

VOLUME 4, NO. 3

MAY/JUNE 1998

TRANSPORTATION *ALTERNATIVES*



***\$50 mil
for Safe
School Streets***

Brooklyn Speaks • Bike Week '98 • Lots 'o Rides!

BARRICADES, GREENS AND PARKS

In the last issue, T.A. reported on the outcry created by the installation of pedestrian barricades in the heart of bustling Midtown Manhattan. Since then, two corner crosswalks have been permanently erased and replaced by less convenient mid-block crossings. The fate of the other six blocked crossings is yet to be determined and observers speculate that the police are considering corralling pedestrians at dangerous crossings near the Queensboro Bridge. Still undecided is a series of lawsuits over the barricades filed against the City by a major real estate owner.

Ironically, by crusading against pedestrians the Mayor sparked a backlash that has led to some major recent successes and an infusion of energy in the auto-free movement. Change is in the air, as witnessed by the three traffic calming bills before City Council, the huge turnout at April's car-free Prospect Park hearing and other developments highlighted inside. In this time of mounting resistance to auto-mania, writer Jane Holtz Kay offers some thoughts:



Which is the future? Which is the past?

“There is no question that deposing the car from its dominion over the earth is a radical, even revolutionary, move. It is not only an attack, however; it is an invitation to create alternatives in our most basic decisions on how to go from here to there — and, indeed, whether this hypermobile society truly needs the endless motion that long defined its settlement and existence.

Those who enlist in this rescue movement cannot be simply automobile antagonists, however. We must be promobility advocates: pro-walking, pro-bicycling, pro-transit. We must cultivate our own gardens. Every move we make must be examined and adjusted, then reexamined and readjusted.

From the fight to “just say no” to highways, to the battle to create building codes to release us from bondage to bad land use practices, to traffic calming and the depaving of the kingdom of the car, to the proper pricing of our mobility and the political fight to install mass transit, the struggle engages a new constituency. The process is as participatory as democracy itself. The smallest householder and the largest corporation, the humblest local government maneuver and the grandest federal program must figure in the sea change for a new century.”

—Asphalt Nation

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TRANSPORTATION ALTERNATIVES

(MAY/JUNE 1998 VOL. 4 NO. 3)

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Board of Directors: Robert Kotch, president; Tom Angotti, Laurie Falk Davidowitz, Walter Hook, Richard Kassel, Richard Muller, Jeff Prant, Simon Walsh

Publisher: John Kaehny

Managing Editor: Sharon Soons

Copy Editors: Ken Coughlin, James Langergaard, Juliet Page, Leda Scheintaub, Ted Tours, Karyn Wickers

Production: Ty Cumbie, Carole Desnoes, Chris Doyle, Paul Harrison, Sharon Soons

Contributors: Ken Coughlin, Clarence Eckerson Jr., Elizabeth Ernish, Nigel Hall, John Kaehny, Juliet Page, Gian-Claudia Sciarra, Sharon Soons, Karyn Wickers

Rides Editor: open

Ad Sales: Sharon Soons

Internet services: Echonyc, 212-292-0900

Messenger services: Thunderball, 212-675-1700

Transportation Alternatives

Phone: 212-629-8080 Fax: 629-8334 Infoline: 629-3311

115 W 30 St, Ste 1207, NY NY 10001-4010

e-mail: info@transalt.org

Web: http://www.transalt.org

Recycle A Bicycle: phone: 212-569-2760

Web: http://www.bway.net/~rab

CALENDAR

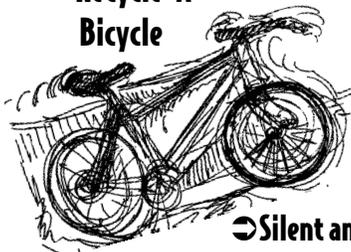
MAY

- Mon. 4** **Brooklyn Committee Mtg.**
6:30 PM Call T.A. for location.
- Sat. 9** **T.A./R-A-B- Auction**
6:00 PM At Charas: 605 E. 9th St.
- Tues. 12** **Bronx Chapter Mtg:**
7:00 PM Williamsbridge Oval Park.
Call Rich: 718-653-2203
- Wed. 13** **Volunteer Night at TA**
6:30 PM 115 W. 30th #1207
Signed, sealed and stuffed.
- Mon. 18** **Auto Free Central Park Mtg**
6:30 PM At TA, 115 W. 30th #1207
- Tues. 19** **Auto Free NY Mtg**
6:00 PM "Progress Report on EZ Pass,"
Parviz Mehran., MTA B&T. At
T.A., 115 W. 30th #1207. Call
212-475-3394.

JUNE

- TBA** **Auto Free Central Park Com-
mittee Meeting** At T.A., call
212-629-8080
- TBA** **Brooklyn Committee Mtg.**
In Brooklyn, call 212 629 8080
- Wed. 10** **Volunteer Night at TA**
Wed 26 115 W. 30th #1207
6:30 PM "Shock your family, be a radical,"
says vol Karen.
- Mon. 23** **Auto Free NY Mtg**
6:00 PM Speaker TBA.
Call 212-475-3394.
- Fri. 26** **TA Magazine Mailing Party**
6:30 PM Hot off the press!
(Call to confirm)

Make a Night of It at the 3rd Annual Transportation Alternatives & Recycle-A- Bicycle



**Benefit
Auction**

- ⇒ Silent and live auction
- ⇒ Bid on merchandise and services
- ⇒ Refreshments and music provided

Saturday May 9, 1998 Doors open at 6 pm
Charas 605 E. 9th St. (b/w Aves B & C)
Bike parking / Subway: 6 to Astor or L to 1st Ave
\$8 admission / \$5 for T.A. members
See www.transalt.org for the latest donor list.

Publisher's Letter

Rudy Discovers Pro-Ped = Good Politics

Last issue we took Mayor Giuliani to task for his ill-conceived placement of pedestrian barricades in Midtown. The Mayor deserved the criticism then and still does for this muddle-headed, pedestrian-impeding, motorizing-encouraging scheme. But a funny thing happened just a few days after we went to press in late February. In the aftermath of the barricade and jaywalking backlash, the Mayor made his second term kick-off speech, and surprise, a big part of it was straight from T.A.!

To his credit, the Mayor announced that traffic enforcement and pedestrian safety are important and admitted that the police have long ignored the streets where New Yorkers live, bicycle and walk in favor of patrolling highways. This is no secret to those of us who bicycle and walk amidst the motorized chaos and terror on Big Apple streets. It was quite a day, when after years of being subjected to police and bureaucratic denials, the City's top official acknowledged that NYC motorists are out of control and the police need to get busy. The Mayor also made a special point about the need to reduce speeding (a longtime focus of T.A. advocacy) and pledged to install more speed humps and improve taxi driver training. His speech had a radically different tone from January, when he was busy suggesting walkers are a public nuisance and that cars should be accommodated. The post-jaywalking Giuliani cited streets as "perhaps our most important public space," and noted that pedestrians "simply deserve to feel safe crossing our streets." Given this quick turn about, one wonders if the Mayor's advisors tipped him off that being pro-pedestrian makes good politics.

Whatever his motivation, the Mayor has followed his rhetoric with action. See "Three Big Steps to Safer Streets" on page 12 for the exciting details. While it is doubtful that the Mayor has enjoyed a transportation epiphany that will soon have him calling for auto-reduction measures like tolls on the East River bridges, higher parking fees, car-free parks, or (*gasp!*) an end to the police harassment of cyclists, he has done some good things this spring. Unfortunately, missing from his policies is any coherence or planning. Just as the Mayor is waking up to the importance of the walking environment as a barometer of the city's quality of life, he nevertheless continues to push policies, like accommodation of auto-dependent mega-stores, which generate intolerable levels of traffic.

T.A. is not sitting idly by hoping the Mayor achieves enlightenment. We are working in every borough with our members, local community groups and elected officials to hasten the advent of the day when people, not cars, have priority. You can help by enlisting your neighbors and friends as T.A. members. About 80% of our members joined because a friend told them about us. The equation is simple: the more members we have, the more muscle we have and the more incentive the politicians have to improve conditions for cyclists and walkers.

John Kaehny
Executive Director

THE BIG CHILL

The New York Police Department reports that bicycle summonses shot up dramatically in 1998 compared to previous years. The impression of the cycling public is that police are engaged in a campaign of frivolous ticketing motivated by quotas, not public safety.

Consider Sean, a seasoned 28-year old rider pulled over for riding without a helmet and ticketed for having no light or bell. Amy was pulled over and incorrectly chastised for riding on the right side of a one way street. T.A. member Andy Staub reported tales from one day in traffic court, where three bicyclists ticketed by P.O. Anthony DellaPenta sought to correct the record. The officer summonsed two cyclists for riding against the light and the wrong way for short distances (15 - 20 feet) at an intersection to position themselves to turn left safely on heavily trafficked streets. Another cyclist was fined for having no taillight, though he did have a red blinky attached to his backpack. While all three had cogent reasons for their infractions, Judge Harris ruled against them. "Obviously," said Staub, "both the officer and the judge are oblivious to the realities of cycling in New York City."

Cyclists began feeling the heat last November, when a pedestrian suffered a fatal heart attack after being hit by a food delivery cyclist on an Upper West Side sidewalk. Since then police have clearly been following orders to rack up bicycle tickets.

While bicyclists who ride on the sidewalk, threaten pedestrians and ride the wrong way destroy goodwill toward all cyclists and deserve tickets, but tales from the front suggest that the latest blitz has been indiscriminate. Police have used easy red light and dismount traps at spots like the Brooklyn Bridge exit—where they are guaranteed to bag twenty to thirty cyclists per hour. Enforcement does have a place in encouraging courteous riding, but the summonsing witnessed recently is of concern for several reasons:

→ The sheer numbers suggest police are ticketing cyclists without discretion in order to satisfy directives from above. Better police enforcement would focus on sidewalk riders, the behavior that most irks and endangers pedestrians.

→ The bigger picture is that cars and trucks cause far greater damage to life and limb in New York than bicycles ever could. Reckless and speeding drivers kill over 250 pedestrians each year in NYC, and send

over 13,000 others to the hospital. Data from the City's Red Light Camera program indicate that NYC drivers run between 50 million and 100 million red lights each year. Overkill enforcement against cyclists means fewer cops stopping killer drivers.

