry & Jeff's **10%ACPR* 3rd Av b/w 79th & 80th
 Manhattan Bicycles **10%ABCPR* 791 9th Ave.
 Metro Bicycle Store **10%ACPR* 1311 Lexngtn Av
 14 St Metro Bikes **10%ACPR* 332 E. 14 St
 Midtown Bicycle **10%ACPR* 360 W 47 St
 96 St Metro Bikes **10%ACPR* 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%ACPR* 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

BRONX

Eddie's Cycle *5%A 10%P* 2035 Grand Concourse
 Neighborhood Cycle *10%ABCPRS* 571 Courtland Av
 Sid's Bike Shop *8%ACPRS* 215 W 230 St
 Westchester Bike *10%ABCPRS* 2611 Westchester

BROOKLYN

Ace Cycles *10%ABCPR* 1116 Coreteyou 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 Sheephead *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 *15%AP 10%B* 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

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 Queens Discount Bike **10%ACPR* 92-64 Queens Blvd

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 Tpke
 Highland Park Cyclery *10%ACP* 337 Raritan Av
 Marty Reliable *10%ACP* (Morristown) 173 Speedwell
 RG's Bicycle *10%CP* (Bayonne) 890 Bway
 Rte 15 Bike *10%ABCPRS* (L. Hopatcong) State Hwy 15
 Strictly Bicycles *10%ARCP* (Fort Lee) 521 Main St
 Tenafly Bike Workshop *10%ACPR* 175 Country Rd

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

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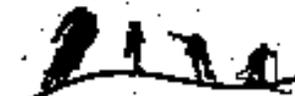
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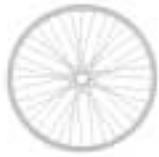


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BIKES ABOARD

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; permit not required, 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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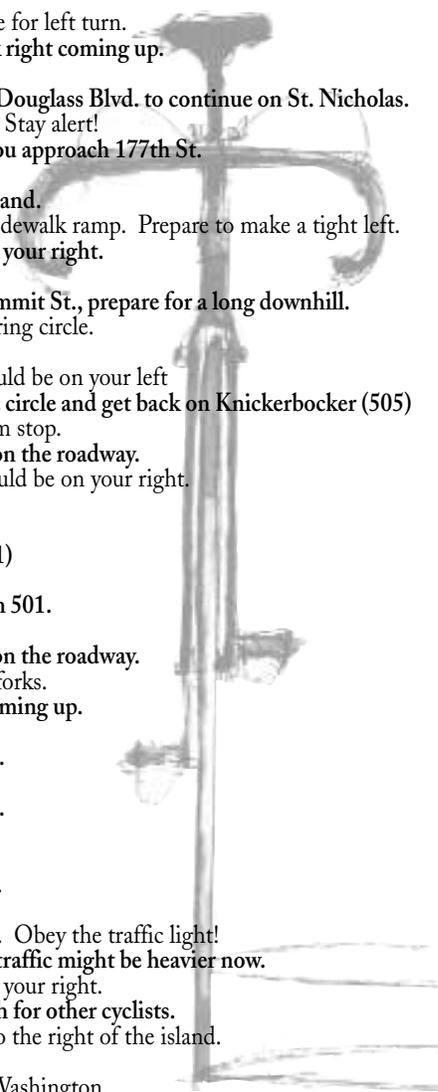
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New Jersey Knickerbocker, a.k.a. 505 to Northvale

by Stephanie Shapiro, Paul Secor & Steve Colon

Begins at the Boathouse in Central Park; a scenic ride that utilizes Routes 505 going and 501 returning. 42 miles total.

