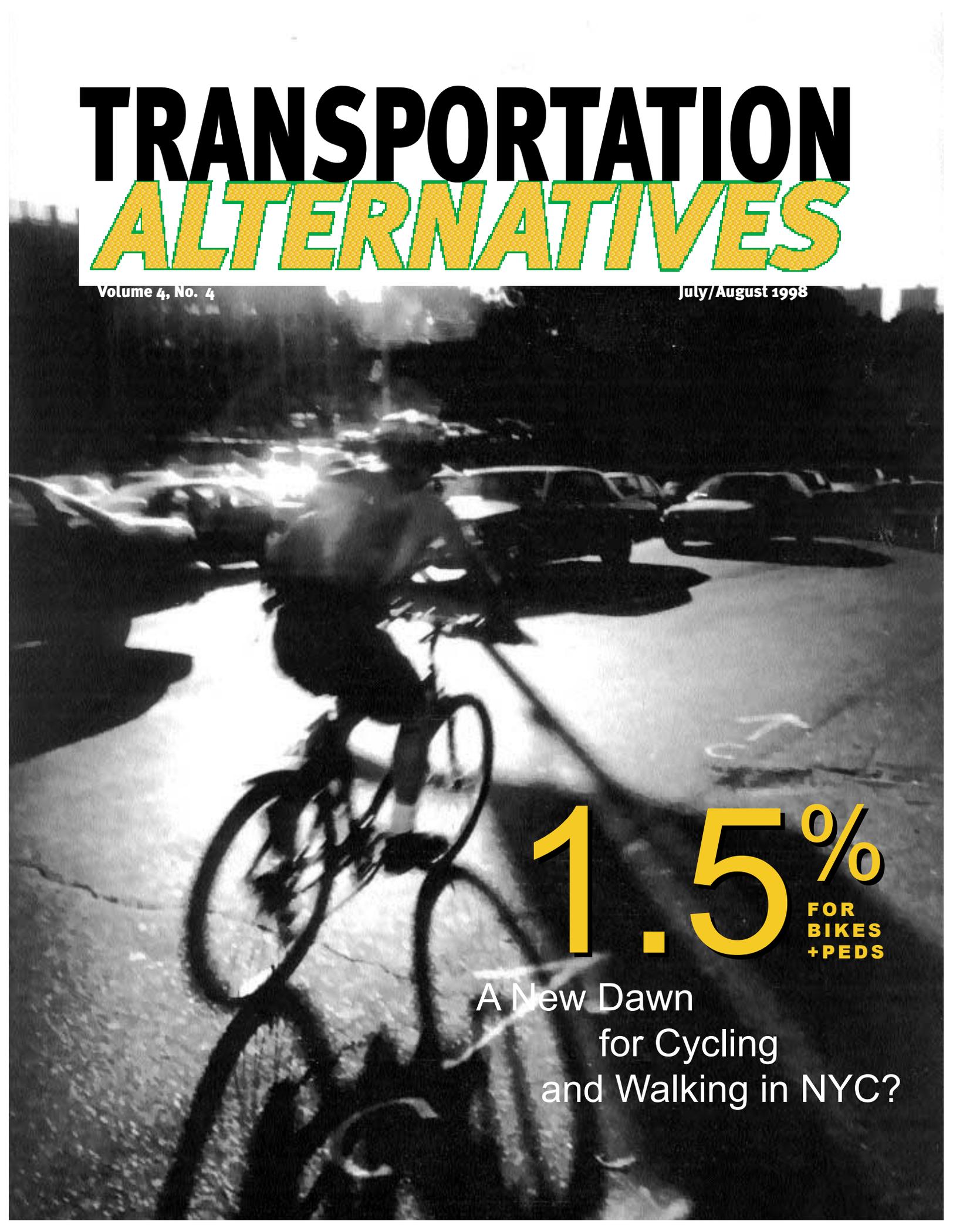


TRANSPORTATION *ALTERNATIVES*

Volume 4, No. 4

July/August 1998



1.5%
FOR
BIKES
+ PEDS

A New Dawn
for Cycling
and Walking in NYC?



Peter Meitzler

Provocateur

STOP CAR VIOLENCE

Over the past 18 months New Yorkers concerned about vehicle violence have been dramatizing and chronicling intimidation, injuring and killing by drivers.

We have painted 100 street memorials to pedestrians, skaters and cyclists whom vehicles have run over and killed. These life-size body outlines bear witness and stimulate awareness - important first steps for a movement to stop vehicle violence.

We have stenciled Clyde Moss of Brooklyn, a bicycle commuter for 30 years, who was doored on Church Street downtown in 1996 ... Dr. Rachel Fruchter, who was rammed from behind by a speeding van while cycling on a Saturday, a car-free Saturday, in Prospect Park last July ... Dr. Jie Zhang, who was just days from birthing her first child when a van crushed her on a street corner outside New York Hospital, where she was a research physician. Her colleagues delivered her son while she died.

With police reports of fatal accidents from the state, our database now has 500 records, comprising all 1995 and 1996 NYC pedestrian / cyclist / skater deaths. We have started inputting 1994 reports and are demanding that Gov. Pataki lift his embargo on 1997 records. Neither the governor nor the mayor has the right to withhold data on pedestrian and cyclist deaths, particularly when the NYC toll shot up to 300 last year.

From the accident reports we may finally learn just how cyclists and pedestrians are getting killed ... who is at fault ... how "at fault" is defined and determined ... about victimization of the poor, kids, the elderly ...

how lax enforcement of safety laws swells the death toll.

Two months ago the New York Observer gave space to an anonymous police official who blamed most pedestrian accidents on "crossing against the light, wearing headphones and being mowed over by bicyclists."

The truth is that most pedestrian deaths are caused by driver aggressiveness and lawbreaking.

The streets are unsafe not because people are uncivil but because there are too many cars and drivers are granted too many prerogatives.

While action against speeding and reckless driving is sorely needed, everyone with a stake, from cabbies to bike messengers, deserves to be heard, not crushed for raising questions.

Although our group is independent of Transportation Alternatives, many of us are T.A. members. We share the vision that safety comes from treating the streets as everyone's shared domain.

We invite you to join us in opposing vehicle violence. Help us make street memorials and build the fatalities database. Contribute your ideas, financial support, energy, skills. You can reach us through our message service (212-604-4657) or our website (www.cars-suck.org).

Help us stop vehicle violence in New York City. Let's really reclaim the streets.

—Charles Komanoff, for the group
[Komanoff was president of T.A. from 1986 to 1992.]

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TRANSPORTATION ALTERNATIVES
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CALENDAR

JULY

Wed. 15 6:30 PM **Brooklyn Committee Mtg.**
At the Gazebo near Lincoln Rd.
Prospect Park

Wed. 8 6:30 PM **Volunteer Night at T.A.**
115 W. 30th #1207
Studies show volunteers have
30% fewer cavities.

Tues. 14 7:00 PM **Bronx Chapter Mtg:**
Williamsbridge Oval Park.
Call Rich: 718-653-2203

Thurs. 16 6:30 PM **Auto Free Central Park Mtg**
Central Park, Sheep Meadow
(across from Tavern on the Green at 67th)

Wed. 29 6:30 PM **Volunteer Night at T.A.**
115 W. 30th #1207
Size Matters.

Sun 26 all day **Bronx Cherry Tree Festival**
E 137th b/w St. Ann's and
Cypress Avenue. Join the T.A.
Bronx Committee, contact Rich
718-653-2203.

Tues. 28 6:45 PM **Auto Free NY — Tour**
Brooklyn Historic Trolley
Museum. Beard St. Pier, Red
Hook. Call 212-475-3394.

AUGUST

TBA **Auto Free Central Park Com-
mittee Meeting** Call Andrew
for date: 212-629-8080

TBA **Brooklyn Committee Mtg.**
Call T.A. for date 212-629-8080

Wed. 12 Wed 26 6:30 PM **Volunteer Night at T.A.**
115 W. 30th #1207
100% whoop ass fun, hell yeah!

Fri. 21 6:30 PM **T.A. Magazine Mailing Party**
Super Hot — Not to be missed
(Call to confirm)

Tues. 25 6:00 PM **Auto Free NY — Tour**
NJ Waterfront Trolley. Exchange
Pl. PATH entrance, Jersey City.
Call 212-475-3394.

Keep up with calendar changes on the web:
www.transalt.org/calendar

Publisher's Letter

FANTASIA

The latest insider gossip as we went to press was that the mayor would soon appoint Wilbur Chapman, a high ranking career police official, to head the City Department of Transportation. The new commissioner will be the fourth in Mayor Giuliani's four and a half years in office. It is no mystery why DOT Commissioners have a short career in this regime. They are trapped between the rock of a public screaming for traffic relief and the hard place of their boss' political unwillingness to get people out of their cars. The mayor has proclaimed his courage and iconoclasm on many occasions. But when it comes to acting boldly on transportation issues, he is well within the the milquetoast tradition of his much reviled predecessors by refusing to consider East River Bridge tolls and higher, more rationally priced parking fees.

The mayor has shown that he can embrace new ideas in transportation. His support of traffic calming legislation and school-based traffic calming are laudable. However, using the power of pricing to sort out the horrendous mismatch between the city's scarce supply of road space and the seemingly unlimited demand to drive has been deemed a fantasy reserved for transportation experts, reformers, and Noble Prize-winning economists. William Vickrey, a Columbia professor and long-time New Yorker, showed as far back as the 1950's that varying toll prices during peak and off-peak times on the East River Bridges was the only way to manage traffic on those bridges. Vickrey wasn't some nut. His ideas are the basis of every electric, phone and airline company's billing system — systems through which tens of billions of dollars flow every day.

So who is really dwelling in a fantasy world? Is it Vickrey's and his numerous adherents, or is it a New York City political establishment that clings to the hoary idea that "transportation" is nothing more than putting more and more cops on the street until motorists and pedestrians behave as a regimented ballet? Something has to give way. Neighborhoods across the city are going bonkers over traffic. Here and there, a partial solution is being devised in the form of traffic calming road designs. But without bridge tolls and a sensible parking pricing plan in which commercial vehicles are given priority, plus an aggressive pro-pedestrian and cycling push, city streets will continue to be a jammed mess.