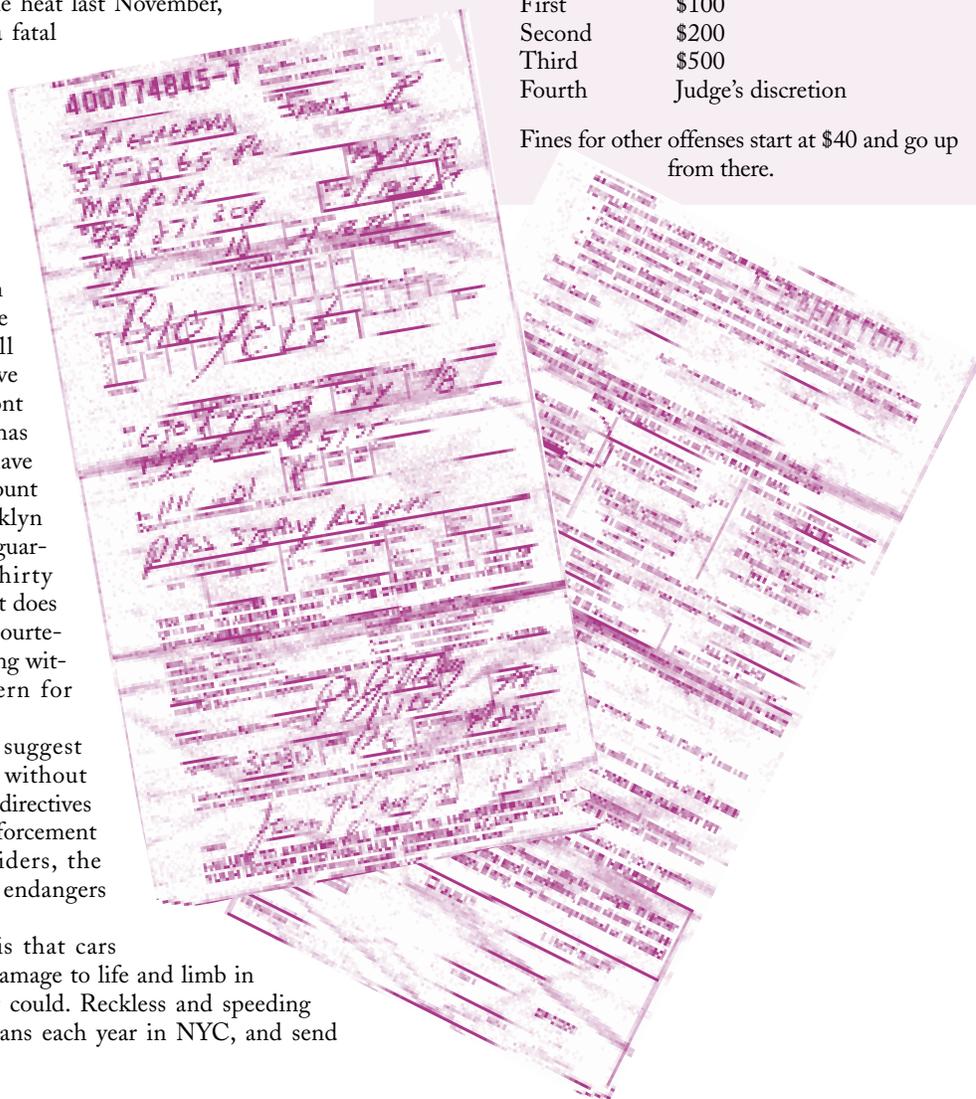
→ Draconian enforcement against cyclists is one more reason people will not ride. By pulling over cyclists for trivial nonsense, police discourage scores of potential cyclists who would otherwise begin riding, precisely now as the weather warms. With pothole riddled streets, scarce bicycle parking and virtual disregard by motorists, doesn't New York pose enough obstacles to cycling?

The City's message to "Shape Up" is not lost on cyclists. Respect from pedestrians and motorists is earned only by safe and courteous riding. But we should ask what the City is doing to make cycling safer for the individuals who do forsake automobiles for this pollution-free and ultimately neighborhood-friendly way to travel.

Despite the weight difference of about 2300 pounds, red light penalties are the same for cars and bikes. Within an 18 month period, fines are cumulative:

First	\$100
Second	\$200
Third	\$500
Fourth	Judge's discretion

Fines for other offenses start at \$40 and go up from there.



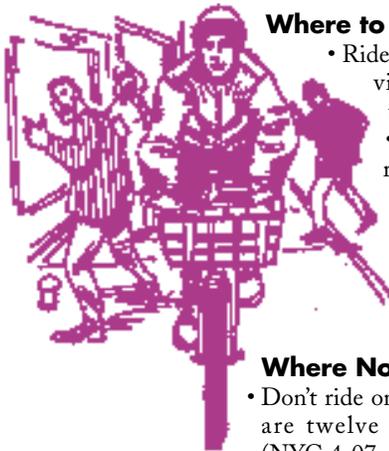
LETTER OF THE LAW

What's the Law?

So what exactly are the rules of the road for cyclists? In abbreviated form below are the basic laws that cyclists are obliged to obey. Cyclists must also follow all traffic signals and signs. This information is compiled from the N.Y.C. Traffic Rules (NYC) and from the N.Y. State Vehicle and Traffic Law (NYS). For folks who want to read further, copies of the Vehicle and Traffic Law are available to the public at the Dept. of Motor Vehicles for \$1.

Rights and Responsibilities

You must obey traffic laws. Every bicyclist and in-line skater has the same rights and is subject to the same duties as a driver of a vehicle, with certain exceptions. (NYS 1231)



Where to Ride

- Ride in the bike lane if provided, except for safety, turns, etc. (NYC 4-12, p)
- On a wide one-way roadway, ride on either side. (NYC 4-12, p)
- Ride on the right side of the roadway, with above exceptions. (NYS 1234)

Where Not to Ride

- Don't ride on the sidewalk unless you are twelve years old or younger. (NYC 4-07, c)
- If you ride on the sidewalk, your bike can be confiscated. (NYC Admin Code 19-176)
- Don't ride on expressways, highways, interstates or thruways unless authorized by signs. (NYC 4-12, o)

How to Ride / How Not to Ride

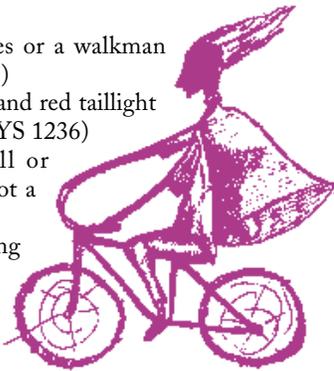
- Don't hitch your bike or cling to any other vehicle on the roadway. (No skitching.) (NYS 1233)
- Don't ride more than two abreast. Ride single file when being passed. (NYS 1234)
- Use hand and arm signals to indicate turns and stops. (NYS 1237)
- If you're carrying packages, keep at least one hand on handlebar. (NYS 1235)
- Don't ride friends on the handlebars or seat. Carry only the number of persons for which your bike is designed. (NYS 1232)
- Ride with your feet on the pedals. (NYS 1232)



Illustrations (3) by Jay Jones

Equipment

- Don't wear headphones or a walkman while riding. (NYS 375)
- Use a white headlight and red taillight from dusk to dawn. (NYS 1236)
- You must have a bell or other audible signal (not a whistle). (NYS 1236)
- You must have working brakes. (NYS 1236)
- You must have reflectors, reflective tires and/or other reflective devices. (NYS 1236)
- Only bicyclists under 14 years old must wear a helmet. (NYS 1238)

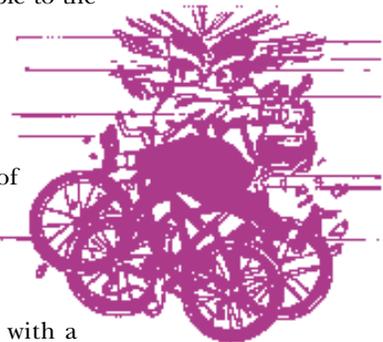


Zack Barowitz

They Say I'm a Law-breaker—Now What?

It's easy to crumple up your traffic summons and bin it. The problem is, the City's recordkeeping is improving, and the penalty will keep compounding. Plus, the cops could arrest you the next time they catch you. And, unpaid bicycle tickets can suspend a drivers license. Here are some common sense things to keep in mind if you get caught breaking traffic laws.

1. Be nice and reasonable to the cop. This is the best thing to do short of not getting caught.
2. Instead of following the Mayor's advice to "Pay the fine instead of joining an advocacy group," T.A. says go to court and get a friend to join T.A.
3. Go to traffic court with a well reasoned case, mention safety issues, inequity of law and hope that the cop does not show up. Nice, reasonable people have a chance of getting the fine reduced (depending on the Judge).
4. Hire a lawyer. It will cost you about \$200 and will probably get your fine knocked down. Look in Yellow pages or the T.A. mag for traffic lawyers. Not the thing to do unless your fine is big.
5. If the ticket seems frivolous or was given at a ticket trap, let T.A. know about it.
6. Now get vocal! Write your city councilperson, your local newspaper, and copy the Mayor. One the primary reason cyclists are being targeted is because lots of people complained. Let's work together to remind people, especially our representatives, that cycling is good for the City and that precious police resources are better directed toward preventing speeding and other assorted auto offenses we witness each day.



Bike Shorts

At the April Bicycle Network meeting, the Departments of City Planning, Parks and Transportation reported to the cycling community about their current efforts to develop facilities for cyclists.

The Department of City Planning unveiled “Manhattan Tip-to-Tip” as a goal for the next round of Bike Network implementation. The ambitious project would map a bike route from the northern to southern tip of Manhattan; key elements include lanes on Broadway from 14th St. to Battery Park and on 8th Ave. from 14th St. to Columbus Circle.

DCP’s resourceful bicycle planning team also announced encouraging plans to assess indoor bike parking facilities available to city cyclists and a study of innovative on-street lane designs. The city of Montreal, for example, uses plastic delineators or bollards spaced periodically on the outside of the bike lane to prevent motor vehicles from driving and double parking in the lane—ideal for Manhattan’s Lafayette St.

