



ATION IVES

Volume 4, No. 5
September/October 1998

FaLL HiPStER iSSUE

VINCENT
"BUFFALLO 66"
GALLO
BRINGS CHARISMA
TO T.A. MAGAZINE

THE TRUTH FROM DOWN UNDER?

— By John Barber

Somewhere on a mountain top in Colorado lives a famous guru who has designed a five-pound dream car that runs on cat farts and will save the world. No doubt about it.

The fact that so many environmentalists still subscribe to such far-fetched fantasies illustrates the extent to which the movement has failed to address one of the most serious environmental challenges of our day: the urban addiction to automobility. They want to relieve auto dependence by perfecting automobiles, the equivalent of giving up morphine in favour of heroin.

Fortunately for the rest of us, there are other gurus available. In a faraway city in Western Australia, Jeff Kenworthy and Peter Newman have abandoned fantasy for the sake of hard-headed economic data.

Mr. Newman, director of the Institute for Science and Technology Policy at Murdoch University in Perth, came to Toronto to address a conference devoted to "economic opportunities in sustainable transportation."

What it means is simple: Cities that invest the most in roads are less efficient and ultimately less competitive than cities with balanced transportation systems. No mere assertions, those conclusions are based on an exhaustive study of economic data collected from 37 cities worldwide, most recently for a study for the World Bank.

A first look at them explodes one of the most cherished myths of regional economic development. They show that building a vast network of superhighways does nothing to build an economy. As a group, cities with the most extensive road networks and highest levels of car use show no corresponding economic advantages. Their "gross regional product" is no better than cities with fewer roads and fewer cars.

Cities with more sustainable transportation systems, are only marginally richer as a group. The key difference, as revealed by Mr. Newman's work, is the proportion of their wealth that they devote to the essentially unproductive business of getting around.

Mr. Newman's research shows that the world's most automobile-dependent cities, in the United States and Australia, devote by far the highest share of their gross regional product to meeting the cost of passenger transport (in all modes, private and public). The more money they put into roads and automobiles, the less efficient their transportation systems become.

In the United States, on average, 12.4 per cent of a city's GRP is spent getting around. In Toronto, with significantly greater public-transit capacity and correspondingly lower levels of car use, the equivalent figure is 7.4 per cent.

And yet, politicians and bureaucrats continue to invest the lion's share of public money in bigger roads. Their confidence is undisturbed by facts. They continue to believe that they are spurring economic development with highways, that sustainable transportation is an expensive frill, and they couldn't be more wrong.

"Transportation funding is the last kick of Stalinism," Mr. Newman observed. "There's no other area of life that's so dominated by a top-down, 'we know what's best' sort of thinking."

From the Toronto Globe and Mail, July 10, 1998.



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TRANSPORTATION ALTERNATIVES

SEPT/OCT 1998 VOL. 4 NO. 5

is published bi-monthly by Transportation Alternatives, a 4,000 member New York City-area citizens' group working for better bicycling, walking, public transit, and fewer cars. T.A. is a non-profit, 501(c)(3) organization. Subscriptions are available in the U.S. for \$25/year, \$35 (U.S.) overseas.

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**Keep up with T.A. on the web:
<http://www.transalt.org>**

CALENDAR

September

- Wed. 2 6:30 - 8:30PM** **Gear Up for the Century Night**
At Patagonia: 101 Wooster St.
(btwn. Prince & Spring)
- Wed. 9 6:30 PM** **Volunteer Night at T.A.**
115 W. 30th St., #1207
In Glorious Technicolor
- Sat. 12 8:00 AM** **The NYC Century Bike Tour:**
Sign up now or volunteer for
T.A.'s big fundraising ride!
- Wed. 16 7:00 PM** **Bronx Chapter mtg**
Williamsburg Oval Park;
call Rich G for more info
718-653-2203.
- Thur. 17** **Auto Free Central Park**
Committee Meeting
Call T.A. for location.
212-629-8080.
- Wed. 23 7:00 PM** **Tour De Bronx**
Organization Meeting
Marshals & Volunteers wanted!
Owen Center at Westchester
Sq. #6 subway station.
- Mon 28 7 PM** **Grand Concourse**
Redesign Presentation,
hosted by the Bronx Borough
President's office. 198 E. 161st St.
Attend this meeting to find out
what's up with The Bronx's most
famous street.
- Wed. 30 6:30 PM** **Volunteer Night at T.A.**
Now serving tasty treats!
- TBA** **Auto Free NY Monthly**
Meetings
Call George at 212-475-3394