In this issue, Transportation Alternatives outlines a new vision for how to spend \$204 million in transportation funds to vastly improve conditions for cyclists and pedestrians. Much of what we hope for depends on a DOT commissioner with the flexibility of mind to embrace both new and old learning and act upon it. We wish Wilbur Chapman, or whoever is selected DOT chief, luck. We urge the new commissioner to heed the lesson of the past forty years, which is that trying to move traffic does not work. And of the present, which is that working to reduce traffic can and does work in great cities like Singapore, Amsterdam, and Copenhagen to name but a few. More cops directing traffic are not going to do the trick. But maybe one more smart cop at DOT might.


John Kaehny
Executive Director

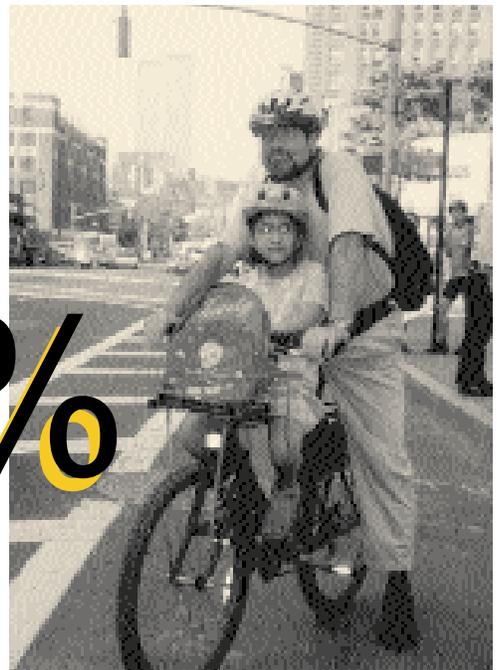
T.A. Wish List...

There are certain things that would help Transportation Alternatives get the job done, but always seem to fall just out of financial reach. That's where the wish list comes in. If you would like to make a tax-deductible donation to help fund the purchase any of the items below we would be forever grateful and would be pleased to recognize your generosity in our next magazine issue.

- Laser Speed Detector \$1500
- Office Chairs \$500
- Larger Mac Monitor \$350 - \$750
- Ceiling Fans \$300

Send your contribution to T.A., 115 W. 30th St #1207, NY NY 10001. Include a note indicating what you'd like the funds to go toward. Thank you!

Just 1.5%



For Bicyclists and Pedestrians

A Challenge From T.A.

Transportation Alternatives challenges the City of New York and the New York State Department of Transportation to use the new Federal TEA 21 (Transportation Efficiency for the 21st Century. TEA 21 is the successor to ISTEA) funds to improve conditions for bicyclists and pedestrians. It is time to put the money to work where it matters most - on City streets. Change the equation to make our streets and neighborhoods nicer, safer places to walk and bicycle. Banish the danger, crowding, bullying and miserable conditions pedestrians and cyclists must endure and replace them with a humane and livable environment.

Too Many Have Been Killed By Cars

We have had enough death and misery. Our streets remain the domain of the car. The billions the City received in Federal transportation money during the 1990's have produced only the most meager results for the City's long-suffering foot and bicycle travelers. The annual toll of 250 pedestrians and cyclists killed by automobile and 17,500 struck is a major health crisis.

Now is the time to save lives and the environment. Over the next few years, the City, State, and MTA will be deciding how to spend \$13.5 billion in transportation funds in NYC. About \$6 billion will be for streets and highways and \$7.5 billion for transit projects. T.A. calls on the Giuliani and Pataki administrations, particularly influential transportation aides like Seth Kaye at the Mayor's Office of Transportation, Richard Malchow and Luiz Aragao at City DOT; Floyd Lapp at the Planning Department; and Richard Maitino and Joe Boardman at the State DOT to do three things to ensure that a fair share of the money is used to sharply reduce pedestrian and cycling deaths and significantly improve non-motorized travel on city streets:

I. Dedicate \$204 million over six years, a modest 1.5% of the total transportation funding, to bicycle and pedestrian issues. \$204 million amounts to a 31% increase over past bike/ped funding - which is about the proportion of increased funds under TEA-21. Bicyclists

and pedestrians are more than half of traffic fatalities in NYC, and almost all transit trips begin and end with walking trips.

II. Establish basic goals and ensure that projects are designed meet them. These goals should not confuse means and ends. For instance, cutting the pedestrian and cycling death rate in half in the next six years, and increasing the number of cyclists from the current 100,000 a day to 150,000 are "ends." Trying to build an arbitrary number of miles of bicycle lanes and paths is not the best means to these ends.

III. Direct TEA money towards improvements in the places where it will achieve the greatest results. At least 90% of pedestrian and cycling trips take place on city streets. Yet, nearly half of the ISTEA money budgeted for cyclists and pedestrians from 1992-1999 is for parks and multi-use paths (the majority of which serve recreational users only).

Shore Parkway Path segments like this one just south of the Verazano, were funded by previous ISTEA funds.



S.E. Soons

In line with these criteria, T.A. proposes a plan called "1.5% for Bikes and Pedestrians". The main thrust is to vastly expand the size of the bicycle and pedestrian network programs at the Departments of Transportation and City Planning. The expanded networks would allow the City maximum flexibility in meeting goals, reducing red tape, and further developing a core of skilled bicycle and pedestrian planners within the agencies. "1.5%" includes significant funding for the DOT's innovative School-Based Traffic Calming project. It also proposes a ten-fold increase in the size of the City programs to reclaim traffic islands as green space and pedestrian refuges and improve pedestrian conditions around subways. Lastly, per the anti-speeding recommendations in "Lessons from London" (*T.A. Magazine* Mar/Apr '98) "1.5%" calls for the number of red light cameras to be boosted from 18 to 200, and for the introduction of "speed-radar" cameras.

Achieving the biggest bang for the buck, saving the most lives, and improving the lot of New Yorkers in ways they will experience every day are ideas that make sense. T.A. will be working hard in the months ahead to ensure that cyclists and walkers get their fair share.



The heavily-used Manhattan approach to the Brooklyn Bridge could benefit from some improvement.

1.5% For Bicyclists and Pedestrians: 1998-2004

T.A.'s Six-Year Plan to cut pedestrian and bicycling fatalities in half and dramatically improve conditions for non-motorized travelers in NYC using an estimated 1.5% of the \$13.5 billion budgeted transportation funds.

Network Expansion / Citywide Projects

[Key: ☺ Equals New Project; amounts represent 6-yr. total in millions]

PROJECT	AMOUNT	DESCRIPTION
School Based Traffic Calming ☺	36.0	6 years of 10 year, \$60 mil. program.
Pedestrian Network/Traf. Calming	40.0	Improve high ped. crash locations and 1200 community requests.
Bicycle Network Continuation	3.0	Implementation of Bicycle Master Plan.
Pedestrian / Transit Interface	20.0	Improving pedestrian safety and access to subway and bus.
Automated Traffic Enforcement ☺	15.0	Addition of 200 DOT red light and speed radar cameras.
Green Streets / Traffic Island	12.0	Landscaping/curbing small traffic islands for peds./traf calm.
Total: 153.0		

Individual Projects

PED / TRAFFIC CALMING

On going Cross-Walk upgrade	6.0	Ongoing upgrading of existing cross-walks with stop bars etc.
E.L. Grant Highway: Ped/Calm	3.3	Safety and streetscape Improvements on dangerous street.
Grand Concourse Ped Safety	3.0	Additional ped safety improvements.
Midtown Ped Improvements	2.0	Follow on to ped improvement study.
Staten Island Sidewalks	2.0	Complete and renovate sidewalk network.
Grand Army Plaza Ped / Traffic	2.0	Improve dangerous ped/bike use.

Lower Manhattan Ped. Continue	1.5	Follow on to ped improvement study.
Lenox Ave. Streetscape	1.0	Follow on to ped improvement study.
Francis Lewis Blvd.	1.0	Additional ped safety, traffic calming improvements.

STOP SPEEDING CAMPAIGN

Anti-Speeding Awareness ☺	3.0	Print, TV, radio and other education and outreach.
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ON-STREET CYCLING

Brooklyn Bridge Approaches ☺	6.0	Improve bike/ped access to Manh. and Bklyn sides.
Queensboro Bridge Approaches ☺	4.0	Improve bike/ped access to bridge in Qns. and Manhattan.
Williamsburg Bridge Approaches ☺	4.0	Improve bike/ped access to Manh. and Bklyn sides.
Queens Blvd. Bikeway	0.75	On-street lane and off-street path.
4th Ave. Bikeway	0.4	Bike lane on heavily traveled arterial

GREENWAYS

Hudson River Greenway Link ☺	8.0	Completion of 60th to 72nd St. section.
Highbridge Aqueduct ☺	2.0	Structural improvements to restore bike/ped access.
BQ Greenway	0.575	Study
Shore Pkwy. (Bay Pkwy to Knapp)	0.5	On and off street addition to Shore Parkway
Cross Bklyn Greenway	0.1	Study of potential rail trail.
North Bklyn Greenway	0.1	Study

Total: 51.225

Grand Total: 204.225

SECOND AVENUE BIKE LANE APPROVED

Within a month's time, New York cyclists will see an important addition to the city's Bicycle Network: the Second Avenue bike lane. Anticipating the repaving of Second Avenue from 14th Street to Houston, the NYC DOT drafted plans for a bicycle lane to run through the heart of the East Village. Compelling testimony from T.A. members, area residents and cyclists at critical Community Board 3 meetings prompted the board to approve the lane.

Carol Kostik, one of a dozen cyclists who attended Board 3's May transportation committee meeting, told board members the image of a "reckless kamikaze cyclist" has been exploited to demonize cyclists. "I'm a neighborhood resident, and I use my bike for errands and shopping. I feel safer in a bike lane," said Kostik. T.A. member Marilyn Horan argued that far too many resources go to motorists and urged the board to use this opportunity to treat cyclists more equitably.

The planned lane will be 10 feet wide, including a 5-foot striped buffer and will replace a lane of motor vehicle traffic. To counter local merchants' fears that the lane would cause congestion and interfere with business, T.A. board member Rick Muller pointed to DOT analyses showing no adverse impact on Second Avenue's traffic flow.