News from the DOT is that several projects are in the works:

Second Avenue, Manhattan

This important on-street lane would stretch southbound 3/4 mile from East 14th St. to Houston St. Local community boards may be considering this soon, so keep your ears open.

Margaret Corbin Drive, Fort Tryon Park, Manhattan

This two-mile on-street lane will loop through the peaceful Fort Tryon Park, around the Cloisters Museum. It is scheduled for completion this summer.



Some City Racks are now available for placement in private garages. Know a garage that needs and wants one? Call T.A.: 212-629-8080

Richmond Terrace, Staten Island

A combination of striped lanes and bicycle route signs will lead cyclists 1.8 miles in each direction between Wall St. and Snug Harbor Rd. This route is still in design.

Shore Parkway Connector, Brooklyn

Signs will mark the 8.6 mile east and westbound route following the Shore Parkway between Bensonhurst Park and Plumb Beach. Some cyclists feel signed routes are of little value. However, if streets are well chosen, signs can spare cyclists from highly trafficked streets and direct them to a safer, more pleasant ride.



Cyclists leave ample room for pedestrians on the George Washington Bridge.

Meanwhile, progress on the Sunset Park Connector lane has stalled after heavy criticism from the Orthodox Jewish Community in Borough Park. The agency has been looking for an alternative route, but none has been formally proposed. The project, funded by \$300,000 in ISTEAs Enhancements, is now seven months delayed.

A lackluster presentation by DOT’s Bureau of Bridges suggested that the City’s bicycle planners have little design say-so on the various bikeway reconstruction projects on the four East River Bridges. Billed as an update, the presentation yielded little news and even less encouragement that the City has prioritized bicycle access to and use of the E. River Bridges.

The Dept. of Parks is nearing the construction phase on numerous greenway projects throughout the city. Look for highlights in the next issue of T.A. Magazine.

CityRacks Watch: Program to Include Private Garages

The DOT has agreed to make some CityRacks available for installation in private garages — a step which could dramatically improve the offerings for longer-term indoor bike parking. Here’s how you can help make this happen:

- Identify a garage where you’d like to park, currently without bike parking.
- Approach the manager and let him/her know about the availability of federally funded CityRacks.
- Call T.A. Let us know which garage you’ve approached. We’ll do the legwork to add to the city’s indoor parking resources.

More Racks on the Way

Good news is that more CityRacks should be on the way. The next round of installations was approved in April, and if the DOT delivers on promises made last year, 1,700 additional racks could be in the ground by December 1998. The CityRacks program in its entirety is supposed to deliver 5,000 bike-racks. 500 have been installed since the program began.

HIGHWAYS

Troubleshooter

If you've gotten involved in addressing New York's bike parking shortage by suggesting sites where CityRacks could be placed, this might sound familiar to you: The racks you requested a year ago from the DOT are nowhere in sight. You're still wrestling with a lamppost every time you visit your favorite grocery, or—worse yet—you've been ordered by Henry Stern to French kiss a Dutch elm for locking up to it.

While you may have found the ultimate site for a rack, the affected business or property owner could be thwarting your efforts simply by making a stink. If they object to the racks—no matter for what illogical reason—the DOT will probably not challenge them. Sadly, cyclists have two choices: 1) fume at the red tape-bound agency that fails to deliver or 2) create support for the rack by getting the business owner and the local council person to request it. Call T.A. for the name of the respective city council member, and we'll help you create a wider web of support for the rack.

George Washington Bridge Alert

The Port Authority announced it would close the GWB North walkway for three years as of mid-April while construction crews paint the bridge's underside. While the foot traffic diverted to the South Path will be minimal, the agency had considered a walk-your-bike rule for the South path to avert any bike-ped conflicts. Quick action by city cyclists, ebikers and T.A. preserved cyclists' right to pedal across the GWB. The Port Authority, however, is asking that cyclists exercise extra care for pedestrians when riding on the bridge.

Greener Pastures at Gateway

On June 6, 1998, the Gateway National Recreation Area and community group Friends of Gateway will dedicate a new section of New York City greenway. The 1.5 mile segment travels along Flatbush Avenue from the Belt Parkway to the Marine Parkway Bridge, and is part of a twenty-mile system planned to form the Rockaway Gateway Greenway. After the ribbon cutting, cyclists, walkers and skaters will travel to the park's visitor center. Call 212-352-9330 for information.



Operation Hazard I.D.

Daily commuters know intimately the many perils of New York City streets. Dooring and reckless driving are threats that can be corrected only by educating motorists to share the road and look out for those of us who choose not to enclose ourselves in metal boxes. Potholes, however, are an easy fix. A little asphalt fill equals less worry for cyclists. Transportation Alternatives is working to speed the street maintenance process. Phase II of T.A.'s Operation Hazard ID has just been completed, identifying and reporting all the hazards from First through Eighth Avenues, from First through 60th Streets. The NYC DOT is on notice of the hazards as of April 20th, 1998. Under law, the City has fifteen days to fix the hazards before becoming liable for any injury caused by the cited hazard. If anyone would like to view the hazard database, please feel free to contact Nigel at Transportation Alternatives.

New Highway: Government Panacea is Environmental Poison

What do you get when the NJDOT and the NJ Turnpike Authority promote building a new superhighway, but their plan is opposed by nearby communities and nearly every major environmental group? Answer: Route 92, the new \$300 million, 6 mile expressway in Middlesex County, NJ, of course. While several local east-west roadways do suffer from congestion problems, bisecting a state-designated "Environmentally Sensitive Planning Area" of farms, wetlands, and forest with pavement has not proven itself to be a cogent solution. DOT's own projections show congestion "relief" to be uncertain, even without considering the new travel demand to be induced, a big concern in the fast-growing Middlesex County. The DOT says the road "respects the State Plan goals to 'Conserve the State's Natural Resources, Protect the Environment, and Ensure Sound and Integrated Planning Statewide.'" Even Gov. Whitman is in on the double-speak act, being anti-sprawl and a friend of the environment on one hand, while on the other hand her administration works overtime to speed the project toward construction.

HOV: No Good Growth

NYS DOT statistics show no growth in usage of the much-ballyhooed LIE HOV lanes since June 1996. Further, there is no data suggesting the HOV lanes are creating new carpools. Interpretation: remove multi-occupant vehicles from regular lanes, and more room opens up for solo drivers. Result: more traffic, more pollution, more vehicles into NYC, and more congestion on local LI streets. Meanwhile, Queens activists, like the 89 members of the Queens Civic Congress, are resisting the LIE HOV eastward expansion.

M-O-R-E R-O-A-D Spells R-E-L-I-E-F

The NYS DOT projects that additional lane construction on the Staten Island Expressway will afford considerable "congestion relief." However, when pressed, project leaders conceded that the projections assumed existence of a second Goethals Bridge and widening of the West Shore Expressway. Provisions for car and truck trips induced by the added road capacity were not taken into account. One citizen's observation: "I don't see how encouraging people to get into cars will help at all." The study's advisory committee and focus groups have supported transit options, including light rail, and were highly skeptical of adding more highway lanes. Based on past experience, residents will have to fight hard to choose their pain reliever: M-O-R-E O-P-T-I-O-N-S.

TRANSIT TIDBITS

- In January 1998 NYC Transit carried an extra 12 million passengers compared to 1997. Weekend ridership jumped 30% on buses and 9% on trains. Meanwhile, the LIRR posted its third best year since 1955.
- The glimmer of hope for lower east side rail may fade fast, as politicians and some planners say it's a bad idea.
- The NYC Partnership and Chamber of Commerce report that state transit funding trends favor suburban commuters at the expense of city transit riders.
- Bikes will now be allowed on off peak NJ Transit trains on the Morris & Essex line. The two bike per train limit remains in force.
- The 7 and 6 trains, and 30 bus routes will "get back" rush hour service which was cut in 1995, thanks in large part to unions, advocates and others who fought for an extra \$15 million in the state's budget.

Prospect Park



Brooklynites Speak: Cars Out!

Led by T.A.'s indefatigable Brooklyn Committee, almost 400 T.A. activists and their friends and neighbors filled Brooklyn Borough Hall with wise, passionate and occasionally sorrowful calls for a car-free Prospect Park. The April 21st gathering evoked an incredible outpouring of energy, vision, and ideals from a public that seemed clearly aware that car culture is a dead end for Brooklyn. The meeting was held by Brooklyn Borough President Howard Golden. But the night's political champ was City Councilmember Steve DiBrienza, whose proposal for a two month car-free trail period in July and August was eagerly embraced by the auto-free throng. Because of crowding, hundreds of car-free enthusiasts were turned away at the door. By evening's end, 75 people testified in favor of a car-free park, with three opposed. Three community members' comments follow.

I've always thought that Prospect Park should be a refuge from the city and not a thoroughfare. About a year ago, I became involved in a grassroots effort to make Prospect Park car free. In doing so, I met hundreds of diverse people who share this vision of a car-free park. Over and over, I heard that the recreational lanes are too narrow, that the daily opening and closing of the park causes too much confusion, that the speed limit is too high.

As I stand before you, our elected officials who have the power to restore Prospect Park to its rightful role as a refuge, it is incumbent upon me to declare that we are a political force. Yes, we the "500" people in this room, we the 4,000 people who signed postcards, we the 1,700 people who sent personal letters to the borough president, we demand a car-free park and we will pay attention to those who support this important issue when we vote next September.



To the relatively small group of Brooklynites who use the park as a shortcut, is it too much to ask that you add a minute or so to your trip and drive around the park, so that the park can be a safe and peaceful place?

To the relatively small group of Brooklynites who enjoy driving through the park as a change of pace from the city streets, is it too much to ask that you park your car nearby and enjoy the park by foot, bicycle or rollerskates?

And to the relatively small number of runners who believe that car traffic in the park deters crime, is it too much to ask that you run on the thousands of miles of city streets, where there is always car traffic, so that those of us who see cars as the real threat to safety can have a mere 3.3 miles of car-free space?