October

- Mon. 12 7:00 PM** **Brooklyn Committee Meeting**
Meet at the Gazebo near
Lincoln Rd. exit in Prospect Park.
- Wed. 14 6:30 PM** **Volunteer Night at T.A.**
Meet James, volunteer of the
month.
- Thur. 15** **Auto Free Central Park**
Committee meeting
Call T.A. for location,
212-629-8080.
- Tue 20 7:00 PM** **Bronx Chapter Meeting**
Williamsburg Oval Park; call
Rich G for more info
718-653-2203.
- Wed. 28 6:30 PM** **Volunteer Night at T.A.**
Costumes optional!
115 W. 30th St., 1207
- TBA 6:00 PM** **Nov/Dec Mag Mailing Party**
Call T.A. or check our web site:
www.transalt.org.

NOVEMBER

- Tue. 10 7:00 PM** **Bronx Chapter Meeting**
Williamsburg Oval Park; call
Rich G for more info at 718-
653-2203.
- Mon. 16 7:00 PM** **Brooklyn Committee Meeting**
Meet at 464 East 19th St.
Help plan actions for the Fall.

Keep up with calendar changes on the web:

www.transalt.org/calendar

"Our nonviolent direct action program has as its objective not the creation of tensions, but the surfacing of tensions already present. We set out to precipitate a crisis situation that must open the door to negotiation."

— Martin Luther King Jr.

SURFACING TENSIONS

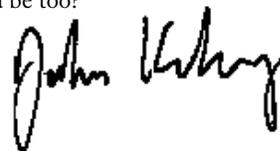
Fresh from a stimulating late summer bike commute through Midtown and jousting with cabs on upper Broadway, I wheeled into my apartment. My wife was talking to our friend Joe, who was on the phone from the waiting room of the intensive care unit at Children's Hospital in Denver. Tragedy in the form of a car crash had struck, killing one of his nephews and leaving the other in a coma. He had flown out from New York the night before to join his family. His voice sounded sad and far away as he worked to maintain hope for his struggling nephew and sought our support.

As I stopped to listen, my daughter Eloise squirmed into my lap. All 18 months of her bouncing with smiles and impatience to play. Of course, I thought about the horror of losing her and of the many families with whom T.A. has worked that have had children hit and maimed or killed by a car.

Could I be as calm and dignified as many of these parents are? I doubt it. If my daughter were hit, I would strangle the City traffic engineers who claim that pedestrian safety improvements can't be built because they impede cars and thus create air pollution. Yep, you heard it here first, pedestrians create air pollution. Are these guys shameless or just stupid? This air pollution irrationality is no joke: millions in Federal support for NYC cyclists and pedestrians is stuck unspent because its air-quality benefit can't be demonstrated. Cyclists on the Queensboro Bridge are being forced to endure great detours so that cars don't get stuck and pollute. Is this making sense yet?

T.A. is criticized by some for being too confrontational. The opposite is true. We maintain patience and reason in the face of staggering provocation. We spend years cultivating support for well thought out and innovative plans, only to see them wrecked because of bureaucratic or political infighting. We face transportation commissioners who explicitly put the needs of motorists before pedestrians, despite the fact that most New Yorkers don't have a car. Heck, we even put up with commissioners and bureaucrats who live in New Jersey and Long Island and are dictating that cars have the run of our neighborhoods.

Mad? You bet I'm mad, shouldn't you be too?