The NYC Bicycle Master Plan identifies Second Avenue as a critical southbound route and says a bike lane will be considered for the entire length of the avenue. T.A. applauds the DOT Bicycle Program for seizing this opportunity.

Bridges update

QBB alert: Cyclists to North Path

On June 22, 1998, the DOT will close the Queensboro Bridge South Outer Roadway, which doubles as the bicycle and pedestrian path, to begin rebuilding the structure. Cyclists and walkers will be directed to use the North Outer Roadway during the closure and will still be prohibited from riding or walking over the bridge during the evening rush hour. Though T.A. has lobbied heavily for full-time access to the bridge, cyclists and walkers crossing the bridge will still have to ride the DOT shuttle bus from 3:30PM to 8PM.

The shuttle's shortcomings are glaring in summer, when buses become overcrowded and people obviously prefer to walk or ride across the bridge rather than sit in traffic on a crowded bus full of bikes.

Cyclists will regain 24-hour use of the bridge in Fall 1999, when work on the South Outer Roadway is complete, and the permanent bike/ped path will sport a non-slip surface. However, the DOT has squandered a real opportunity to better the Queensboro for bicyclists and walkers. City cyclists have repeatedly called for direct access to both First and Second Avenues, but the agency has instead clung to plans that dump cyclists in the middle of 59th Street, with no safe or direct route to Second Avenue.

Ask the Mayor's Office of Transportation why the DOT is plodding ahead with a bike/ped lane design that makes no sense for cyclists.

Seth Kaye, Director
Mayor's Office of Transportation
52 Chambers Street, Rm. 315
New York, NY 10007
fax 212-788-2782

T.A. Member to Mirror on GWB

Acting on the suggestion of T.A. member John Henderson, the Port Authority recently installed parabolic mirrors at the towers on the George Washington Bridge path. The mirrors allow cyclists and pedestrians to see oncoming traffic while negotiating tight corners around the towers. Great idea, John!

A Glitch on the Williamsburg

Though the NYC DOT last reported that the new Williamsburg Bridge walkway would open in July 1998, cyclists will have to ride on the old path through Labor Day. The DOT did not explain the cause of the delay. The existing path has long been in calamitous condition, making for a bike-rattling ride over sharp metal, loose steel plates, pitted cement, wooden planks with serious gaps and sudden bumps, and ubiquitous broken glass. The path's lighting (or lack thereof) has also been a constant source of complaint. Cyclists are bucking to use the new path. "It'll be great to have. Right now, riding on the old path, all I can do is salivate looking at it," commented one bridge rider.

Ghastly Goethals

The Port Authority revealed this month that the Goethals Bridge walkway will remain closed for another five years. Closed in summer 1995 for sidewalk repairs, the path was scheduled to open last November. But while repairing the sidewalk, the agency found deterioration in the sidewalk's steel supports.

Work will take place from 2001 to 2003, after which time the agency says the walkway will reopen.

Cyclists should ask why the agency failed first to inspect the path thoroughly in 1995 and then to notify the public about the path's prolonged closure. The lack of timely and accurate information about the Goethals walkway reflects a casual attitude toward non-motorized access to the bridge.

No shuttle service is planned for the five years that the sidewalk will be out of service, leaving pedestrians and cyclists without a good connection from Staten Island to Central Jersey.



To demand faster repairs and better information, write:

Louis Tomson
First Deputy Secretary to the Governor
State Capitol, Rm. 207
Albany, NY 12224
fax 518-473-7619

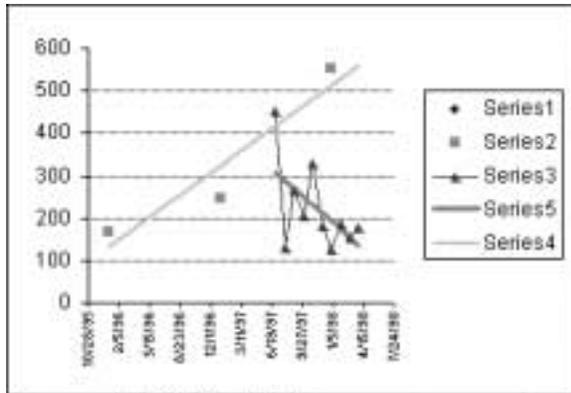
ROAD HOG RAMPAGE

Last issue, we reported that summonses issued to bicyclists shot up dramatically in early 1998 in comparison to previous years. Cyclists first began seeing increased enforcement last July, when the 19th Precinct launched an offensive against cyclists in response to community complaints, according to sources at the NYPD's Traffic Control Division.

T.A. has criticized the increased enforcement for its one-sidedness. If police resources are being used for waves of intense (and often frivolous) summonsing of cyclists, why are no resources devoted to improving conditions for cyclists? Enforcement of the city's bike lanes was a critical first step, T.A. told the NYPD last summer.

Indeed, the NYPD had never tracked the problem, but last July the Manhattan Traffic Task Force began counting summonses issued to motorists for blocking bicycle lanes. As the chart below shows, enforcement has fallen from last July's enthusiastic levels.

In 1998, only one ticket has been issued for driving in the bike lane. T.A. urges the NYPD to summons bike lane blockers for obstructing traffic rather than double parking. As a moving violation, the former offense carries points on one's license and is a beefier impetus to stay out of bike lanes.



Series 2: Summonses issued to cyclists
 Series 3: Summonses issued to motorists blocking bike lanes.
 The trend doesn't bode well for cyclists.

Cycling Cartography

In May, the NYC Dept. of City Planning unveiled bicycling maps for Brooklyn, Queens and Manhattan, completing the set of NYC Cycling Maps begun in 1997, when maps of the Bronx and Staten Island were first distributed. The maps show established greenways and bike lanes, recommended on-street routes and detailed bridge access routes, and are handy tools for navigating NYC neighborhoods.

Maps are available free at the Dept. of City Planning bookstore, 22 Reade St. Hours: M-F 10am-1pm and 2-4pm. Or, check your local bike shop.

T.A. has a limited supply of the Brooklyn, Queens and Manhattan maps available by mail to current members. Send us a self-addressed stamped *with 55 cents* envelope for the first map. For each additional map, include *23 cents* extra in postage on the envelope. Please use a No. 10 envelope (9.5" x 4") or larger.



© Green-Claudio Sciorra

NYPD 9th Precinct bicycle patrol officers joined Give Respect/Get Respect campaigners to oust unlawful drivers from the Lafayette Street bike lane. Future enforcement on the new Second Ave. lane will also be the 9th's balliwick.

One Pass, Twice the Fun

Training it out of town for a bicycle adventure? Bike access to the Metro-North and Long Island Railroads is about to get easier. As we go to press, the MTA's two commuter rails are set to unveil a combined permit. Effective June 22, 1998, cyclists may use a single combined permit for both the LIRR and Metro North. Acquiring a permit will also become simpler, as cyclists may obtain the combined permit in person at both Penn and Grand Central Stations.

The new permit application outlines separate rules and restrictions for the LIRR and Metro North. Read it carefully. Folding bicycles require no permit on the LIRR, provided they are collapsed. The combination permit is not valid on Metro North's Pascack Valley and Port Jervis lines, operated by NJ Transit.

There is no fee to exchange old LIRR or Metro North permits for a combined permit.

- bring the old pass to either the LIRR in Penn Station or to Metro North Window #27 in Grand Central. After December, 1998, exchanges must be made by mail.
- mail your old pass to the original issuer and request a new one.

MTA / Metro North Railroad
 Station Services Dept.
 420 Lexington Ave., 11th Fl.
 New York, NY 10017
 or
 MTA / LIRR Cyc-n-Ride
 Long Island Rail Road
 Jamaica, NY 11435

If you do not have a permit now, apply in person or request an application by mail. The new combination permit costs \$5.

For further information call the LIRR 718-558-8228 or MNRR 212-499-4394.

SAFER CAB DRIVERS — YES!

T.A. CALLS FOR HIGHER STANDARDS, HIGHER PAY, HIGHER FARES

Transportation Alternatives calls on the Mayor, City Council and Taxi and Limousine Commission (TLC) to couple tougher safety standards with higher pay for cab drivers as part of a campaign to improve public safety and professionalize the taxi industry.

The public has a right to expect professional, safe behavior from cab drivers. In turn, drivers deserve a living wage that encourages them to drive safely and gain experience. You get what you pay for. Poorly paid, overworked drivers who leave the garage with a \$120 hole in their pocket are bound to be unsafe drivers — no matter how draconian the traffic penalties.

Transportation Alternatives strongly supports the Mayor's higher insurance and safety requirements. However, one of the TLC's priorities must be encouraging cab driving as a career choice, not just an interim job. Driver safety (as judged by the number of summonses received) is directly related to experience and is length of service. Drivers with five or more years of experience average only 20% of the summonses of those with less than five. The best way to encourage longer tenures and more professional behavior is to pay drivers more. Lease regulations passed in 1996 are supposed to ensure drivers get a bigger share of any fare hikes. If this reform is not working, new rules ensuring drivers a fair share must be instituted.

Will Stricter Standards Backfire?

Industry experts have observed that cab drivers' earnings plummeted in the early 1990's while accidents increased by 40%. Since then, driver incomes have recovered and accident rates declined. A potential result of stricter safety standards and higher insurance requirements is higher leasing rates and thus lower pay for drivers leasing medallions. This in turn could produce a "churn" effect as new drivers enter the industry and are washed

out quickly by stricter standards and lower pay. Ironically, the result of the new strict standards might be a permanently inexperienced and dangerous army of cab drivers.

Four Steps to a Safer, More Professional Taxicab Industry

1. Higher insurance requirements, stricter safety standards (Mayor's current plan)
2. Reform TLC. Bolster accident tracking, data collection and analytical capability.
3. Raise fares to provide better pay for drivers who abide by higher standards.
4. Raise drivers' pay to attract better drivers and keep more experienced drivers.



Dangerous cabs are in our parks too — cabs running off the road in Central Park have put four runners/cyclists in the hospital in the last three months. Help us get cars out of the park for good! Auto-Free Central Park meets at 6:30pm on the third Thursday of each month (see the calendar). Or help us collect signatures on weekend afternoons on the loop road across from Tavern on the Green. Call Andrew at T.A. to help.