Left, heading North	Park Drive	1.7	Stay to right, watch for cyclists and joggers.
Straight	Park Drive, down hill	0.5	Watch your speed.
Right out of Park	Adam Clayton Powell Jr. Blvd.	0.4	Use bike lane. Prepare for left turn.
Left	117th Street	—	Short distance. Quick right coming up.
Right	St. Nicholas Ave.	0.3	Use bike lane.
Straight	St. Nicholas Ave.	2.44	Cross over Frederick Douglass Blvd. to continue on St. Nicholas.
Left	168th Street	0.16	Two-way traffic here. Stay alert!
Right	Ft. Washington Ave.	0.43	Start moving left as you approach 177th St.
Left	177th Street.	0.09	Go two blocks.
Right	Cabrini Blvd.	0.07	Watch for concrete island.
Left onto sidewalk	178th Street	—	Short distance. Use sidewalk ramp. Prepare to make a tight left.
Left up Bridge ramp	Bike/Ped Ramp to GWB	1.28	Cross Bridge. Stay to your right.
Right	Hudson Terrace	1.96	Keep right.
Left	Palisade Ave.	1.96	Just after you pass Summit St., prepare for a long downhill.
Around monument at circle	Palisade Ave.	0.25	Watch for traffic entering circle.
Right	Knickerbocker Ave. (No. 505)	2.95	Stay to your right.
Around monument at traffic circle	Knickerbocker Ave. turns into Knickerbocker Road	0.48	Circle Restaurant should be on your left as you leave the traffic circle and get back on Knickerbocker (505)
Straight	Exxon Station at Grant Ave. and Knickerbocker	—	Bathroom stop.
Right out of gas station	Knickerbocker Road (No. 505)	2.5	Careful getting back on the roadway.
Straight at 3-way int	Knickerbocker Road (No. 505);	2.32	Oradell Reservoir should be on your right.
Bagel place nearby	Knickerbocker turns into Livingston (still No. 505)	—	—
Right	Oak Tree/Central Ave.	0.8	Keep right.
Right	Piermont Rd./Route 340	3.78	Keep right.(South 501)
Left	Closter Dock Rd.	0.8	—
Right	Anderson Ave. (☛CountyRd)	2.25	Follow signs for South 501.
Stop at Bicycle Workshop	County Rd. & Mahan St.	—	Quick pit stop.
Straight	County Rd.	0.55	Careful getting back on the roadway.
Right	Dean Dr.	0.65	Stay right when road forks.
Left	Elm St.	0.23	Tricky intersection coming up.
Right	Eagle St.	0.23	Left turn coming up.
Left	Hudson Ave.	0.33	Right turn coming up.
Right	Elkwood Terrace	0.33	Left turn coming up.
Left	Davidson Pl.	0.15	Right turn coming up.
Right	Lydecker St.	0.15	Left turn coming up.
Left	Booth Ave.	0.81	Left turn coming up.
Left	Fairview Ave.	0.22	Right turn coming up.
Right	Summit St.	0.65	Left turn coming up.
Left	John St.	0.44	Right turn coming up. Obey the traffic light!
Right	Hudson Terrace	1.85	Stay right, afternoon traffic might be heavier now.
Left	Up onto sidewalk, leading to Bridge	—	Cross Bridge. Stay to your right.
Right at bottom of ramp	178th St.	—	Short distance. Watch for other cyclists.
Right	Cabrini Blvd.	0.04	Turn so that you are to the right of the island.
Right	177th St.	0.03	Left turn coming up.
Left	Haven Ave.	0.4	Follow Haven to Ft. Washington.
Right	Ft. Washington Ave.	0.15	Prepare for a right turn down a steep hill.
Right	165th St.	0.2	Watch speed and stay alert at hill bottom of the hill.
Left	Riverside Drive	4.9	Ride straight down to the end of Riverside Drive at 72nd St.





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march / april

RIDES

Thursday, March 5. Downtown Bike Party (The Cube Ride) Casual gathering of cyclists and bladers. Meet at the Cube at Lafayette St and Astor Plc at 6:30 pm. Time's Up! 212-802-8222

Saturday, March 7. Bronx to Byram Park, Connecticut. Visit a park along the Long Island Sound. 35-40 miles, moderately hilly. Bring lock and \$ for lunch. Meet 9 am, Westchester Sqr subway, Bronx. Helmets required. 5BBC

Sunday, March 8. Loops of Central Park with the Fast and Fabulous Cycling Team. Meet 9 am at the Boathouse.