—Testimony of Alan Mukamal

My mother, Dr. Rachel Fruchter, felt that Prospect Park was one of Brooklyn's treasures, a beautiful place that we all should use and enjoy as much as possible. There's a barricade up in the park now that's supposed to stop drivers from going where the man who killed my mother was driving. You can understand my bitterness when I say that barricade is too little too late. Despite years of Transportation Alternatives championing this issue, it took my mother's death before anyone in the Parks Department found the WILL to put up that barricade.

During that miserable week, my sister and I walked to the place where my mother was knocked flying from her bike. Suddenly, we had to scramble from the roadway as a gas-guzzling "sport utility vehicle" rocketed past that barricade at 45 miles per hour, during car-free hours. You can understand my resentment that neither the Parks Department nor the Police has found the WILL to halt that danger.

One week later at that same sad spot by the skating rink, I biked up to five cops who were having a friendly conversation while ignoring the cars that were rolling past that barricade and right over the spot where my mother's life ended. It's too dangerous, they told me, for police officers on foot or bicycle to stop automobiles. And yet, I've watched families with small children and the WILL to do so stop cars quite effectively.

You can understand my outrage and disbelief when I see that the Mayor can have the Police write 500 bicycle tickets in a month but nowhere in our city government is there the WILL to effectively protect a mother on her bicycle in Prospect Park from being killed by a speeding van driving where it's not allowed to be!

Please, before anyone else's mother is killed — before ANYONE else is killed — Tupper Thomas, Commissioner Safir, Mayor, make Prospect Park truly safe from automobiles: ban cars completely. —Testimony of Lev Fruchter

I am a registered professional engineer, a life-long resident of Brooklyn and have lived near Prospect Park, on three sides, for nearly 30 years.

I am thoroughly familiar with Prospect Park, its surrounding streets and the traffic patterns throughout this part of Brooklyn. I was the engineer who converted the left lane of the park into a bike and jogging lane. I closed the exit to Parkside Avenue, developed the plans to close the entrance at Lincoln Road and protected the closing of the park. Many predicted these closings would cause massive traffic congestion. With proper engineering, they had minimal impact on the traffic network.

I fully support a two-month Auto-Free Prospect Park Trial Period this July and August to help determine the actual effects. I know many in the community are concerned about the diversion of traffic to local streets. The diversion of traffic will be spread out over several routes. With some changes in signal timing and other traffic measures, these routes should be able to adequately handle the diverted traffic.

—Testimony of Samuel I. Schwartz, former NYC Deputy Traffic Commissioner, a.k.a. *Daily News*' "Gridlock Sam"



Last summer, Brooklyn lost respected health researcher and community advocate Rachel Fruchter to a rogue motorist driving in Prospect Park. Park users mourned her passing then (above) and invoked her memory at the Borough Hall hearing.

"the Mayor can have the Police write 500 bicycle tickets in a month but nowhere in our city government is there the WILL to effectively protect a mother on her bicycle in Prospect Park..."

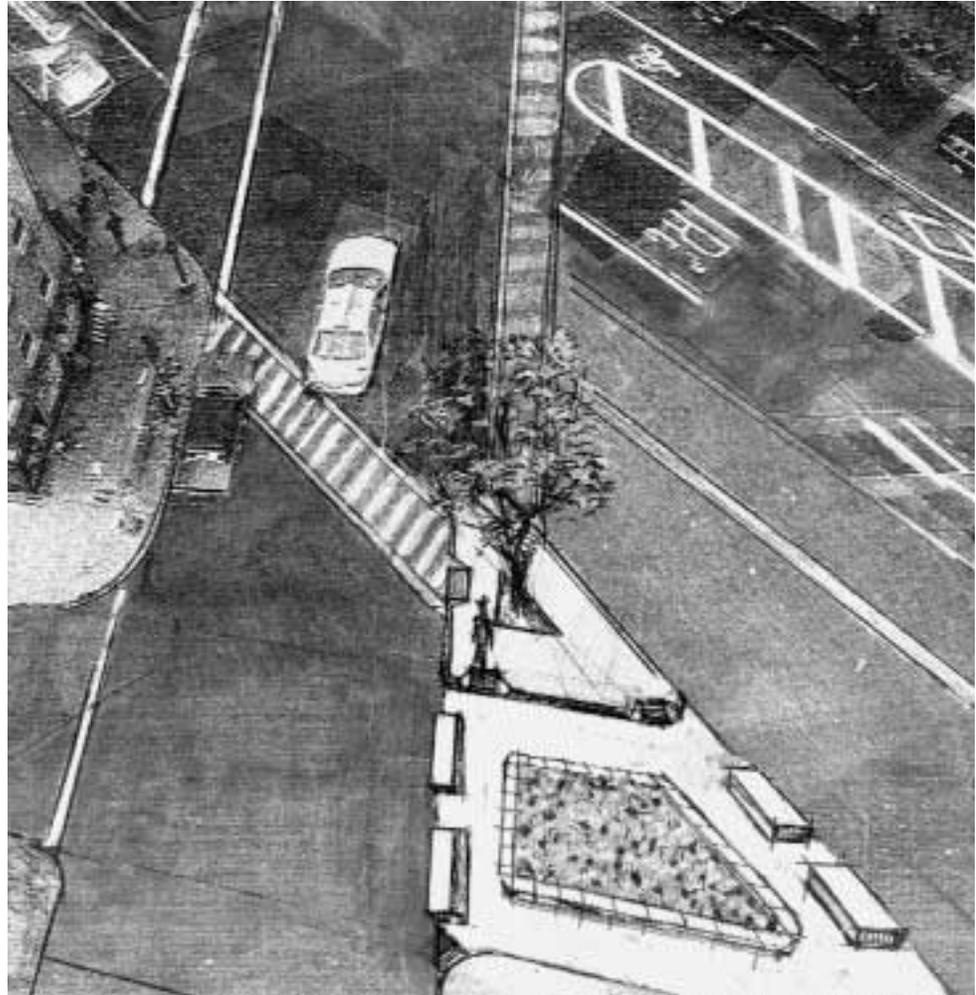


FOR MORE ON THE PUBLIC HEARING, VISIT WWW.TRANSALT.ORG/CAMPAIGNS/BROOKLYN

Triangle Triumph

Manhattan's grid system gives way once you travel south of 14th St. In Greenwich Village, the quirky geometry allows for some innovative urban design - "triangles" like the ones at Jackson and Sheridan Squares are used to channel traffic, create pedestrian refuges and provide much needed greenspace. However, last February when NYC DOT a built triangle at the confusing intersection of Eighth Avenue, Jane Street and West Fourth, initial community enthusiasm quickly soured. Residents did not like how forty unusable bike racks fenced off the triangle, forcing pedestrians into the street and creating an eyesore.

Fortunately, the DOT proved willing to listen to community concerns. In early March, DOT unveiled the innovative design at right, which provides for a pedestrian refuge complete with new crosswalks, trees and a partial closing of West Fourth Street. While the dialogue between DOT and neighborhood critics — including T.A.—was at times contentious, it produced a creative and attractive solution. As the City's traffic calming agenda expands, the flexibility and willingness to listen to the community displayed here bodes well for DOT and the New Yorkers it serves.



DOT's new triangle at W. 4th St is a good example of pedestrian-friendly urban design. The new stone benches and garden at center reclaim for pedestrians the portion of W. 4th intersecting with 8th Avenue.

Stop the Presses

Daily News traffic column "Gridlock Sam" (produced by Sam Schwartz, former city traffic commissioner) provides motorists with traffic forecasts, answers and tips. The column's favorite topics are parking regulations and fighting tickets. How about helping trigger a mini-"Share the Road" campaign by blitzing Sam's column with queries on bicycle laws, traffic calming devices and environmentally sensible transport? Write: Gridlock Sam, *Daily News*, 450 W. 33rd St., NY, NY 10001 or email: gridlocksam@samschwartz.com.



Dear Gridlock Sam:
How can I get one of these on my block?



We Need You (and your block association)

The Neighborhood Streets Network (NSN) is a city-wide coalition of over 40 block associations, neighborhood groups, merchant associations and other citizens' groups working for quieter, safer, friendlier neighborhood streets. NSN pressed for and won: the installation of over 100 speed humps, the Downtown Brooklyn areawide traffic calming and the Bronx Safe Routes to School program. Imagine what the coalition can do with 400 groups! If you know of a local group which would be a good candidate for the Neighborhood Streets Network, let us know. The NSN both combines the energy of local groups and provides guidance and help to communities struggling with traffic and pedestrian dangers.

Send a note with the contact person, phone and address of the group you have in mind to: Transportation Alternatives, Attention Elizabeth Ernish, 115 W 30th St., Suite 1207, NY, NY 10001. Or fax (212) 629-8334.

AUTO-FREE WORLD

New Roads Can Gridlock Growth

A powerful new report from Great Britain bolsters the argument that road building is not necessarily good for economic growth. "Transport Investment, Transport Intensity and Economic Growth," by the Standing Advisory Committee on Trunk Road Assessment (SACTRA), found no clear link between new roads and growth, and concluded that, in many cases, the effects on the local economy are negative. The UK-based report considered overseas evidence and its findings have implications for future European investment policy. See: <http://www.detr.gov.uk/heta/sactra98>

—*Transport and Environment Bulletin*

Japan's Bad-Drivers' Prison

Japan has a prison that is reserved exclusively for dangerously irresponsible drivers. Ichihara Prison, founded at a time when traffic deaths in Japan were increasing rapidly, could be one reason why gridlocked Japan has not developed road rage. The prison boasts a recidivism rate that would be the envy of any American prison—just 7.7 percent. Nevertheless, a nascent movement supporting the rights of auto-accident victims is criticizing Ichihara Prison as too lenient and attacking the Japanese judiciary for putting far fewer people behind bars than before for wreaking havoc with their automobiles. Indeed, the percentage of people prosecuted in fatal traffic accidents in Japan has dropped from nearly 80% in the early 1970s to less than 20% in 1995.

—*The Los Angeles Times*

If You Close It, They Will Vanish

Transportation reform advocates say roads and parking lots are fertility drugs for cars. A new British study evaluated this principle, examining 60 cases worldwide where roads have been closed or had carrying capacity significantly reduced. The findings show that, on average, 20% of the traffic that had used the road disappears, and the figure was as high as 60% in some cases. The finding was true in urban and non-urban places alike. The study team was led by Prof. Phil Goodwin of University College in London, and included analysts for London Transport and the new Dept. of Environment,

Transport and Regions. (Why don't our agencies ever do anything this interesting?) One of the best-documented cases in the report involved London's Hammersmith Bridge, which was closed to all traffic except buses and bicycles in 1997. Before-and-after surveys of bridge users found that of those who drove at the start of 1997, 21% no longer did after the bridge closed.