HIGH BRIDGE HAPPENING

On May 16, the Urban Park Rangers opened the High Bridge aqueduct path to a group touring the Croton Aqueduct. The spectacularly scenic bridge links 173 St. in Manhattan with 170 St. in The Bronx but has been closed for thirty years because of a bottle throwing incident.

The City Bicycle Master Plan calls for reopening the bridge, a critical connector between the St. Nicholas Avenue and University Avenue bike lanes in The Bronx.

Please send the enclosed postcard to Parks

Commissioner Henry Stern.

Or write him at:

NYC Parks
The Arsenal
830 Fifth Avenue
New York, NY 10021



Bus access to Riverbank Park helped secure bike access.

Riverbank Park Bike Ban Reversed

Riverbank State Park has overturned its bicycle ban instituted last September (see T.A. Mar/Apr issue). Park administrators announced the policy change in a letter to T.A., acknowledging that the park “could not forbid bicycles from riding on the paved ... area (where buses enter, park and dispatch from inside the park).”

As of June 1st, cyclists may use the 145th street driveway to enter the park. Bicycle parking will be allowed only at the racks located at the bottom of the 145th St. driveway, or at the entrance gates at 145th or 137th Streets. Riding inside the park on pedestrian paths is still prohibited.

The change came after a series of meetings between T.A., park administrators and the Friends of Riverbank. T.A. pointed out that because the New York State Vehicle and Traffic Law treats bicycles as vehicles, bicycles have the same rights of roadway access as motor vehicles.

Car-Free Prospect Park: Public Debate Score Card

Those in favor:

- 15,000 people write letters and postcards
- 500 people show up at Borough Hall hearing
- 75 people testify in favor of car-free park
- 4 Councilmembers (DiBrienza, Fisher, Clarke and Rodriguez) representing over half a million people
- Daily News* traffic columnist “Gridlock Sam” (Samuel I. Schwartz) with over a million plus readers daily

Those opposed:

- Alvin Berk, Community Board 14’s Transportation Chair*—Says banning cars is anti-environment since it means more car pollution in the surrounding neighborhoods.
- Barbara Sheeran, Bay Ridge resident*—Claims that making the park car-free discriminates against the elderly and the handicapped. Doesn’t removing cars make the park more hospitable and accessible for seniors and the infirm?

Absent:

- Brooklyn Borough President Howard Golden*—Golden does deserve credit for convening the April hearing, which demonstrated the tremendous community support for a car-free park. But while it’s true he has no “authority” over the park, Golden should take a clear public position, either for or against a two month trial closing. His silence is especially notable given that all four City Councilmembers surrounding the park support the trial closing.
- Prospect Park Director Tupper Thomas*—Ever since T.A. distributed postcards addressed to her, there’s been a crackdown on tabling in the park. Coincidence? Thomas claims a majority of people wants cars in the park. Where and who is this silent majority? It is sad that the Parks Department and Thomas in particular are not in the forefront of the car-free park campaign. Can they really believe that cars make the park a better place?

METROPOLITAN

CLEAN BUSES CREEP ALONG

The MTA took another step on the long road to dumping diesel as Governor Pataki announced plans for a new compressed natural gas (CNG) fueling depot for the Manhattanville Bus Depot at 133rd and Broadway. The conversion (construction start date unknown) is part of the MTA’s clean fuel program. The far cleaner CNG buses do not produce the dangerous particulate pollution heavy-duty diesel engines emit. Natural Resources Defense Council’s recent study, “Exhausted by Diesel” found Manhattan diesel pollution levels far higher than other cities’, potentially causing thousands more cancer cases over a lifetime. Advocates are calling for a full diesel phase-out plan in the MTA’s next capital plan in 1999. For more info, see www.nrdc.org.

QUEENS HOV NO GO, PART II

100-plus civic, health, environmental, and transportation groups, along with tenacious State Senator Frank Padavan and several other city officials, at last declared victory when Governor Pataki announced, “The HOV lane in Queens is dead.” The May decision came on the eve of a major rally against the lane add-on, illustrating again that State DOT’s more-highway solution to the region’s transportation problems will continue to face opposition. Nevertheless, DOT may well push ahead with the LIE HOV through Nassau County, stopping dead-end style at the NYC border. Experts say the logical stopping point is at the Jericho Turnpike — ending the lane there would also save \$172 million. DOT could use some of that money to better promote and expand options like LIE express buses which face an uphill battle against door to door commuting with free parking.

E-ZTRAIN

As the new subway pass system gets underway, promising savings to transit users within the city, transit advocates are urging the MTA, NJ Transit and the Port Authority to institute a regional transit fare card. As highways users enjoy E-Zpass’s convenience and expansion, regional train and bus riders still deal with a variety of fare media. The letter to agency heads was sent by groups throughout the region, including Tri-State Transportation Campaign members Straphangers Campaign and Regional Plan Association.

GREEN I-95

The East Coast Greenway Alliance is pushing forward toward its goal of designating and building connecting bike paths and bike trails from Maine to Florida. For more info, see www.greenway.org.

HIZZONER'S WIENIE ROAST

In late May, Mayor Giuliani announced a ban of food carts from 144 blocks in Manhattan. At first glance, the ban appears to be yet another short-lived crackdown. There goes Rudy picking on yet another disenfranchised, immigrant-dominated industry. While the policy's goal of easing sidewalk congestion is a good one, it does nothing to address the real problem. Cars are allocated far more street space, on average three to six times more, than pedestrians.

On major streets all over the city, overcrowded sidewalks reduce walking to a miserable stop-and-go shuffle. Along with personal discomfort, pedestrian congestion causes travel delays and forces people into the street, leading to more conflicts with cars. Obviously, the problem warrants serious attention, but removing a couple hot dog carts won't do much when you consider upwards of 10,000 pedestrians per hour travel along on some midtown streets.

Here are two things the Mayor should consider to improve pedestrian flow. One, change the regulations that control street function. For example designate certain parking spaces for food vendors like they do in Washington, DC. Or better yet institute "ped only" hours on certain commercial streets while still permitting vehicle access in the morning or overnight.

Two, physically change the street by widening the sidewalk. For example, in Greenwich Village, the Village Alliance BID, concerned about crowded sidewalks and hoping to spruce up the 8th St shopping district, plans to widen the sidewalk by four feet on both sides of the street.



Will the vendor crackdown really help NY pedestrians?



In neighborhoods around the city truck traffic with its cacophony of diesel engines, noxious fumes and earthquake-level vibrations, is getting worse. It's estimated that within the next two years truck trips will increase from approximately 10,000 to 13,000 a day in Brooklyn alone.

With truck traffic growing, NYC is turning to some downright illegal tactics. For example, without consulting the community, DOT designated Linden Boulevard, a primarily residential street in Brooklyn, as a truck route to JFK Airport. According to the Traffic Rules of the City of New York, Linden Blvd. is part of the local truck network

UNWANTED CONVOY

but trucks are limited to delivery, loading or servicing within the Borough of Brooklyn. For the DOT to direct trucks from the Prospect Expressway in Brooklyn to JFK in Queens by way of Linden Blvd. is a blatant violation of city code.

Local residents are outraged. "Now we have 18-wheelers and 22-wheelers plowing down our street. Children can't even cross the street without fear of being crushed," said Marcella Williams of the Linden Boulevard Neighborhood Improvement Association.

So far complaints to DOT and elected officials have fallen on deaf ears but the group is determined to rid their neighborhood of these 80,000- pound monsters.

Tips for dealing with trucks.

- Get a copy of the NYC Truck Route Network. Write to Department of Transportation, Office of Transportation Modeling, 40 Worth Street, NY, NY 10013
- Meet with NYPD local precinct commanding officer and request more frequent enforcement.
- Join the Neighborhood Street Network, a coalition of 50 block associations, neighborhood groups and PTAs, working to make our streets quieter, safer and friendlier. Call Elizabeth at 212-629-8080 for more information.

RECLAIMING BRONX STREETS

A West Bronx community is rising up to combat rampaging traffic — with help from T.A. and the DOT's Traffic Calming Office.

Efforts by the University West Burnside Neighborhood Association are an inspiring model for other communities seeking to fight back against the automobile. About a year ago, the Association's Quality of Life Committee identified speeding and traffic — and the resulting danger and noise — as their biggest problems. They quickly came up with a list of problem locations and hazards.

They sent the list to the Department of Transportation's Bronx Borough Commissioner, James Kilkenny with an invitation to meet and address their concerns. The meeting proved fruitless: the Association's suggestions were rejected and their plea for further study of the dangerous locations ignored.

Rather than give up, the Association shifted into a higher gear. They enlisted the support of Transportation Alternatives and the Bronx Borough President's Safe Routes to School coordinator, Susan Boyle who was working at nearby PS 226. T.A. recommended creating a broader neighborhood coalition to pressure the City. In weeks the Association's call for calmer, safer streets was joined by 10 church, social service and business groups. The Association resubmitted its letter to the DOT, but this time was joined by its new allies. The letter also went to the local City Councilmember, Adolfo Carrion, and State Assemblymember Roberto Ramirez. Just to make sure their urgency and unhappiness was clearly understood, the Association called Kilkenny at the DOT borough office every day.

The pressure paid off. Based on the Safe Routes to School project, a tour of the 16 critical sites was held with the elected officials, DOT's Kilkenny and Michael King, Director of Traffic Calming. By the end of the tour, DOT committed to installing a midblock crossing and six speed humps as

well as signal and signage changes. Assemblymember Ramirez committed \$40,000 to the crossing and Councilmember Carrion pressed for area-wide traffic calming and reduction.

The role of the DOT Traffic Calming Office in achieving consensus between the community and DOT is worth noting. In case after case, the Traffic Calming group has worked to gain a real understanding of neighborhoods' traffic problems, and then propose solutions. Unfortunately, with a staff of only four and a backlog of over 1200 community requests for help, the group is overwhelmed. The DOT needs to quadruple the office's staff and emulate its consensus-based approach throughout the agency.

If you are part of a community organization that needs help taming traffic, contact T.A. at (212) 629-8080 or the DOT Traffic Calming Group at (212) 442-7881.



School's In — Drive Safely
Parents in the Bronx are demanding safer streets all year round.



Despite general dislike of the barricades and lampooning in the press, like this New Yorker cover, the barricades remain.