Sunday, March 15. Brooklyn Residential Tour. We'll tour some of Brooklyn's prettiest neighborhoods. 32 miles, some modest hills. Bring lock and lunch. Meet 9:30 am at City Hall or 10:30 am at Prospect Pk Picnic House (1 block from 3rd St). Helmets required. 5BBC

Sunday, March 22. Tour of Upper Manhattan. Visit Harlem Mere, Columbia, Grant's Tomb, Fort Tryon Pk, & the Cloisters. Bring \$ for the museum, a lock, and lunch. 20 miles, moderately hilly. Meet at AYH Hostel at Amsterdam Ave and 103 St at 9:30 am. Helmets required. 5BBC

Sunday, March 22. Nassau Warm Up. Easy start to the '98 season. 30 miles. Meet Parsons Blvd and Hillside Ave in Queens (F train) 9:30 am \$2 donation. L & M Tours 718-601-5332 xt 268

Sunday, March 29. Y'ar Ole Salt The fleet's in. See Brooklyn's Cape Cod. 25 miles (or 15 miles from Prospect Park), mostly flat. Meet 12:30 pm, at City Hall. Helmets required. 5BBC

Sunday, March 29. Eagle Rock A serious climb to a spectacular view. Meet at City Hall Park at 8:45 am. \$2 donation Bring \$ for the Path Train. L&M Tours 718-601-5332 xt 268

Friday, March 27. Moonlight Ride A little nighttime ride thru Manhattan by cyclists and bladers. Meet at Columbus Cir at 10 pm. Time's Up! 212-802-8222

Sunday, March 29. Brooklyn's Working Waterfront. Ride the waterfront from L I C down to Red Hook. Bring \$ for lunch. 35 miles. Terrain flat w/cobblestones and RR tracks. Meet Plaza Hotel, 9 am. Call Danny Lieberman at (212) 598-4827. Helmets required. 5BBC

Thursday, April 2. Downtown Bike Party (The Cube Ride) Casual gathering of cyclists and bladers. Meet at the Cube at Lafayette St and Astor Plc at 6:30 pm. Time's Up! 212-802-8222

Sunday, April 5. Off-Road Vistas: Kensico Dam. Ride the Bronx River Parkway path up and back. 35 miles, paved w/some riding in traffic. Some hills. Meet 9:30 am at Wakefield (2 train at 241 St & Wakefield). Metro

North pass recommended. Helmets required. 5BBC

Sunday, April 5. Westchester Loop 40 miles. Flat to rolling terrain. Meet at Fordham Rd and Grand Concourse, Bronx (D train) at 9 am. \$2 donation. L & M Tours 718-601-5332 xt 268

Sunday, April 12. New Jersey Ramble. Tour through scenic Bergen County. Big downhill and uphill. Lunch in Tenefly. 30 miles. Meet 9:30 am at AYH Hostel, (Amsterdam at 103 St). Helmets required. 5BBC

Sunday, April 19. Bronx Waterfront. Meet 10 am at Metro North Botanic Gardens Pking Lot. T.A. Bronx Committee.

Sunday, April 19. Cemetery Ride. Ride around the many cemeteries of Queens. Bring locks and \$ for lunch. 33 miles, one hill. Meet 10 am, Plaza Hotel. Helmets required. 5BBC

Sunday, April 19. Staten Island, 25 miles. A hilly trip around NYC's orphan Boro. Meet at lower entrance to the ferry (Manhattan side) at 9:30 am. \$2 donation L & M Tours 718-601-5332 xt 268

Wednesday, April 22. Earth Day Protest Ride! Cars Out of Prospect Park. Get those cars out of our park! Watch for a postcard from T.A. with details.