Parking Protest



Residents on Muenstergasse Street in Zurich who lost their house bike parking got creative when the landlord converted the space for a new restaurant.

—*Newsday*

Malaysian Self Esteem and The National Car?

At the behest of Prime Minister Mahathir Mohamad, sky divers recently parachuted the Malaysian national car to the North Pole. Beleaguered by the troubled economy and water shortage, some suggested that the effort was misguided and unsuccessful in its attempt to raise the national "spirit."

—*New York Times*

Ped Thai II

One of the most car-congested cities on earth is beginning to see bicycling as a solution to its woes. Officials in Bangkok say it is now the city's policy to design new roads to accommodate cyclists and promote alternative transportation to

reduce air pollution and gas consumption. It was recently announced that historic Rattanakosin Island will have bicycle lanes to promote tourism on two wheels. The initiative will serve as a pilot for Bangkok's budding bike lane project. Meanwhile, in March the Commander-in-Chief of the Thai army led a 6.5-km ride to publicize a new energy-saving campaign aimed at encouraging soldiers and their families to abandon cars in favor of bicycles. The army plans to buy 1,000 bicycles and assemble up to 100,000 more.

—*The Bangkok Post*

Roman Holiday From Cars

The historic centers of 200 Italian cities, including Rome, Florence, Milan and Naples, were declared off-limits to cars on March 22. In the streets, the constant roar of vehicles was replaced by concerts, shows, and performances for children. But the president of Legambiente, the Italian environmental group, insisted that "the aim of this day is not only to allow for play and walks. It is an invitation to think about the level of sound and air pollution in the historic centers and the important lack of green living space," adding that city-dwellers have a 20-40% added risk of developing cancer.

—*Auto-Free Press*

Green Party Proposes "Auto Ban"

At a recent party congress, Germany's Green Party raised the idea of nearly tripling gasoline prices to just over \$10 per gallon as part of a system of taxes that would protect the environment by discouraging the use of cars while raising money to defray employers' social welfare costs. Another Greens plan is rumored to ban the use of automobiles on one Sunday per month. According to some observers, such proposals are evidence of the Greens' further marginalization among German voters, whose vaunted commitment to the environment never quite outweighs their love of the gas pedal.

—*The New York Times*

3 Big Steps for City Announces Massive School-Based Traffic Calming

In early April, DOT's Acting Commissioner Richard Malchow announced a bold and innovative \$50 to \$80 million four year plan to create traffic calmed safety zones around all 1,300 NYC public schools. Though presented with little fanfare, the announcement created a whirl of excitement at PTAs and schools around the city. While details remain sketchy, DOT is reportedly conducting an assessment of pedestrian conditions at the schools as a prelude to developing a priority list for traffic calming and other improvements. The menu of safety improvements being considered includes speed humps, elevated crosswalks, extended sidewalks, blinking yellow lights and 15 mph zones.

The tremendous interest in the program is not surprising since being hit by a car is the number one cause of death for kids age 5-14 in NYC. T.A.'s own Safe Routes To School project, run in collaboration with The Bronx Borough President's Office and the Governor's Traffic Safety Committee, is a smashing success and a good model for DOT. Much remains to be worked out, but if DOT pursues the plan seriously, it will see a marked increase in the scope of the City's pedestrian safety efforts and sea change in its direction. For years, keeping young pedestrians safe has been based on an AAA- (American Automobile Association) developed curriculum in which kids are taught to stay out of the way of cars. Malchow's announcement puts NYC in the mainstream of the global traffic calming movement, which emphasizes the need to slow and control the motorists who hit the kids.

The remarkable thing about DOT's new school-based traffic calming plan is its sheer magnitude. When completed, it



Passage of T.A.'s slow speed legislation and the City's \$50 million school safety program will mean lifesaving traffic calming features like this sidewalk extension in Yorkshire, England could become common on NYC Streets.

will mean that most New Yorkers will have a traffic calmed walking route nearby. The size of the program will demand a vast increase in DOT's traffic calming expertise, and a fundamental reorientation of engineers there who continue to place traffic movement before all else.

With school-based traffic calming, DOT Acting Commissioner Malchow has hit a home run.

T.A. will work to ensure that he has the power and tenacity to see his brainchild make it around the bases to a successful conclusion.

Mayor Endorses T.A. Slow Speed Bill

Mayor Giuliani and Borough presidents Ferrer (Bronx), Golden (Brooklyn) and Fields (Manhattan) have endorsed the Glick/Padavan slow speed bill, which will allow NYC to establish its own minimum speed limits to allow for more effective traffic calming. Currently, the City is bound by a state law that requires streets to be designed to allow cars to travel at 30 mph thus nullifying the effectiveness of much traffic calming. Since the Mayor's endorsement, the City's lobbying team in Albany has actively worked with T.A. and helped enlist State Senator

Frank Padavan (R. Queens) to co-sponsor the bill since the death of the original co-sponsor Norman Levy. The bill's Assembly sponsor, Deborah Glick (D. Manhattan) and her staff have carried much of the lobbying burden to date and have given the bill an excellent chance to become law. T.A. thanks the Mayor, Assemblymember Glick, Senator Padavan and Borough Presidents Ferrer, Fields and Golden for their support of this important legislation.

Safer Streets

Finally! "Zero Tolerance" for Speeders A Big Hit With Walkers and Cyclists

Finally, the New York City Police Department has begun a concerted effort to stop dangerous driving. In March, the NYPD launched a three day "Zero Tolerance" enforcement campaign against speeders and dangerous driving. While the crackdown is very welcome news and a huge win for T.A.'s long running street safety campaign, one has to wonder how much tragedy and human misery — how many hundreds of pedestrian and cyclist deaths, and thousands of injuries — could have been averted if the police had been prodded from their denials and complacency a decade or even two decades ago.

As it was, the police only acted after the Mayor adopted traffic safety as one of his signature political issues and ordered them to get to work. The initial crackdown produced a bonanza of press and a barrage of stern Mayoral warnings about observing the 30 mph speed limit. Not surprisingly, the campaign has been enormously popular with the public, producing 92% approval ratings in public opinion polls. More recently the police have followed up with unannounced two day crackdowns. Mounted once or twice a month, these actions are producing mountains of tickets. Two days of police action in late April produced 10,000 summonses for moving violations, 840 for speeding and 200 arrests for driving with a revoked or suspended license.

The crackdown is having a noticeable impact. Motorists do seem to behave a little better in the days following pushes. For the first time in at least a decade the public actually seems to know the speed limit — not a trivial matter given that as recently as last year, half of the motorists interviewed in newspaper surveys did not know that 30 mph was the maximum speed. Just as important, the Mayor sent a strong message to the police brass and rank and file that speeding is something they must take seriously. The crackdown has been especially gratifying to T.A. because it incorporates so many of the issues that our street safety campaign has identified over the last five years. Our "Speeder City" studies in 1992 and again in 1996 showed that police enforcement was focused on highways, not city streets where people cycle, walk and live. The Mayor confessed as much in his now famous "civility speech" given in March. Indeed, much of the traffic enforcement section of the civility speech was taken from a

City Journal article based on extensive interviews with T.A. advocates.

There is no question it will take a persistent police effort to change the ingrained culture of dangerous driving on city streets. It will also take extensive automated enforcement with speed and red light cameras. About one in five police-issued moving violations are dismissed, versus only one in two hundred for red light cameras.

Most vulnerable to speeding and dangerous drivers, cyclists and walkers have a big stake in the success of the police traffic crackdown, and we will be keeping a close eye on it. For the time being, we are enjoying this big win and pushing for even more.



End To Speed Limit Mystery

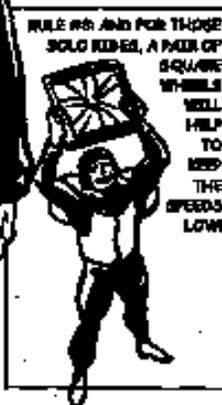
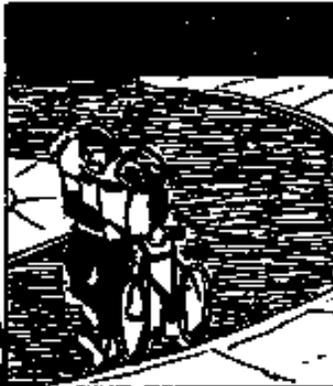
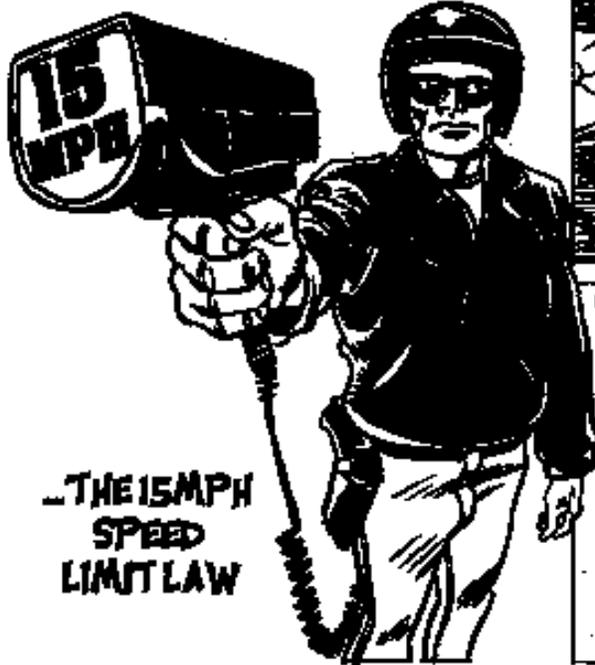
Yes, the speed limit in NYC is 30 mph. To help wash away the widespread ignorance among motorists and cab drivers, in March, the Department of Transportation installed 1,100 new speed limit signs at the Mayor's orders. Previously, NYC had 300 signs or one every 16 miles. Compare that to Los Angeles with a sign every quarter mile. For years, T.A. pressed hard to get the DOT to install them as a simple but important step towards reducing speeding. In 1995 T.A. offered \$25 to anyone finding a speed limit sign in Manhattan south of 60th St. (other than two we knew about). No one cashed in. We were exasperated by DOT's resistance to doing something so

fundamental and basic to ensuring public safety. With more than 50,000 traffic signs of various types, the determination of DOT officials not to install speed signs raised disturbing questions about the agency. Of the many excuses DOT raised for not installing speed signs, four stand out:

1. A global aluminum shortage.
2. It would create signage clutter.
3. The sign installer crew was too busy.
4. A complete inventory of all 50,000 plus signs and a comprehensive installation "plan" must be completed first.