Midtown Barricades Survive Legal Test

In mid-June, a State Court rejected a lawsuit brought by a major real estate owner, Sage Realty, against the City over the pedestrian barricades in Midtown. Sage's suit asserted that the barricades amounted to an illegal taking of property because they steered pedestrians away from valuable storefronts they rented, thus reducing the value of the property. Sage vows to mount a new suit against the barricades based on the Americans with Disabilities Act (ADA).

Permanent barricades and mid-block crosswalks have been installed at 5th Avenue and 50th Streets, plus 6th Ave. and 50th St., while "temporary" barricades remain in place on the other corners on 50th and 49th Sts. from 6th to Madison Aves.

T.A. Inaugurates the '98 Cycli

BIKE WEEK '98: 2 WHEELS 2 FUN!

Since I started working in Midtown last September, I haven't been riding my bike to get to work. My only riding's been on weekends, or in spin class. Thanks to Bike Week, I got back onto the bike Monday morning, gobbled down my Krispy Kreme, and pedaled through 6th Avenue traffic to my job here at 810 7th Ave. I've even got the advantage of a parking garage in the building, where bikes are stored free. It's liberating to be back in control of my commute again. Thanks to the sponsors of Bike Week for raising me out of the subways."

—T.A. member Alan Jacobs,
Thursday, May 21, 1998

T.A.'s 8th Annual Bike Week was an overwhelming success, with spectacular weather to boot. In five days, we greeted over 850 cyclists on their way to work, school or elsewhere with bagels, doughnuts, coffee, and juice (not to mention plenty of enthusiasm!).

All five borough presidents hosted Bike Week breakfasts, and sponsors Barnes & Noble, Krispy Kreme and Starbucks served additional breakfasts along major Manhattan bike routes. Later on, O'Lunney's Times Square Pub, Walkers, Wetlands Preserve and Brooklyn Brewery welcomed the after work cycling crowd.

T.A. thanks Bike Week '98 sponsors and the many volunteers who helped out: **Marina Bekkerman • Carl Biers • Andrea Boykowycz • Elaine Chapnik • Meg Fellerath • Laura Furmanski • Rich Gans • Mike Gaughan • Barbara Hertel • James Langergaard • Alan Mukamal • Miranda Robbins • Michael Rosenthal • Martha Rowen • Ann Snoeyenbos • Liam Strain • Christian Waters**

T.A. extends special thanks to volunteer Bike Week Coordinator Ruth Rosenthal who pulled it all together. Hats off to Ruth!

Ring-ring! This longtime bike commuter scored a free bell, thanks to Manhattan Borough President C. Virginia Fields.



Probably the youngest commuter visitors to Bike Week, this family stops in for a sticky bun on the way to school in Brooklyn.

Stalwart cycling supporter Bronx Borough President Ferrer displays an award from T.A., with (l-r) Councilmember Carrion, T.A.'s John Kaehny, and T.A. Bronx Chapter chair Richard Gans.



Robert Kallus, Bronx Borough President's Office

ling Season!



GENEROUS DONORS AND SPIRITED BIDDERS MAKE AUCTION A SUCCESS

The rain did not deter folks who came to the Third Annual Transportation Alternatives / Recycle-A-Bicycle Benefit Auction for all the right reasons: many cool bikes, the good stuff, a good cause and just plain fun! From the authentic NYC Midtown Bike Ban street sign (which fetched \$175) to the spirited bidding war for Timbuk2's darling little messenger bag to Hal's incomparable bicycle descriptions during the live auction...this year's Auction was a lively affair that raised over \$11,000 to support T.A. and R-A-B programs. Many thanks to all who donated and helped put on the event:

Thank You! Thank You! Thank You!
Please patronize the local businesses and shops who support of T.A. and R-A-B.

Special thanks to extra generous donors:

Bicycle Habitat • Chelsea Brewing Company • Conrad's Bike Shop • Giro Sports Design • Jamis Bicycle • Patagonia • Terre Verde Trading Company • Toga Bike Shop

With handlebars like this, you can't not look cool... R-A-B's Ray talks up one of several stylish three-speeds.



Paul White (2)

Abbeville Press • Ace Cycles • Ann Taylor • Avirex (The Cockpit) • Bantam Doubleday Dell • Bath Beach Cycles • Bay Ridge Bicycle World • Bellite Bicycles • Ben & Jerry's • Bennett's Bicycles • Beverly Post Reflexology • Bicycle Land • Bicycle Renaissance • Bike Club/ Winner Int'l • BikeLid • Bill Weinstein, A.P.P. • Bill's Ozone Park Cycles • Breakaway Books • Brooklyn Academy of Music (BAM) • Brooklyn Botanical Gardens • Brooklyn Brewery • Brooklyn Children's Museum • Brooklyn Heights Bike • Brooklyn Museum • Bubble Lounge • Bubby's • C. N' C Bicycle Works • California Pizza Kitchen • Campmor • Carnegie Hall • Catch A Rising Star • Chelsea Piers • City Bicycles • Clairson Intl/Closet Maid • Comedy Central • Different Spokes • Dog Wash • Dr. Christine Benner, Chiropractic Health Services • Dr. Leonard Rosenblum PC • Dylan Cross Photographers • Dynamo Dave's Tours • Eileen Fisher • Emey's Bike Shop • Empire Skate Club • Empire Szechuan Garden • Equinox Fitness Clubs • Evelyn J. Li, LMT • Excel Chiropractic • Forbidden Broadway Strikes Back • Fuji Bicycles • The Gap • Giacomo Fine Foods • Grand's Bicycle Center • Gray's Bicycles • Headland • HydraCare • Internutria Inc. (Prohydrator) • J.P. Lofland's • Jeff Prant Photography • Jewish Museum • Joanne's Bed & Breakfast • Joey Causey Hair Salon • Kelley & Ping • Kingsbridge/Performance Cycle Supply • Late Show with David Letterman • Life Thyme Natural Market • Lincoln Center's Walter Reade Theatre • MacMaven Computing • Mario Badescu Skin Care • Maurel Studios • Mayfair Photo • Andrew Megginson, CTP • Mumbles • NBC Studios • New York Football Giants • New York Jets • New York Skyride • Noodle Corner • NY Knickerbockers • O'Lunney's Times Square Pub • On The Move Bike Shop • Park Slope Brewery • Pavilion Movie Theater •

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AND LAST BUT NOT LEAST: Karen Overton, Ira Perelson, Heather Nelson, Omar, Rommel and the folks from R-A-B • Auctioneers Abby Jackson and Milton • Charas Community Center/ El Bohio • Diesel Printing • Paula Pressley • Tommy Boy Records

AUTO-FREE WORLD

Italy Catches the Biking Bug

A bill before the Italian Parliament that would provide new funds for bicycle transportation has cleared the Commission on Constitutional Affairs and is expected to be approved by the full Parliament shortly. The measure would allocate \$180 million (U.S.) for the construction of new bike routes and lower the VAT (value added tax) on bikes to 9 percent. Even without the legislation, bicycle production in Italy is expected to skyrocket from 2.6 million in 1997 to 4.5 million this year.

—*Pianeta Press*

Asphalt Ambushes

In an effort to seize public space back from the clutches of cars, concrete and commerce, a British group called Reclaim The Streets (RTS) has been throwing spontaneous "street parties" since 1995. The group's asphalt ambushes have descended upon busy streets, major intersections, and even stretches of highway. In an instant, a flood of people transforms a traffic artery into a surrealistic playpen. The location is kept secret until the day of the party, when thousands gather at a meeting place. They proceed en masse to the chosen locale, where some means of blockading the street has been devised, often two old cars deliberately crashed into each other. The space is then declared a "street now open." Signs go up that say "Breathe." A van rigged with a powerful sound system is parked in the middle of everything, pumping electronic music. Out of nowhere comes the traveling carnival of RTSers. Since its original 500-person party, the RTS virus has spread across Britain and to cities as far away as Sydney, Helsinki, and Tel Aviv. The last major London party—held in April 1997—drew 20,000 people to Trafalgar Square.

—*The Toronto Star*

SUV Army Grows

Another status symbol sport utility vehicle will join its gaz-guzzling brothers as Porsche and VW enter the market in '02.

—*New York Times*

Britain Puts Squeeze on Diesel

The British government has become the first in Europe to tax diesel more heavily than gasoline. In his annual budget speech in March, British finance minister Gordon Brown raised fuel taxes by more than 6 percent above inflation, including an extra penny per liter on diesel to reflect growing concerns about the impact of emissions of nitrogen oxides and particulates. Brown also increased the difference between the tax on normal grade diesel and ultra-low-sulphur diesel ("city diesel") with the intention of driving the normal grade out of the market.

—*T&E Bulletin*



Andy Singer

Insect Kills Three on Virginia Road

A grandmother and her two granddaughters were killed on a Charlottesville, Virginia, highway when a car in the adjacent lane suddenly shifted lanes, sending them spinning out of control and into the path of oncoming traffic. The driver of the other car later claimed a bug flew into her eye.

—*Daily Progress*

Dial M for Mobile Murder

Singapore police pledged yesterday to confiscate the mobile phone of anyone seen using one while driving after a car driven by one such distracted motorist slammed into a bus stop, killing three women. Talking on a mobile phone while driving is illegal and carries a \$103 fine, but police have found an increasing number of people chatting behind the wheel. At least 221 motorists were fined every month this year.

—*USA Today*

Congestion Ahead for Car Makers

Two developments are darkening the Ford Motor Company's outlook heading into the next century. The main problem is that the world's automakers have the capacity to churn out 70 million vehicles a year—about 30 percent more than the world's drivers want to buy. And the overcapacity problem is not likely to be cured by simple market economics. For example, a country like South Korea, with a population of 46 million, sees it as a matter of national pride to have three domestic car manufacturers. "We are talking about onerous cultural and political issues here, and the long-term outlook for solving them stinks," says analyst Gary Lapidus, of Sanford Bernstein. Ford may be a terrific company, but even a King of the Road can't put on much speed in the current global traffic jam.