Friday, April 24. Moonlight Ride. Ride thru Central Park w/bicyclists and bladers. Meet at Columbus Cir at 10 pm. Time's Up! 212-802-8222

Saturday, April 25. Tibetan Trek to Staten Island. Ride to the largest privately owned collection of Tibetan art outside of Tibet with ocean views along the boardwalk. Bring \$3 museum donation, lock, lunch and a light. 22 miles. w/NYCC. Meet 12:15 pm, South Ferry. Helmets required. 5BBC

Sunday, April 26. Roosevelt State Park, 40 miles. Ride through scenic NJ towns in the Brunswick area. Meet at City Hall in Manhattan at 8:45 am. \$2 donation. Bring \$ for the Path Train. L & M Tours 718-601-5332 xt 268

Saturday, May 3. Bike NY. (see ad in this issue)

Saturday, May 3. 14th Farmlands Flat Century. Starts at Brookdale Community College in Lincroft, NJ. Running 100mi, 65mi, 50mi, 35mi, and 25mi routes through Monmouth County with full support. Central Jersey Bike Club. Register by April 18. \$20. Kids under 18 \$5. Call Mike Kruimer at 732-225-4827 or email at ecolnago@aol.com

Sunday, May 17. The 1998 Montauk Century. Four different routes: a 130mi from Manhattan, a 100mi from Hicksville, and 65 and 35mi rides that both start from Manhattan. All rides end at the Montauk Lighthouse. Call 5BBC for more info. 212-932-2300 xt 115

conferences

Thur-Sun, July 9-12. Moving the Economy: International conference. Toronto, Canada. www.city.toronto.on.ca.

save the date!

1998 NYC Century Bike Tour is Saturday, September 12th

ride 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.bicyclelongisland.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

This is only a sample of 5BBC's many rides, so call for more info. Helmets **must** be worn.

walking tour resources

Shorewalkers 212-330-7686

Radical Walking Tours 718-492-0069

Municipal Art Society 212-935-3960

NYC Discovery Tours 212-465-3331

Big Onion 212-439-1090

Street Smarts NY 212-969-8262

other resources

Bicycle Network Development (maps)
www.ci.nyc.ny.us

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door into the third traffic lane from the curb!) The point of "Doored" is what to do if you are hit or doored and your brain stops working. And yes, T.A. does recommend using a lawyer to seek compensation for being injured and endangered. Bicyclists are put at extreme disadvantage by a traffic system based on legal standards (AASHTOA) that are designed for cars, and by criminal laws that let motorists go unpunished for maiming and killing vulnerable cyclists and pedestrians. Irresponsible motorists should pay for their actions. — Ed.

Dear T.A.:

[Regarding the WNYC program in which John Kaehny of T.A. was responding to Councilman Noach Dear's proposed legislation requiring insurance for bicycle messengers:]

We know that mixing insurance companies into any walk of life benefits only the insurance companies. Most bicycle accidents involve cyclists getting hit by cars. The numbers banded around by the hysterical anti-cyclists are unsubstantiated at best or, at worst, absolute nonsense.

There is prudence, and then there is the pathetic, primitive preoccupation with abnormal levels of safety, virtually unknown

outside of the USA. In other nations, people are encouraged to think for themselves and not seek refuge in idiotic, untenable laws such as those that emanate from City Council.

Robert P. Held
New York, NY

Dear T.A.:

You are doing a great service to pedestrians in New York....I believe New York City should have more restrictions on non-resident traffic and pedestrian-only blocks like most civilized cities in the world. We have brilliant minds that can effectively design a pedestrian-friendly atmosphere. Remember we pedestrians are the consumers, we still don't have drive-in stores!

Jose Cuselin

Dear T.A.:

I wear my "ONE LESS CAR" tee and it makes an impression. Not because of biking but because pedestrians are now conscious of our wrong-headed mayor, who is playing into our hands about CARS. He's great publicity, and now T.A. is on top of it.