None of this baloney was served up by current DOT management and we hope the signs are another indication that the agency is waking up to its responsibilities to the traveling public.

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MAY 18 - MAY 24

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MON. 5/18

Breakfast 7:30 - 9 AM
Join Queens Deputy Boro Pres. P. Magnani, foot of Queensboro Bridge, Queens

Breakfast 7 - 9 AM
Barnes & Noble, 6th Ave. & 22nd St.

Happy Hour, 5 - 7 PM
O'Lunney's Times Square Pub, 2 for 1 drinks 206 W. 43rd St.

TUES. 5/19

Breakfast, 7 - 9 AM
Krispy Kreme Doughnuts in Madison Square Park, 23rd St. & 5th Ave.

Breakfast 7:30 - 9 AM
Join Brooklyn Boro Pres.

Howard Golden, Brooklyn Borough Hall, Plaza side

Give Respect/Get Respect Action 5:30 PM
Demand a clear bike lane! Meet at Lafayette & Houston

Happy Hour, 6 - 8 PM
Walker's Pub, 2 for 1 beer/soda, 16 N. Moore St. in TriBeCa.

WED. 5/20

Breakfast 7:30 - 9 AM
Join Bronx Boro Pres. Fernando Ferrer, Bronx County Courthouse, Grand Concourse at 161st St.

Breakfast 7:30 - 9 AM
Krispy Kreme Doughnuts at 6th Ave. & 8th St.

Manhattan Evening Ride, 6:45 PM

Plaza Fountain, 59th/5th Ave, 15 flat miles, Helmets required! 5 Boro Bike Club, Trudy at (212) 838-2141

THURS. 5/21

Breakfast 7 - 9 AM
Join Staten Island Boro Pres. Guy Molinari, S.I. Boro Hall, Richmond Terrace steps.

Skate/Bike Commute Train (Time's Up) 8:30 AM
Brooklyn to Centre St. For meeting places and times call (212)388-0705.

Breakfast 7:30 - 9 AM
Join Manhattan Boro Pres. Virginia Fields, Municipal Bldg, Centre Street

Wetlands Preserve, 9:30 PM
Free entrance for T.A. members. Disco Biscuits CD release party and ULU. 61 Hudson St. (212) 966-4225.

FRI. 5/22

Breakfast 7 - 9 AM
Krispy Kreme Doughnuts at W. 72nd St. & Broadway

Bike to School Breakfast 7:30 - 8:30 AM
E. Side Community H.S., 420 E. 12th St., b/w 1st Ave. & Ave. A

Happy Hour 6 - 9 PM
Brooklyn Brewery, 2 for 1 beer/soda, 79 N. 11th St. between Barry & Wythe Sts.

SAT. 5/23

Bike Repair Workshops (Recycle-A-Bicycle)
10 AM The Basic Tune-Up **12 Noon** The Art of Straightening Wheels — See pg. 16

SUN. 5/24

Fun Ride 9:30 AM: A Little Forest and a Couple Hills!
Enjoy an easy-paced 30 mile ride through southern Queens from City Hall to Forest Hills and back. Hosted by the 5BBC. Meet at City Hall parking area at South entrance. Helmets required!

NYCDOT Bike Week: "Citywide locations based on initiatives" Call (212) 442-7814



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Volunteers of the Month

MIKE GAUGHAN

Occupation: Video Producer. My company is called Family Stories. We produce PBS-style personal history documentaries. The main part of the video is a family member who shares his or her life-story. I enjoy it a lot - bringing families together and preserving history is really rewarding.

Neighborhood: Kensington, Brooklyn

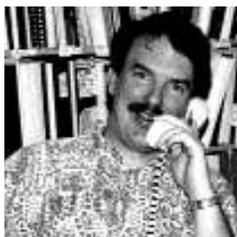
T.A. Member Since: 1996

Volunteer Project: The T.A. Benefit Auction: for the past several months I've been soliciting contributions from manufacturers, retailers and others for the event. I've enjoyed speaking with people from all parts of the city, as well as the country, letting them know about T.A. and what we're doing. And it doesn't hurt to get more experience calling folks - being able to solicit over the phone is an important skill for any business person.

Hours: About five to six a week.

Philosophy: Cycling and pedestrian rights are important because the country needs a more balanced transportation policy - one that's not so reliant on cars. We've already fought one war over oil access! Balance is key...T.A. furthers that goal. As a grassroots organization it's actually people affecting change for themselves.

Cycle Habits: I cycle for recreation and to do errands around my neighborhood, though I'd like to extend my cycling. By volunteering I feel like I'm taking action to improve cycling rights and access. I think it's important to get involved personally.



CARL BIERS

Occupation: Executive Director, Association for Union Democracy

Neighborhood: Park Slope

T.A. Member Since: 1994

Volunteer Project: Brooklyn Committee Chairperson

How you began volunteering: I got more involved in T.A. in 1995, after the Dept. of Parks proposal to extend car-free hours in Prospect Park was rejected. I really wanted a car free park, and I supported T.A.'s vision of an ecologically sound city. I believe we have to stand up for our rights as cyclists and pedestrians.

Hours: Varies, but about four per week minimum.

Philosophy: Cyclists and pedestrians are the majority

in this city, and we can have a lot of political clout if we organize. In Prospect Park, for example, non-motorized users clearly outnumber the drivers. Collectively, we have more political force and more money, but we have to organize ourselves.

Highs as a Volunteer: The public hearing last week was great. Over 400 people came out to support a car free park. It was tremendous to see so many people get involved.

Advice: If you want to get involved, call T.A. Different talents can help build any campaign. Think about how to organize.

Upcoming projects: I'd like to keep the Brooklyn Committee running smoothly to improve conditions for bikes and peds in Brooklyn. I also see a need for a committee to organize for a bike and ped path on the Verrazano, as well as to have the city open the bike path on the Manhattan bridge.



Recycle -A-Bicycle presents



Adult Repair Workshops

Saturday, May 23

The Basic Tune-Up Seminar.

This is the one everyone can use. It includes fixing flats the fool-proof way, adjusting brakes and gears, roadside trouble-shooting, and performing safety checks.

Time: 10:00 am. Tuition: \$20/\$15 T.A. Members.

The Art of Straightening Wheels

Learn how to replace broken spokes and true your own rims. Bring a wheel of your own to experiment on!

Time: 12:00 noon. Tuition: \$20/\$15 T.A. Members.

If you'd like to take both classes, the package price is \$35/\$25 T.A. Members. All classes are held at the R-A-B Workshop at the Charas Center, 605 East 9th St., (Just east of Tompkins Square Park).

Class size is limited so reserve a place in advance! Drop by the workshop with your payment or send a check to Recycle-A-Bicycle at the above address. If you have any questions call Karen at (212) 260-7055.

Volunteer Nights!

May 13 & 27 / June 10 & 24



Come on down anytime after 6pm to 115 W. 30th # 1207...Maybe you'll meet some of these mail hungry folks: Matt, Henry, Tom, Clarence, Chase, Ken, Adam, Karen, Julie, Andrew, Robert, Ken, Gian-Claudia. Thanks to all our super T.A. volunteers!

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Commuter of the Month

KATHY KEANE

Occupation: Actor, Bookkeeper, Yogimi.

How long commuting: 5 years

How you started: I used to use my bike only on weekends to get places. But there is no subway where I live, so I began to use it more regularly.

Commutes: Many. From home on Avenue C to Varick St. near the Holland Tunnel, often to the Flatiron District, and formerly to 92nd Street and Broadway. My schedule changes a lot.

Why bicycle commute: It is the most reliable way to get around. I know it takes 12 minutes to get to Christopher St. by bike, but with public transportation I'd have to leave much earlier. And it's cheap. Last year I spent \$160 on bike repair. Riding also makes you feel part of the city, especially when the lights are with you.

Bike: White Royce Union 10-speed. I call it "my office." Bought for \$1 at an upstate tag sale.

Gear: Rear rack. Flashers at night. I always wear a helmet.

Thefts: This is my third bike in NYC. I saw the thief take my last bike from a pole. "Hey! Hey!! Hey!!!" I screamed, "That guy stole my bike." I was very pissed that he took my chain too. While I do covet the groovy Pee Wee Herman bikes you see downtown, I'd rather have a beater that I don't have to worry about.

Riding feats: A stage platform fell on a friend's hand once, badly injuring her fingers. After sending her to the hospital via ambulance, we discovered two pieces of finger tissue that had been severed. I rushed them to St. Vincent's on my bike so they could be reattached; it was the fastest way to get there.

Riding style: I ride quickly and consistently, but I'm not aggressive. Maybe I was once, but I realized it wasn't worth it. I don't cut off other cars. I let pedestrians know I'm coming with my mouth. If I mess up, I apologize. I'm especially conscious of little old ladies in the crosswalk.

Seasons/Weather: I don't intentionally ride in heavy rain or snow, but I've gotten caught in both. Cold weather doesn't bother me.

Bike parking: Scaffolding is the best bike parking ever, only it keeps moving. The flatiron district is brutal for parking, and midtown is tough. The best parking is outside Crunch on Lafayette St.

Best commute: It's wonderful when you're riding with other cyclists on the road. There's a kindred spiritedness. Once I was riding down Bowery, and this other guy rode along side me. We were talking about the route, and then he handed me a sticker that said "Bicycle." It was so cool.

Cycling lows: I hate seeing bad things happen to other cyclists. I once saw a bike all twisted up on Broadway and a cop looking under a truck. Someone had been hit.