—*Money*

Human Rights (Of Way)

When Cuban leader Fidel Castro let the latest wave of political prisoners emigrate to Canada, one asylum-seeker, Guillermo Sambra, 27, was moved to comment on the ordered calmness at Toronto intersections. "The automobile has the force. It's made of steel and the people are just flesh and bones," Sambra said. In Cuba, Sambra explained, cars barrel through intersections and expect pedestrians to get out of the way. "But here," he said of Toronto with awe, "the person has the right to go first."

—*The New York Times*



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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. Questions? Call Karen at (212) 260-7055.

Volunteer of the Month

DANIEL LERCH

Age: 23 **Occupation:** Student, admin assistant, temp, bartender.
Neighborhood: Manhattanville
T.A. Member Since: 1996

How Joined T.A.: I picked up a City Cyclist at Bike Habitat. I had been living in (more bike-friendly) Germany the year before. I was so happy to see there was an organization doing something for cycling in the city.

Volunteer Activities: Database management, events like the Auction and Bike NY, volunteer nights, and in-office doughnut consumption.

Hours / Week: About eight per week, the last two months. I'm going to India for several months before starting grad school, but I plan to get involved again when I return.

Why Volunteer w/T.A.: Cycling in NY is very important to me because of the way I live and my career. I want to get involved in ecologically sustainable development, especially in NY.

High Points: The donuts. No, seriously, the Auction. It was really interesting to see the cross section of people involved in cycling in NYC. And it was inspiring to see so many people interested in what we're doing.

On Biking: For me, biking in NY is almost spiritual. The whole rush and freedom of riding down the avenues is very relaxing. It's how I clear my mind. I used to randomly

explore neighborhoods in Brooklyn; now I go to different parks. There's always something different to try.

Wish List: I want to see streetcars and jitney buses in NY to replace taxis. Having gigantic taxis in such a crowded city is ludicrous. Anything that reduces the number of cars and makes it easier for pedestrians and cyclists is good.

Future: I've been highly influenced by what I saw in Europe. Ecological sustainability has a huge transportation element whether it's transit-oriented development, or bike lanes or street cars. There are a lot of things out there we could do to improve the environment. I hope to help make some of those things happen.

Advice: If you're thinking about it, you know in your heart that you should. So do it. Besides, you get free donuts and good music. Well, sometimes.



S.E. Soorn

Good Luck to 1997-98 T.A. Interns!

JENNIFER RODRIGUEZ

Program: Henry Street Settlement's Urban Force Program
Occupation: Sophomore art student at F.I.T. High School.
 I'm most interested in drawing and sketching. I've also been studying painting, illustration and color technology.
Favorite Artists: DaVinci and Michelangelo.
Future Plans: Go to college to study business. Then I can put the business and art together for a career.



What'd you think about T.A.? At first it seemed so busy all the time. It still does, but I've gotten used to it — I'm always occupied! I've learned a lot about computers, voicemail and the membership database. Next year, I'll be using computers in art. Maybe I can come back help with T.A. design work!

Do you ride a bike? Not right now. My last bike was this little kid's bike — pink with no brakes. My mom hated it and threw it out. When I get a bike, I want it to be nice, definitely something with brakes!

NIGEL HALL

Program: City & Regional Planning at Pratt Institute
Major T.A. project: Operation Hazard I.D.; It was entertaining seeing all sorts of people out on the street while I was surveying.
What now: Interning at the Dept. of Environmental Protection. I work in the unit that guides companies into compliance with environmental regulations.



When not interning: Surfing cyberspace, riding my bike, or in school.
Why planning/transportation issues? I was biology major doing field research when I did some designing of mountain bike trails in Wisconsin. My interest developed through environmental and planning coursework.

NYC wish list: Better bike lanes & endless miles of trails to ride closely.
Long term goals: Enviro consulting, a laid back, hassle free life, and more riding.
T.A. High points: When I started working, the Century was in full swing. People were calling and being very aggressive with me on the phone. It was my awakening and welcoming; I'd lived in Wisconsin before and knew nothing about NYC (or the Century!)

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Commuter of the Month

ZDENEK KRIZ

Cian-Claudio Sciarra



and bought a bike

Occupation: Lighting designer.
Neighborhood: Cobble Hill, Brooklyn
How Long Bike Commuting: Since 1989. There was a big reconstruction on the 2 and 3 line. I lived on the Upper West Side and was doing a show on west 4th street at the People's Playhouse. At night, it took two-and-a-half hours to get home. One night it took three-and-a-half hours, and I got so mad that the next day I went to Second Avenue (you could get a bike on the street there in those days)

Bike: 1993? Blue GT Outpost mountain bike. The first new bike I've had since age 8.
Theft: My first bike in New York got stolen after two years. I got my replacement bike from the street too, and two years later it got stolen. Then I realized when you buy a bike from the street you buy bad karma, because the bike has to be stolen. So I bought a nice new bike, and it's worked — the bike hasn't been stolen since.

Biking Highs: The best experience is just from riding, the satisfaction it gives you just from moving fast, powered by your own body, without gas, electricity or anything. That's the biggest satisfaction.

Biking Lows: The worst experiences stem from total disrespect by either drivers or pedestrians. 70% of the drivers don't use blinkers and suddenly they cut in front of you.

Philosophy: The Mayor is ordering people to be polite. It's nonsense; you can't order it. But I wish people would think about it. Drivers must respect bikers as people and part of traffic. Pedestrians jaywalk in front of a bike, but they wouldn't if it were a car.

Riding Style: I'm pretty cautious. I don't race in front of cars. I slow for intersections and for pedestrians. Sometimes when you're in a rush, you take some risks, but I think nothing is so important that you have to risk your life or the lives of others.

Routes: Sometimes I look for streets with less traffic, even if I'm in a rush. I'll avoid streets like central midtown. The greenway along the Hudson will be great.

Gear: Headlight, taillight, water bottle and cage. I have a rear rack to carry stuff — from food co-op shopping to lighting cables.

Commute: I commute pretty much everywhere my work takes me, mostly to theaters, or for errands, like buying tea at the Japanese supermarket at 59th St.

Approach to Weather: I don't ride in snow, though it's big fun, but not in a city with cars all around. I don't ride in heavy rain, though sometimes I get caught, and I don't have time to wait two hours for the bus. Mostly I stop for winter. If it's really freezing with big winds, I'll stop.

On The Street: There's a certain glimpse of fraternity among bikers. Every day you go over the bridge, and you meet the same people going against you. Suddenly, you start greeting those people.

Tips: Don't be scared. If you're scared on the road among cars and going extremely slowly, you'll attract accidents. You have to become part of traffic, even if you're in a bike lane. At the same time, you can't ride like you own the street.

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A Bicycle Shop 10% *ACPR* 349 W 14 St
 ANewGen Bikes *10% *ABCR* 832 9 Av
 Bicycle Habitat 8 1/4% *ACR* 244 Lafayette
 Bicycle Renaissance 8% *ACRP* 430 Columbus
 Bikeworks at Hub Station *10% *PBX* 81 E 3rd
 Canal St Metro 10% *ACPR* 417 Canal
 City Bicycles *10% *ACPRB* 508 9 St
 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 9 Av.
 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
 New York Cyclist *10% *ACPR* 300 W 110 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

BROOKLYN

Ace Cycles 10% *ABCPR* 1116 Coretelyou Rd

Arnold's Bicycles 10% *ACPR* 4220 8 Av
 Bath Beach Cycles 10% *ABCPR* 2156 Bath Av.
 Bay Ridge Bike 10% *ACPRS* 8916 3 Av
 Bicycle Land 10% *ACR* 424 Coney Island Av
 The Bike Shop 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% *ACPR* 1412 86 St
 Ferrara Cycle 8% *ABCPRS* 6304 20 Av
 Larry's Cycle Shop 5% *ABCPRS* 1854 Flatbush Av
 On The Move 10% *ACPS* 400 7 Av
 Open Road Cycles 10% *ACPR* 256 Flatbush Av
 P & H Bike 10% *ABCPRS* 1819 Coney Island Av
 R&A Cycles 10% *ACP* 105 5 Av
 Roy's Sheepshead 10% *ACP* 2679 Coney Island Av
 Sizzling Bicycles 8% *ABCPS* 3100 Ocean Pkwy

BRONX

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

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
 Bike Stop 8% *ACPRS* 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% *ACPR* 79-30 Parsons Blvd
 Cigi Bicycle Shop 10% *C* 42-20 111 St
 Cigi II 10% *C* 91-07 37 Av
 Grand Bicycle Center 10% *BR* 70-13 Grand Av
 Gray's Bicycles 8% *ABCPR* 82-34 Lefferts Blvd
 Queens Discount Bike *10% *ACPR* 92-64 Queens Blvd

STATEN ISLAND

Bicycle Medic 10% *BSACP* 796 Castleton Av

LONG ISLAND

The Kreh Cycle 10% *ACPR* 10 Bell St, Bellport
 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% *ABCPR* (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% *ACPR* 175 Country Rd

Welcome to 3 New Shops!
 Bikeworks at Hub Station &
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A: Accessories
B: Bicycles
C: Clothing
P: Parts
R: Repairs
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X: Bike Rentals
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 on Sale Items

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

NEW! SKATE SHOPS

Mercury Skate Shop at Hub Station *8% *ACRPS* 81 E. 3rd St.
 Mercury offers lessons! Call them at 212-388-0705.

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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BIKES ABOARD

TRAINS

Amtrak—800-872-7245, www.amtrak.com; bicycles travel only in baggage cars. Not all trains offer baggage service/have baggage cars. You may put your bike on an earlier train 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" and "Adirondack" trains — call for reservations.

Long Island Rail Road—718-558-8228 or www.mta.nyc.ny.us; need permit: pick one up at Penn or Grand Central Stations. \$5 one-time fee. Collapsible bikes ok without permit. Same rules as Metro-North, except summer season weekend trains have serious restrictions—see permit for details.

Metro North—212-532-4900; need permit, pick one up at Penn or Grand Central Stations. \$5 one-time fee. No bikes during rush hours (call for times for your station) and on several holidays. Limit 2 bikes per car, 8 per train, except special bike trains. Groups of 4 or more must call ahead. Bikes ok all weekends. Port Jervis line- get NJ Transit pass.

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 some holidays. Bring two bungee cords to secure bike.