P.S. T.A. bids a fond farewell to Gian-Claudia Sciarra, who has departed to attend graduate school at UCLA. Gian-Claudia served as T.A.'s bike advocate and spark plug since 1996. Good luck! We already miss you.

T.A. Wish List...

(for those certain things that would help a lot but fall just out of reach...to make a tax-deductible donation or contribute a wish list item, contact Sharon at T.A. 212-629-8080, or send a check to T.A. 115 W. 30th St. #1207, NYC 10001. Thanks! An update from last issue's wish list: Special thanks to member Ken Coughlin who donated \$300 toward ceiling fans for the sweltering T.A. office, and kudos for getting his employer to "super" match the donation with another \$500! The fans are on order; the rest we're spending on big blocks of ice. (Just kidding!)

(A reminder to corporate workers to see if your company has a matching program. It could help T.A. big while only costing you a trip to personnel.) We've also got several leads on a bigger monitor for our Mac.

This month's wish list goes high-tech: we're looking for a slide scanner (\$800-1000) and a digital camera (\$300-1000). Both would be put to use to get the best images for the magazine.

Queensboro Bridge Path Switch Imposes Ridiculous Detours and Dangerous Choices on Cyclists

The Queensboro Bridge is once again on the front lines in city cyclists' never-ending battle for respect and space. On August 3, cyclists and pedestrians were moved to the North Outer Roadway of the bridge for an 18-month visit while the South Outer Roadway is reconstructed into a permanent path. The new path will offer better lighting and an asphalt surface. Asphalt is much safer in wet or damp weather and, unlike the old steel grating, accommodates skaters. Unfortunately, the year-and-a-half stay on the North Roadway may provide a preview of the extremely inconvenient Manhattan access the DOT has planned for cyclists on the permanent South path.

The Manhattan entrances to both the North and South Outer Roadways are between First and Second Avenues, a bit closer to Second. Yet cyclists exiting the North Outer Roadway on the Manhattan side are forced by chain link

fences and concrete barriers to travel to First Avenue then north one block to 61st Street, then west one block to 2nd Avenue, before proceeding south, downtown, which is the direction most cyclists want to go. This amounts to a three-and-a-half block detour to get back to just about where one exited the bridge in the first place.

Contrast this with the convenience offered motorists exiting the bridge at the same location, who may go directly to Second Avenue. Faced with the choice of a long detour, many cyclists have chosen to ride the wrong way on First Avenue to 59th Street and then the wrong way again on 59th for a half block to Second.

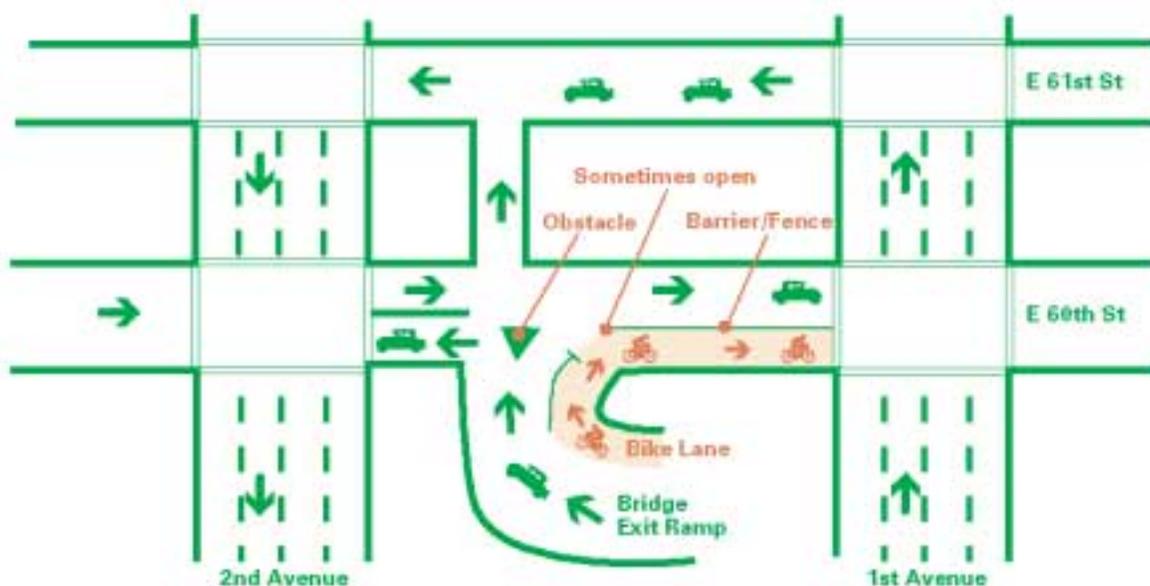
T.A. has urged a cycle-friendly solution in which barriers would be used to create an 8-foot-wide bi-directional bike path that would allow cyclists to reach either First or Second Avenues from the North Outer Roadway. On the future permanent path, the DOT still intends to