Advice: If you think about riding, absolutely do it. Take it slow till you know where you're going. Don't ride the wrong way or on the sidewalk; it's not worth it. For the one block you save, you endanger others.

Gian-Claudia Scara



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Emey's Bike Shop **10% ABS** 141 E 17 St
Frank's Bike Shop **10% APR** 553 Grand St
Gotham Bike Shop **10% ACRP** 116 W Broadway
Larry & Jeff's ***10% ACRP** 1690 2nd Av
Larry & Jeff's ***10% ACRP** 3rd Av b/w 79th & 80th
Manhattan Bicycles ***10% ABCPR** 791 9 Av
Metro Bicycle Store ***10% ACRP** 1311 Lexngtn Av
14 St Metro Bikes ***10% ACRP** 332 E 14 St
Midtown Bicycle ***10% ACRP** 360 W 47 St
96 St Metro Bikes ***10% ACRP** 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% ACRP** 546 6 Av
Toga Bike Shop **10% ACRP** 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% ACRS** 215 W 230 St
Westchester Bike **10% ABCPRS** 2611 Westchester

BROOKLYN

Ace Cycles **10% ABCPR** 1116 Coreteyou Rd
Arnold's Bicycles **10% ACRP** 4220 8 Av
Bay Ridge Bike **10% ACRS** 8916 3 Av
Bicycle Land **10% ACR** 424 Coney Island Av
The Bike Shop **10% ACRP** 240 Smith St
Brooklyn Bike **10% ABCPR** 715 Coney Island Av
Brooklyn Heights Bike **10% ACRP** 278 Atlantic Av
Cycle Sport Center **10% ACRS** 8232 18 Av
Dixon's ***8% ABCPR** 792 Union St
Dyker Bike Store **8% ACRS** 1412 86 St
Ferrara Cycle **8% ABCPRS** 6304 20 Av
Larry's Cycle Shop **5% ABCPRS** 1854 Flatbush Av
On The Move **10% ACRS** 400 7 Av
Open Road Cycles **10% ACRP** 256 Flatbush Av
P & H Bike **10% ABCPRS** 1819 Coney Island Av
R&A Cycles **10% ACRS** 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
Bellite Bicycle ***10% ABCPR** 169-20 Jamaica Av
Bicycle Barn **8% R** 111-51 157th St & 107 34 Springfield Blvd
Bike Stop **8% ACRS** 37-19 28 Av
Bill's Cycles **10%** 63-24 Roosevelt Av
Bill's Ozone Park **15% AP 10% B** 108th St & Liberty
Buddy's **10% ACRP** 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% ACRP** 92-64 Queens Blvd

STATEN ISLAND

Bicycle Medic **10% BSACP** 796 Castleton Av

LONG ISLAND

The Krebs Cycle **10% ACRP** 10 Bell St, Bellport
Valley Stream Bike **10% ACRP** 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% ACRP** (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
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
Tenaffly Bike Workshop **10% ACRP** 175 Country Rd

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

Don't forget to donate your old bike or parts to Recycle-A-Bicycle.
Call 212-569-2760 to coordinate a drop-off at one of the R-A-B sites.

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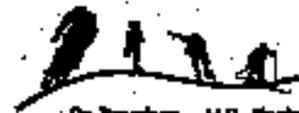
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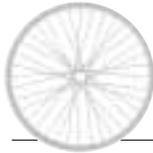


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BIKES ABOARD

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. Permit is free at Penn Station, at Track 10 in Hoboken, or by phone or www.njtransit/state.nj.us/bikeperm.htm. 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.

Sure 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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STATEN ISLAND GIDDY-UP

by Clarence Eckerson, Jr.

This 40 mile ride boasts many exciting premiums. You'll jaunt past Snug Harbor, the S.I. Zoo, Historic Richmondtown, the S.I. Lighthouse and into the Gateway National Recreation Area. The terrain ranges from very hilly [Todt Hill, Lighthouse Road] to mostly flat with intermittent upgrades. Traffic is light to moderate except on Todt Hill and the last mile of Hyland Boulevard.

Cool ocean breezes make this a great ride on a warm summer day. If you get tired or have a catastrophic breakdown, you are always less than a mile from the Staten Island Rapid Transit once you reach the southernmost tip at the turn onto Hylan Boulevard.



From Manhattan: Take the Staten Island Ferry (Free!) For departures: 718-815-BOAT. Board on the lower level.

Exit ferry. Immediate R [right] on Richmond Terrace.

At 1.8 miles you can visit Snug Harbor Cultural Center.

2.3 L [left] on Pelton.

2.8 R on Henderson. Go two blocks on Henderson and hang a Left on Bement.

3.9 R on Clove Road.

4.4 L on Martling. Visit the Staten Island Zoo.

4.7 L on Slosson.

5.6 Continue as Slosson becomes Todt Hill Road.

NOTE: This is the second-highest peak on the East Coast. If you're game, explore some side roads and experience some majestic views of the Verrazano Bridge and NYC.

7.8 R on Richmond.

8.8 R on Rockland Avenue.

9.4 L on Meisner.

9.8 L on Terrace Ct. Follow this around the bend as it becomes Lighthouse Road. To your left: the Atlantic Ocean; up on your right: the monolithic S.I. Lighthouse.

10.4 R on Richmond Hill Road. Up ahead is 18th century, historic Richmondtown. Good place for a break!

10.8 L on Arthur Kill Road.

18.8 L on Bently when you see the dead end sign for Arthur Kill. Go two blocks and make a R on Craig Avenue.

19.5 L on Hylan Boulevard.

27.3 R into Great Kills Park. Go to the end (Crookes Point) and back (2 miles each way.) Views of Brooklyn, Jersey, Manhattan and the Verrazano. *OPTION: You can ride the adjacent multi-use path but the speed limit is 10 mph and it is congested with peds, bladers, and children.*

31.3 R back on to Hylan (use caution, heavy traffic)

31.9 R on Guyon.

32.3 L on Old Mill Road.

32.8 R on Ebbits.

33.2 L on Cedar Grove. Enter Miller Field and cross to the other side. Look for large opening in the fence directly opposite where you entered the park. Go through.

34.0 Enter the Father Capodanno Boulevard Bike Lane.

OPTION: There is a 2+ mile boardwalk that runs along the beach to your right. Yield to pedestrians at all times!

36.5 Father Capodanno banks L to become Lilly Pond Road. Continue under 278 (careful, stick to the bike lane) and veer Right on to School Road.

37.4 L on Bay Street —three miles to the ferry.

Bicycle Advocate Wanted!

T.A. needs an advocate to lead our campaign for better cycling in New York City. We are looking for someone with a passion for cycling and strong writing and organizing skills.

Compensation: 30K / negotiable, plus health coverage. Start Date: August, 1998

Send a cover letter explaining your interest, your qualifications, and your resume to:

Bike Search, Transportation Alternatives, 115 West 30th St. #1207, NY, NY 10001.

Have you got a joyride you want to share? Let us know! email: info@transalt.org or call us.



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Thursday, May 7. The Wedge. Meet at Cube at Astor Plc & Lafayette. Fun ride in lower Manhattan. 6:45PM. Time's Up! 212-802-8222

Saturday, May 9. Sol Roll. Ride leaves at 3PM from corner of Fulton and South Streets, but come early to check out the solar and electric vehicles. Then roll by other enviro spots in lower Manhattan. 02NY & Sierra Club NYC.

Sunday, May 10. Mother's Day Picnic at College Point! Ride thru Queens to picnic in Herman MacNeil Park. 28 mostly flat miles. Bring spare inner tube and \$ for lunch. Meet 9:30 AM, Roosevelt Island Tram (Manhattan Side), Second Avenue between 59th St. & 60th St. Helmets Required. 5BBC.

Sunday, May 10. Extremely Fab. Take the south shore route to Lido Beach, L.I. Meet at 8:30AM at the Manhattan end of Brooklyn Bridge, or 9AM at the Grand Army Plaza entrance to Prospect Pk. Bring lock, towel & swimsuit and LIRR bike pass to train back. 35 mi. one-way. Gilda, (212) 260-4945 or gzwerman@aol.com. Fast & Fab Cycling Club

Saturday, May 16. The fleet's in. See Brooklyn's Cape Cod. Joint with NYCC. Bring lock & plastic bag for fish. 25 miles (15 from Prospect Pk). Meet 12:30PM at City Hall or 1:30PM at Picnic House, Prospect Pk (1 blk from Third St entrance). 5BBC

Sunday, May 17. The 1998 Montauk Century. Four different distances: 130/100/65/35 mi. All rides end at the Montauk Lighthouse. Brochures at bike shops or call 5BBC for more info. 212-932-2300 xt 115.

Sunday, May 17. Fab/Off-Road. April Tam takes us to City Island for brunch. Great fish restaurants and antiques shops. 30 mi. Contact April, (212) 246-2583. Fast & Fabulous Cycling Club 212-567-7160

Sunday, May 17. Rutgers Ramble. An easy tour thru Rutgers University Campus and Johnson Park. 50 miles. Meet at City Hall near Brooklyn Bridge at 8:45AM. \$2 ride fee. L&M Tours 718-601-5332 xt 268

Friday, May 22. New York Historical Ride. Tour lower Manhattan hitting key historical sites. Meet at Fountain in City Hall Park at 10PM. Time's Up! 212-802-8222

Sunday, May 24. A Little Forest and a Couple Hills. See Bike Week, p. 15. 5BBC

Monday, May 25. Gateway Getaway. If you're for the birds, then come explore the Jamaica Bay Wildlife Refuge. Bring lock, lunch or \$. 45 miles, mostly flat (35 from Prospect Pk). Meet 8:30AM at City Hall or 9:30AM at Picnic House, Prospect Pk (1 blk from 3rd St entrance). Helmets Required. 5BBC

Friday, May 29. Moonlight Ride. Ride thru Central Park w/cyclists and bladders. Meet at Columbus Circle at 10PM. Time's Up! 212-802-8222

Saturday, May 30 (Raindate Sunday, May 31) 5BBC's "GET TO KNOW US RIDES". To reach out to people not familiar with the benefits of club riding, the Five Borough Bicycle Club is offering four different rides: Hobo-

ken North, Brooklyn Tour, City Island, Piedmont. After lunch, all rides head over to the HI-AYH Hostel for ice cream. We always require riders to wear helmets. At the hostel, you can join the club. Call 5BBC for more info. (212) 932-2300x137

Sunday, May 31. Fast & Fabulous Off Road. Mark Kirschner will take us to Nyack and back. Mountain bikes and hybrids welcome. 50 mi., Mark, (212) 721-1158 or mkirschner@aol.com. Fast and Fabulous Cycling Club 212-567-7160

Sunday, May 31. Nassau Mystery Workout. 50 miles. Meet Parsons Blvd & Hillside Ave in Queens (F train). \$2 ride fee. L&M Tours 718-601-5332 xt268

Sunday, May 31. Cranberry Lake Bike/Hike. Visit a quiet nature preserve in Westchester County. Ride is 40% car-free. Optional return via Metro-North (need bike pass). 40 miles, 25 with train return. Rolling with a few steep hills. Meet 9 AM, Woodlawn, the Bronx (last stop on #4 train). 5BBC.