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

PATH—800-234-PATH/201-216-6247; permit not required. No bikes 6-9:30am, 3-6:30pm weekdays, 1-7pm Sat. No restrictions Sun. and Holidays.

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

BUSES

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

Adirondack/Pine Hill Trailways—800-858-8555; 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.

Asbury Park—212-971-9054; No charge, call for restrictions.

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

Carey Transport—No bikes.

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.

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

Liberty Lines—No bikes.

LI Bus—No bikes.

MTA—718-445-3100. Seasonal on QBx 1, runs over Whitestone Bridge.

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

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

Olympia Trails—212-964-6233. No fee, call for details.

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

Red & Tan Lines—No bikes.

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

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

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

FERRIES

Delta Water Shuttle—800-933-5935; to LaGuardia Airport.

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

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

Fire Island Ferries—no bikes on ferries, must use infrequent cargo boat.

New York Waterways—800-533-3779; Bikes OK always, \$1 fee, limit 2 bikes on most runs. No bikes on Port Imperial- Weehawken and Wall Street.

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

NY Water Taxi—no bikes allowed.

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

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EAST RIVER ROUST-A-BOUT

by Clarence Eckerson, Jr.

If you haven't contemplated any of our joyrides, this quirky adventure may be the one you've been waiting for. This leisurely ride explores the East River from a number of perspectives, takes you over three bridges, on to two islands, and even includes a short elevator trip! And at just under 20 miles, cyclists of any fitness level can easily manage it.

The highlights include a loop around Roosevelt Island, which has a magnificent community garden, an old lighthouse at its north end, and breathtaking views of the Manhattan skyline. But the real treat is a visit to Socrates Sculpture Park along the Queens waterfront. Here you'll see some of the most unorthodox and humorous art in the country. After you've visited once, you'll make multiple returns to share the experience with friends.



The bucolic view from Shore Blvd., along Astoria Park (check out the speed humps!)

START: Central Park/5th Avenue. Head east on 62nd Street.

0.8 R [Right] on York Avenue.

0.9 R on 59th Street. Look for signage at 1.1 miles directing cyclists to the entrance to the Queensboro Bridge Bike Path.

2.6 R on 27th Street.

2.7 R on 43rd Street.

3.3 R on Vernon.

4.0 L [Left] on 36th Avenue. Continue over bridge.

4.3 Look for "Ped/Bike Elevator to Roosevelt Island" signs. Take it to the Concourse level and exit doors to your left. Follow roads and pathways north and complete an entire circuit of the island (4 miles). After your loop, return via the bridge.

8.6 L back on Vernon.

TO SEE: Socrates Sculpture Park (at 9.2 miles, on the left just past Costco.)

9.7 Veer R on to Main Avenue.

9.9 L on 12th Street. Becomes Shore Boulevard at Astoria Park.

TO DO: Astoria Park has one of the nicest swimming pools in the city. Just remember to bring a bathing suit (no biking shorts allowed) and a lock for your valuables (duffel bags are not allowed in the pool area.)

10.8 R on Ditmars.

11.2 R on Crescent St.

11.7 L on Hoyt. Stairs to the Triboro Bridge are on your left.

13.8 Immediate R upon descending ramp to Randall's Island. Follow perimeter of the fence surrounding Golf Driving range. Continue under bridge, then look for "Pedestrian Walkway" signs near flags at 14.4 miles. Take to Manhattan.

15.0 L on 2nd Avenue. (Heavy traffic for six blocks!)

15.4 L on 120nd Street.

15.8 Use footbridge to cross FDR and continue south for four miles on East River esplanade to 60th Street.

NOTE: Walk your bike through Carl Shurtz Park (only about 2 blocks.) This is the Mayor's backyard, so be civil and observe the posted courtesies to other park users.

Editor's Note: QBB Access & entrance will likely be altered; see Cycling News in this issue.

Jo Ann Ellison, Esq., Attorney at Law

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Wed., July 1. Prospect Park picnic & rally. Grand Army plz. entrance to the Park. Gather 6:30 pm.

Saturday, July 4, 1998 Stars & Stripes Forever. Show your primary colors touring NYC's National Landmarks, lunch at South St. Seaport. Bring lock. 18 mi. 9AM, AYH Hostel, 103rd St. & Amsterdam. Helmets required. 5BBC.

Sunday, July 5, 1998 Queens Perimeter. 2nd in NYC centennial borough series. Ride around NYC's largest borough. 50 miles, long stretches of flat terrain, few hills. 9AM, Plaza Hotel. Helmets rqd.. 5BBC.

Friday, July 10. Cyclone Ride. Manhattan to Coney Island! Meet at the fountain in City Hall Park at Broadway and Park Row at 7PM. Time's Up.

Saturday, July 11, 1998 Brooklyn Residential Tour. Explore some of the quieter sections—Bay Ridge, Brighton Beach, Kensington, et al. Bring lock, snack or \$ for it. 25 miles. 12:45 PM, Prospect Park Picnic House. Helmets required. 5BBC.

Saturday, July 11. Professional Bicycling League Season Opener. See full contact, professional bicycle racing. Lower east side 6 pm (212) 387-9219

Sunday, July 12. Fab Off Road. Ride up to Tarrytown's North County Trailway. 80 mi. Meet at big rock just north of the Boathouse in Central Park 9AM. For Shorter ride bring Metro North Pass. Paula (212) 942-8575. Fast & Fab.

Sunday, July 12. Belmont Lake. 70 mi. flat ride to State Park on L.I. Meet Parson's Blvd. & Hillside Ave., Queens (F train) at 8:30AM. L&M Tours

Thursday, July 16. Bicycle Habitat's Cyclone Ride. On this and every Thursday ride to Coney Island to ride the Cyclone. Meet outside Bicycle Habitat on Lafayette at 7PM. Call 431-3315.

Thursday, July 16. Empire Skate's Thursday night Roll, this and every Thurs. Meet at Columbus Circle 6:45 pm. Skaters of all levels. 212-592-3674.

Saturday, July 18. 55 mi. Bronx to No. County trail in WC. MN return. Meet Metro North Botanic Garden stop at 9AM. T.A. Bronx Comm. 718-653-2203.

Sunday, July 19. Raritan Valley Round-Up. Metric Century; 50, 35 & 25 mi. routes starts at North Branch Park in Somerville, NJ. Pre-register by July 3rd. Bill Rickvasky (732) 225-HUBS or bnssrickvasky@worldnet.att.net. CJBC

Sunday, July 19. Fast & Fab Bear Mtn Century. 100 mi. Meet at big rock just north Boathouse Central Pk. call Bob to confirm or for info. (212) 567-7160 or rjn2@columbia.edu. Fast & Fab.

Sunday, July 19. Raul Alphonso Memorial Ride. 130 mi. to New Hope, PA, or 55mi. option to New Brunswick, NJ, or 85 mi. option to Princeton. Meet City Hall Park near Brklyn Bridge ramp at 5:45AM or at NJ Path train in World Trade Ctr at 6:15AM. L&M Tours.

Saturday, July 25. Bike N' Tube 23 Miles flat. Path along the Delaware from Pt Pleasant, PA to Frenchtown, NJ and back. Then tubing down river. See a play or stroll streets of New Hope. Meet 9:30A.M.at

Bucks County River Country in Pt. Pleasant. Bring lunch, lock, bathing suit and water-shoes. approx. cost \$15.00. Ethan Brook (201) 816-0815 Richard Fine (201) 461-6959 5BBC.

Saturday, July 25. Hal's Rockaway II. 40 mi. casual to Rockaway beach. Bring food, water, bathing suit. Meet Manhattan side of Brooklyn Bridge. 10AM sharp. Hal Ruzal (212) 627-1279.

Sunday, July 26. GW Bridge to Liberty State Park. 30 mi. Meet Broadway & 177th St 10AM. L&M Tours

Sunday, July 26. Fast & Fab on Staten Isle. 60 mi. Cross Staten Island to the Bayonne Bridge into NJ, then up to GWB and back. Meet at big rock just north of Central Park Boathouse at 8:30AM or at the Ferry at 9:30AM. Shawn & Magda (212) 569-6340 or mot3@columbia.edu. Fast & Fab

Saturday August 1. 10PM. Moonlight Bike Ride 25 miles flat. 4+ hrs. 9th annual night ride through Manhattan. Bring or buy snacks. Bananas supplied. Meet 10:00PM. at Plaza Hotel fountain 5th Ave. & 59th St. Ethan B. (201) 816-0815 Richard F. (201) 461-6959. 5BBC.

Sunday, August 2, 1998 Bronx Perimeter. 4th in NYC centennial borough series. Nice views of SUNY Maritime College & Queens. Ride will maintain average speed of 12-15 mph. 45 miles. Van Cortlandt Park, 9AM. Helmets required. 5BBC.

Thursday, Aug. 6. The Wedge/Critical Mass Ride. Meet Astor Place Cube at 6:45PM and slow down the traffic in the streets. Times Up.

Sat. Aug. 8. Empire Skate's Queens Greenway Tour, 18 mi, for intermediate skaters. Meet 10am at Columbus Circle. 212-592-3674

Sunday, Aug. 9. Five Towns. 40 mi. Ride thru LI towns to Long Beach Boardwalk. Meet Parsons Blvd & Hillside Ave Queens (F train) 9AM. L&M Tours.

Friday, Aug. 14. Cyclone Ride. Manhattan to Coney Island to ride the rides! Meet at City Hall Park Fountain near B Bridge at 7PM. Times Up.

Friday, Aug. 14-17. L.A.B. Gear North/National Rally. In Wellesley MA. Rides along the Charles River, historic Concord & Walden Pond. More info call LAB (202) 822-1333 or bikeevent@aol.com.

Sunday, August 16, 1998 Manhattan Perimeter. Last ride of NYC centennial borough series. Lunch at Inwood Park. 35 Miles, one big hill. 9AM, City Hall. Helmets required. 5BBC.

Friday Aug. 21. NYC Historical Ride. Meet at City Hall Park fountain at 10PM. Times Up.

Saturday, Aug. 22. NYC Century Route Painting Ride. Meet Metro North Botanic Garden stop at 10AM. T.A. Bronx Comm 718-653-2203

Sunday Aug. 23. Washington Rock Half Cent. 50 mi. Option to ride to the top of the rock. Meet City Hall Park near Bklyn Bridge ramp at 7:45AM. L&M Tours

Friday Aug. 28. Moonlight Ride. Meet Columbus Circle at 10PM. Times Up.