deny cyclists direct access to Second Avenue. As the experience with the North Outer Roadway makes clear, this is unacceptable and will lead to cyclists riding the wrong way and risking injury and death. The overall message being sent by the City on the Queensboro Bridge is that cyclists — non-polluting, city-friendly travelers — are second-class citizens who are subject to long, discouraging detours, while motorists get easy, convenient access to the city's core.

Write to DOT Commissioner Wilbur Chapman and urge him to ensure that the South Outer Roadway will provide safe, easy access to Second Avenue for cyclists and pedestrians.

Commissioner Wilbur Chapman
NYC DOT, 40 Worth St.
New York, NY 10013
Fax: (212) 442-7044

QUEENSBORO BRIDGE NORTH APPROACH





Anita Bartsch

SKATER CITY

Based on counts conducted by T.A., there are approximately 10,000 in-line skaters on New York City streets on the average weekday. While skating is hugely popular recreation with hundreds of thousands, if not millions, of New Yorkers, it has had a harder time catching on as an everyday form of travel.

In general, a good urban cycling habitat also attracts skaters. Thus, the highest concentrations of skaters and cyclists are found together on the same streets and neighborhoods. Yet, cyclists continue to outnumber skaters about 10-1 on busy city avenues. In some ways skating is superior to cycling as urban transportation. Indeed, one of the biggest hassles faced by cyclists — finding secure parking — is not a problem for skaters. With the new slip-on, slip-off skates, skaters can easily shop, go to movies and the like.

T.A. strongly supports skating as a non-polluting, city-friendly form of travel. It's sometimes hard for cyclists to share bike lanes and street space with side-to-side moving skaters. On balance, however, skaters are another human presence on the street that encourages motorists to drive with more awareness and care.

However, like cyclists, skaters can be so enraptured by their freedom of movement that they forget to respect other road users. During a recent street count on Broadway and 90th Street, T.A. found 17 of 25 skaters were either going the wrong way or skating on the sidewalk. Under New York State and City laws that skaters fought for, skaters are given the same rights and responsibilities as bicyclists. Skaters who go the wrong way pose a special hazard to cyclists. And skaters on sidewalks, like bicyclists, make pedestrians uncomfortable and angry. Skaters, cyclists and pedestrians are forced to share the small spaces left over by the all-demanding automobile. We are all travelers through a crowded city who should respect each other and work for more space and better conditions.

NY State Traffic Law Governing Skaters (Sect. 1230-1250 Summary)

1. Skate with traffic
2. Stay off sidewalks
3. Obey traffic signals (red lights)
4. Thirteen and under must wear helmet

Bike Shorts

OPERATION HAZARD ID DELIVERS SMOOTH CYCLING

Cheers to the DOT's Scott Roveto, Director of Manhattan Street Maintenance. Roveto's office repaired 75 cycle-threatening street hazards whose locations were provided by T.A.'s Operation Hazard ID. He also asked the Department of Environmental Protection and Con Edison to tend to an equal number of dangerous grates, submerged manholes and other nasty street obstacles. Mr. Roveto should be congratulated for his comprehensive and well-organized reports and for helping Operation Hazard ID establish a system for reporting hazards. The goal of Operation Hazard ID is to inspect the highly traveled central business district for potholes and other dangerous street conditions and have them fixed.