Thursday, June 4. The Wedge. Meet at Cube at Astor Plc & Lafayette. Fun ride in lower Manhattan. 6:45PM. Time's Up! 212-802-8222

Saturday, June 6. Hal's Rockaway Ride. 40 miles flat. Meet at Manhattan Side of Brooklyn Bridge for 10AM start. Bring food, water and a bathing suit. Rain cancels. Hal (212) 627-1279

Saturday, June 13. Bronx River Bike Ride. 15 miles, leisurely pace. Part of the Bronx River Bike Festival. Meet Bronx Blvd and E 219th St at 1PM. T.A. Bx.

Saturday, June 13. Brooklyn-Queens Mosaic From borscht to arroz con pollo, we'll tour some ethnic neighborhoods. Tour ends with a snack on the Promenade. 20 miles, mostly flat. Meet 12:30 PM at the Roosevelt Island Tram, Second Avenue at 59th Street. 5BBC

Sat & Sun, June 13-14. MS Bridge the Gap Bike Tour. Tour covers 120 miles in two days. Riders must raise a minimum of \$150 in pledges. Starts at 7AM at Mendham High School just west of Morristown, NJ on Rt 124W. Call 201-967-8687 to register.

Sunday, June 14. Bronx Car-free Ride. Bronx River Pkwy to White Plains, return via Bronxville Pelham, Orchard Beach, Mosholu-Pelham Greenway. Bring swimsuit. Meet MetroNorth Botanical Gardens Parking Lot at 9AM. 40 miles. T.A. Bx.

Sunday, June 14. Morristown Challenge. Breathtaking tour thru the Watchung Mountains of NJ. 45 miles. \$2 ride fee. L&M Tours 718-601-5332xt268

Sunday, June 14. Old Westbury Gardens. Visit the botanical gardens surrounding John Phipps' Georgian Mansion. Bring \$6 garden admission (\$10 for garden & house), and \$ or lunch. 35 miles, moderately hilly. Meet 9:30 A.M., Cunningham Park, Union Tnpx at 196 Plc, Queens. 5BBC

Saturday, June 20. Gateway Getaway-A Great Hills Excursion. Tour Fort Wadsworth and the natural habi-

tats of Great Kills. Return on late afternoon ferry. Bring light, snack and lock. Joint with NYCC. 25 miles, mostly flat. Meet 12:15 PM at South Ferry (car entrance to ferry), Manhattan. 5BBC

Friday, June 26. Moonlight Ride. Ride thru Central Park w/cyclists and bladders. Meet at Columbus Circle at 10PM. Time's Up! 212-802-8222

Saturday, June 27. Raiders of the Lost Greenways. Discover miles of waterfront as we tour the edges of Manhattan. Terrain: Broken glass, car parts, rocks, ditches and a bit of pavement. ATBs only. 25 miles. Meet 10 AM at Central Park Boathouse (near East 72nd Street entrance). Helmets required. 5BBC

Sunday, June 28. Staaten Eylandt. Encircling 40-miler of lovely NYC boro. Starts on Van Kull shorefront roads. Stop at Conference House Pk. Then ramble Atlantic-side parks and los caminos verde. Day-long trip. Meets 9AM at South Ferry to take 9:30AM boat. Helmets Required. 5BBC

save the date!

1998 NYC Century Bike Tour
Saturday, September 12th

ride resources

Bad weather cancels most rides.

New York Cycling Club
212-886-4545

Staten Island Bicycle Association
718-815-9290

Time's 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:
helmets **must** be worn on all rides!

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

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LETTERS

Dear Council Member Eristoff:

Thank you for answering my letter about a path for walkers and cyclists on the Queensboro Bridge. I understand your dilemma about serving two seemingly opposing sectors of traffic of which the majority sector is a motorized one. Without using the bridge myself I will not presume to know the details of the situation. However, I am disturbed by your phrase "recreational bicyclists and pedestrians" in talking about the crucial hours of use between 3:00pm and 8:00pm. I believe that many, if not all, cyclists and pedestrians who use the bridge without motors do so for practical and moral reasons, not as a recreation. I believe that all citizens who need to cross a bridge have a right to cross it economically and safely, regardless of their chosen means of transport. Bridges are for everyone—for citizens of the whole city and of the whole nation. They do not belong to a particular sector of traffic nor to a particular community.

Mary Frances Dunham
New York, NY

Dear Mayor Giuliani:

I used to love to walk in this city (and I would love to bike too if it were not so dangerous). It is no longer a happy experience. This city is great except for the car traffic! It is horrible! It is the most violent offender to our quality of life and it is getting worse! If you were a pedestrian you would agree with me. Rather than punishing us, you should reward us for not polluting the city (and earth) and for not endangering lives. Pedestrians are gentle people who want to enjoy the beauty of life and make the city a nicer place by planting trees, taking public trans-

portation and not abusing the very environment which gives them life. This city is physically ideal for walking and biking! Yet aggressive drivers seem empowered to subject pedestrians, bike riders and public transportation users to their harmful and life-threatening assaults. Please crack down on them by issuing tickets for idling motors, horn blowing, and reckless driving. Please raise tolls for vehicles entering the city, develop light rail so that we can eliminate truck traffic, order hydrogen fuel cell, non-polluting buses and city vehicles, etc. Thank you.

S. Frecon
New York, NY

Dear T.A.:

Keep up the great work! Making it known how the real danger to the citizens of NYC are the cars is very important. My only concern is the lack of support for skaters. We are occasionally mentioned but not too many articles. Just feeling a bit left out.

Robert Stark

The support may not be obvious, but it is there. T.A.'s work for safer streets, car-free parks, and greenways benefits us all, be it cyclist, walker or skater. As to specific articles, we welcome comments, requests and submissions, just give us a ring. -Ed.

Dear T.A.:

I was first a pedestrian, then a bicyclist, then a car driver. Today I still do all three. For the most part I am a pedestrian and am fortunate to be able to walk to work as well as most places that I have to go. For longer distances and light portage of things, as well as for recreational and exercise, I use my bike. Biking is by far the quickest way for

me to go anywhere in a 2 to 3 mile radius from my busy street in Brooklyn. Other times there's the subway. Truth be known, however, I travel (by car) both to upstate New York and eastern Pennsylvania four to five times per month to rural and suburban areas.

What is my point? T.A. needs to focus its energies more on developing a positive image of bicycling and walking than it does on anti-car activities. Motorized vehicles are not going away. And as someone who despises the 'kar kulture' as much as I do, I still have to face reality. I need my car.

We need a way of peaceful coexistence. The image I get from T.A. (and by the way I will always support T.A. and will continue to be a member) from reading the magazine is that its members are intolerant of any other way of life or that every car driver is out to get them. That is sheer nonsense, and politically, an immature strategy. Bicycling needs stronger support from everyone and allies need to be made wherever they can be found. Demonizing car drivers only fuels suspicion and encourages ridicule.

Phil Vitale
Brooklyn, NY

As a member and a car owner tolerant of other car owners, you're not alone, and we're glad to have your support. Part of T.A.'s mission, though, is to reduce our dependence on the motor vehicle. Much of our city is given over to serving the auto. So, if by "anti-car activities" you mean the campaigns T.A. takes on to remove cars from spaces where they shouldn't be, like Prospect Park for example, then we make no apologies. -Ed.



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Dear Friends:

The 80 Pine Street building's parking garage has opened their bike rack for public use after months of being unavailable due to "construction". The entrance is located on the west side of Water Street between Pine and Maiden Lane. The ribbon-style rack is just behind the attendant's booth. This fortunate occurrence was made possible by the garage's management, the NYC Department of Consumer Affairs and US Senate hopeful Mark Green, and the urging of Transportation Alternatives (www.transalt.org) several years back. Originally, they had stated that they would charge a small fee, like \$1.50, but the garage management has decided to allow parking for FREE. A large sign on the wall over the rack states that it's at our own risk, but hey, so is riding

in NYC! I think that this is really fabulous, and hope that it works out for us.

John Howell
Brooklyn, NY

Editor's Note: Two corrections to our parking list printed last issue. First, the uptown garage is 211 East 70th (not 71st). Second, the 121 Reade St. garage promised parking, but it is not yet available. We'll be working to get it asap.

Dear City Councilman Perkins:

I am writing to express my concern over the current city crackdown on people who ride bicycles. As a person who commutes by bicycle on a daily basis and obeys traffic laws, I completely agree with ticketing people on bicycles who run red lights, ride on the sidewalk or ride against traffic. These people are acting irresponsibly and deserve to pay a fine.

However, having read recently of some of the tickets being issued to cyclists it seems to me that some police are being overzealous. Meanwhile, I observe countless drivers everyday who don't signal turns, cut off pedestrians and cyclists who have the right of way, lean on their horns, speed, double park in bicycle lanes, block intersections and drive recklessly in other ways. Far too many automotive violations go unchecked.

With a small and not very expensive effort the city could make enormous strides in bettering the quality of life for all New Yorkers by encouraging cycling. I hope you will do everything in your power to help transportation by means other than the auto flourish in our city.

John Hamilton
New York, NY

Classifieds

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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.	\$1.00	\$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	_____	_____	\$ _____
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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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