Saturday, Aug. 29. NYC Century Route Painting

Ride. Meet Metro North Botanic Garden stop at 10AM. T.A. Bronx Comm. 718-653-2203

Sunday, Aug. 30. Nyack State Park Ride. 40 mi. Great downhill to the State Park. Meet Broadway & 177th St at 9AM.

Sunday, Aug. 30. Bronx to Rockaway. 60 mi. Meet MetroNorth Botanic Garden stop 9am. T.A. BX Com. 718-653-2203.

Sunday, September 6, 1998 The Great Brooklyn-Manhattan Historical Tour. Meandering exploration of historical sites of Brooklyn and Manhattan, like the African-American Cemetary, Vietnam Veteran's Memorial, with many, many, many, many stops. Late lunch at South St. Seaport. 18 Miles. 8:45 AM, Grand Army Plaza, Brooklyn. Helmets required. 5BBC.

Monday, September 7, 1998 Labor Day Rockaway Greenway. Meet City Hall, 8:30AM (40 miles) or Prospect Park Picnic House (30 miles), 9:30 AM. Helmets required. 5BBC.

Saturday Sept. 12, 1998 New York City Century Bike Tour. 100/75/or 40 mi routes. See below for details, also see www.transalt.org.

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.
973-284-0404

L & M Tourers
718-601-5332

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!

skate resources

Empire Skate Club 212-592-3674

other resources

Bicycle Network Development (maps)
www.ci.nyc.ny.us / 212-442-4640

New York City Century Bike Tour—Sept. 12th

Have Fun & Help T.A. as a Century Ride Volunteer!

Rest stop staff needed, route-markers, ride marshals, brochure distributors (at events too!), design gurus, and more! Call Mike G. or Ellen at T.A.: 212-629-8080 or email: info@transalt.org. We can accomodate your schedule — any time you have helps tremendously!

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TAXIS, MAPS & A 2ND AVE SUBWAY



Dear NY Taxi Workers Alliance:

I am against many of our mayor's nit-picking pet crusades. But I have to admit, he's on the mark when it comes to cracking down on motor vehicle infractions, especially those of our infamous cabbies.

A day without the menacing yellow demons made it clear they contribute to much of the anxiety, aggression, congestion and danger associated with driving, riding a bike or even crossing the street in New York City.

Instead of bemoaning the police enforcing the laws of the road, maybe your members (the cab drivers) shoulder consider, gee, I don't know ... following the laws? Whenever I take a cab the driver always gets a better tip if he or she drives sanely, keeps to a safe speed, uses turn signals, does not cut others off, etc. If the cabbies want to make breaking the law and endangering the public their modus operandi, then they should expect to be ticketed.

Thanks again, and please feel free to strike again soon!
Robert Weyersberg
New York, NY

Dear NYC Department of City Planning:

I am writing to congratulate all concerned for the New York Cycling Map which I picked up for free at my local bike shop this weekend. As an avid city cyclist in the New York metropolitan area (and, I might add, a map enthusiast), I have been waiting for this map with great anticipation. I must say that it surpasses all my expectations. All information necessary for intelligent, enjoy-

able and safe cycling in New York City is there in this map, presented in a clear, logical, useful format — quite elegant from a cartographic point of view.

Now we can only hope that the long-awaited publication of this map heralds and hastens the development of green areas, bike lanes, cycle paths, and a more bike-friendly environment generally in New York City!

William F. Lee
New York, NY

We too applaud the Department of City Planning's fine map. NYC now has the plan, the map and the money to do great things for cycling. It's up to us to provide the will. —Ed.

Dear T.A.:

I remember the 5-Borough Bike Ride a few weeks back, we were starting the ride, and there was Giuliani standing on a platform and waving at all the riders starting. Everybody was waving back. My friend said, "Let's give him the finger." I said no, we shouldn't. *Now I wish we did!*

Setting off to work on my morning bike commute (Park Slope to the Metropolitan Museum of Art), feeling pretty good because of the weather and the taxi strike I heard about on the radio... coming over the Brooklyn Bridge, I was stopped and given a ticket for running the red light after the bridge. The cop just said, "You, you, and you," gave three of us tickets, \$100 each. I saw another traffic cop motion us through the light. There was no two-way traffic.

Like most safety-concerned riders, I

don't just blow red lights. That's not me. I'm pleading not guilty — I can't afford \$100. My membership ran out on May 1. This helped me to see I can get angry in a positive way. I'm renewing my membership and hope I can get involved. I have received calls in the past asking to help out, but I couldn't find that much time then. I hope that changes, and I am more willing to help out. I believe in the cause.
Christopher Wertz
Brooklyn, NY

Dear T.A.:

Reducing our dependence on the motor vehicle requires both political and personal efforts. As a T.A. member, I applaud, support and participate in your political efforts to promote non-vehicular transportation and the creation of auto-free havens.

As a member of the human species and of the most fossil-fuel-consumptive culture on the planet, I struggle daily to take personal responsibility for destructive aspects of my lifestyle — like driving a car. I share T.A.'s vision of an auto-free city/nation/world and I bring that vision into the many choices I make. Beware, Mr. Phil Vitale (letter in *T.A.'s* May/June issue): believing that you *need* a car is the foundation of your "despised kar kulture." C'mon, take responsibility for choosing to drive a car. T.A.'s image as anti-auto is a true breath of fresh air in this hazy city!

Christine Schmidt
Brooklyn, NY

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Dear T.A.:

I just purchased a bicycle for commuting and was disturbed to find out that it is not policy for buildings in NYC that receive public funds to provide bicycle parking. I'm originally from out west (Oklahoma) and though I don't think anyone actually put it down on paper as a law, it seems almost every police station, library, courthouse, etc. provides bicycle parking.

Since the building I work at won't allow me to bring my bike into it, I'm kinda put out by the local officialdom's treatment of folks who are trying to reduce the traffic burden. Could it be that the city that likes to see itself as open-minded and forward-looking is actually more close-minded than small midwestern Republican strongholds?

David Froman
New York, NY

Dear T.A.:

I didn't ride my bike today because I had to go to a meeting in a building without bicycle parking. I took the crosstown bus from 9th Avenue and 23rd Street and transferred

to an uptown bus at 6th Avenue, getting off at 42nd Street. The entire trip took 10 minutes (my second bus was an M5 Limited).

Why? Because there was no gridlock on 23rd Street, in Herald Square, or anywhere along my route. Why? Because there were almost no cabs! What better illustration for NYC politicians of the results a sane transportation policy could bring?

John Shepard
New York, NY

Dear T.A.:

As you folks know so well, you can't get the cars off the street without giving people other ways to get to work, and here in New York that means buses and for even more people, the subway. So I'd like to encourage you to include the revival of the late, lamented Second Avenue in your lobbying efforts.

The East Side of Manhattan is particularly ill-served by mass transit, as a ride on the #6 can tell you, and — even worse, — as trying to get to work when the Lex is down can

tell you even louder.

A Second Avenue subway would benefit all New Yorkers, including car users, who'd find the roads clearer. And yet I've heard nothing about it in years. As I'm sure you know, there've been two attempts to build it, and long tunnels are still in place.

The mayor seems to have \$600 million to give to George Steinbrenner, but he's never mentioned real improvements on the train. There are budget surpluses in Albany and New York City, but no talk of real expansion of the subways. There is a massive bloated transit bill — i.e. highway bill — before congress, but no one, not even the New York delegation, is discussing the trains. I urge T.A. to put the Second Avenue Subway on your agenda.

Randy Cohen
New York, NY

T.A. strongly supports rail transit along 2nd Avenue. But we are not convinced that a \$10 billion-plus subway that is at least 25 years away is a better idea than a light rail line on the surface, which could be built in 2-3 years at a cost of about \$750 million. —Ed.

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 August 11 for next issue. One issue run unless requested otherwise. Fax: 212-629-8334 / e-mail: info@transalt.org. Not for commercial use.

Sale: 4 yr old Schwinn Caliente mixte hybrid for sm-med female; w/toeclips, rear rack, new handlebar & mirror, good condition, needs saddle. \$65 Dorothy 718-596-1967 or dafong@juno.com.

Sale: Kreidler Rollers. Great condition. \$150/obo. (212) 242-3627.

Sale: Specialized Rockhopper Comp 19" MTB. Grey, Chrome-moly frame/fork. Shimano Deore LX derailleurs, crank, brakes, XT thumb shifters, brake levers, Tange sealed headset, Specialized BX-23 rims, Ground Control Kevlar bead tires w/ WheelSmith spokes. New \$649. Sell for \$299. ALSO: NEW! Graber Spare Tire Rack. Holds 2 Bikes. \$50. Odyssey 1" needle bearing headset \$30. Stein freewheel injector cleaner \$5. Mini-pump \$7. list of more available by fax. James (516) 421-5826

Sale: Bike Friday, world tourist- blk. 21 gears, rack, panniers, fender, computer, carry case and bag, light - best for rider 5'6". mint \$1400, \$995 firm. John 516-432-9116

Wanted: Used Burley (kid/dog) & Blue Sky (cargo) trailers. Alan (718) 282-1794.

Sale: Oldie but goodie 12 spd Peugeot touring bike w/clips. French manufactured, light weight. \$100. Marjorie (212) 262-3578

Sale: Dawes Atlantis Classic Rd Bike, 23.5" Reynolds 531 D.B. Frame. Blue Fade. Suntour Cyclone Cmpnts. Like new. \$400 Allan (718) 849-8152

Sale: '95 Schwinn Mtn Bike, front shocks, grip shifts, toe clips, very light! Black w/blue decals \$350 Jean (212) 460-9251

Sale: Cannondale R400 Racing Bike, size 18, Shimano 600 SIS, White, Excel. Condition. \$250 obo. Patrick (212) 410-7604

Sale: Atala Road Bike, 55cm, wht., SL Tubing, Campy Athena grupo, Campy Aero whls. Look pedals. Excl. cond, road ready. \$525. Greg 718-855-2704.

Wanted: Short wheel base recumbent or compact Long WB - will trade or purchase. P.W. Feller (914) 963-4142.

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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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