The magazine is better than ever.
Peggy Vranesh

Dear T.A.:

Given the city's unjust assault on bicyclists and pedestrians, it is critical T.A. members make their voices heard in the city's newspapers. One of the easiest, not to mention quick and cheap, means of doing that is via the internet. Using email, in the last six weeks, I've had letters published in the *Daily News*, *New York Post*, and *The Village Voice*. Remember, each letter you send is equivalent to speaking on behalf of one hundred others. Even if it's not chosen for publication, the opinions and volume of the mail they receive is the engine which propels news coverage and editorial content. Don't be silent! Copy these addresses into your e-mail address file for fast reference:

New York Times: letters@nytimes.com
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Daily News: editors@nydailynews.com
Newsday: letters@newsday.com
The Village Voice: editor@villagevoice.com
Always include your name and phone number for verification. Brief is better.
Clarence Eckerson, Jr.
Brooklyn, NY

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 April 14 for next issue. One issue run unless requested otherwise. Fax: 212-629-8334 / e-mail: info@transalt.org. Not for commercial use.

Sale: TRICO Hardshell Bike Case, Used Once; Also White TREK 1400, W/Altegra, Dura Ace and 105 components and 2 sets of pedals; Make an offer Call Phil @ (212)563-0690

Sale: 56CM Rossin Road Bike, Shimano 105 parts, in excellent mechanical condition Call Kevin at (718)437-2906 Or (917) 802-0312 priced to sell -\$350 firm.

Sale: Guerciotti Road Frame, 62 cm, white, like new \$200 Neg. Call Allan (718)849-8152

Sale: Camelback GoBe with sanitized 50 oz. bladder, like new -\$40 Terry Liberator(cutout nose) saddle, hardly used, \$30 Call Ingrid at (212)721-9242

Sale: 2 Bikes: Huffy 18-Spd commuter mixte frame: \$100 .Cannondale st 500 loaded touring Road Bike 18 Speed \$100 Richard (212)874-2008

Wanted: Used Hybrid Bike, very good to excellent condition, quality brand, light weight bike similar to Trek 7500/7600 series or Marin Point

Reyes/Sausalito series, top tube bike about 30.5 inches. Contact Gary at 2180241@mcimail.com or (212)724-9785

Sale: Schwinn Criss Cross ladies bike, 16". Good, basic bike, cranberry color. \$75 obo. Call Margaux @ (212)737-5902.

Sale: 1997 Cannondale F500. Almost new — -less than 100 miles on it. (It was used for a film shoot only.) Headshocks, CAD 2, Very light weight. size: Large. \$600 obo. Call Margaux at (212)737-5902

Sale: 1963 Schwinn Parmount Track Bicycle, 57 cm center to center, Campagnolo Track Gruppo, full complement of Nervex Lugs incl. bottom bracket, gorgeous original paint. \$700 obo. Filippo (718)349-8014

Sale: Klein Team Super 56cm, new sovereign blue w/ matching Mavic rims, campy c-record w/ Delta pedals and brakes. Cost \$3730, best \$ 212-751-8396 eves, Richard.

Sale: Richard Sachs 56cm, exec, Campy C record brakes and pedals w/Mavic rims. Cost \$2300, best \$. 212-751-8396 eves, Richard.

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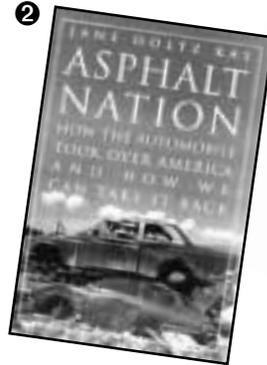
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④



①



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⑥

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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 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	_____		\$ _____
④ One Less Car T-shirt T.A.'s very own fashion statement. You will ride with pride wearing this 100% thick cotton T-shirt. Please indicate size: XL or L, and color: Green, Navy, Black, Natural, or Red.	\$13*/\$15	\$1.25 per shirt	_____	_____	\$ _____
⑤ Auto-Free NY T-shirt 100% cotton. Please indicate size: L or M, and color: Green or Teal.	\$10*/\$12	\$1.25 per shirt	_____	_____	\$ _____
⑥ Powerbell Super-loud bell gets attention of cars and peds. Attaches to front fork; handlebar trigger	\$17/2 for \$28	Included	_____		\$ _____
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