T.A. intends to keep the program running as a permanent part of our bicycle advocacy, and we continue to need volunteer surveyors. Our special thanks go to surveyor Stuart Desser and 1997-98 T.A. intern Nigel Hall.

Please contact T.A. if you can help us survey.



Preston Price

Is this Criminal?

BIKE HELMET HARASSMENT

Early August featured a police crackdown on adult cyclists not wearing helmets in Midtown and in Jamaica's 103rd Precinct. Since only kids 13 and under are required to wear helmets, the police were ticketing cyclists for obeying the law. This new low in police harassment of cyclists was triggered, at least in Midtown, by Chief of Police Louis Anemone, who detonated after seeing cyclists riding outside of the (substandard and often blocked) Sixth Avenue bike lane. Outraged by this anarchical behavior, he ordered cops in Midtown to spend the rest of their work day ticketing cyclists for anything they could think of.

Meanwhile, off in the 103rd, the spree was the brainstorm of a traffic safety officer who was sure that the helmet law covered all cyclists. The misguided officer responded to T.A.'s offer to fax him the relevant Vehicle and Traffic Law by saying that he was sure the police legal division would back him up.

It seems that ignorance is bliss to quota-filling cops. But the tens or hundreds of cyclists in Manhattan and Queens who must now go to court to nullify the tickets represent time wasted and a reminder that cyclists continue to be viewed as a lower class of citizen by the top cop and his less-informed minions.

DEATH RATE DROP OFF — WILL IT LAST?

Police statistics obtained by T.A. and reported in the *New York Times* show an amazing 36% drop in pedestrian and cycling deaths in the first five months of 1998. In the *Times*, T.A. enthusiastically applauded the change and attributed it to the big expansion of police traffic enforcement kicked off in late March's "Zero Tolerance" week. Additionally, the police have gotten much smarter about traffic safety since instituting high-level "Traffic Stat" strategy sessions in early April.

We congratulate the police for taking traffic safety much more seriously. But there are a few nagging questions. The big police push didn't happen until late March, and thus could have only

affected pedestrian safety in April and May. Given it only ran for the last two months of the January-May period, the NYPD's campaign seems unlikely as the sole explanation for the cut in deaths.

T.A. has called for serious enforcement for years, but even we are surprised by the size of the drop. If present death rates continue, New York City could have as few as 160 bicyclists and pedestrians



killed for the year. Still a heart-wrenching toll, but consider last year's 264 deaths, and that cars killed 365 in 1990.

We hope the police numbers are true. But our experience as bicyclists and pedestrians remains: motorists continue to speed and treat us recklessly and with contempt for our safety.

	Jan. 1 to June 3, 1997	Jan. 1 to June 3, 1998	Percent Change
Motorists	80	47	-41%
Pedestrians/Bicyclists	111	71	-36%
Total	191	118	-38%

Prospect Park

CITY SILENT ON TWO MONTH CAR-FREE TRIAL

It's been a summer of discontent for T.A.'s car-free Prospect Park campaign. In the four months since hundreds attended the Brooklyn Borough President's hearing, there has been no trial expansion of car-free hours. The failure of city agencies, DOT, Parks, NYPD and the Borough President to increase car-free hours even a small amount is frustrating, and neglects millions of park users. One year after a van — driving illegally in the park — struck and killed Rachel Fruchter, cyclist Nelson Stinson was injured during "car-free hours" by a livery cab using the Wollman rink parking lot as a shortcut to Lincoln Road.

The public is losing patience. The City has not responded to a request from all four City Councilmembers with districts surrounding the park to ban cars from Prospect Park on a two-month trial basis. The proposal has the support

of thousands of Brooklynites, traffic engineers, environmental organizations and Community Board 6. The decision over the park's trial closing was on the desk of Deputy Mayor Randy Mastro before his departure and now rumored to rest with novice DOT chief, Wilbur Chapman.

Given the magnitude of interest in a car-free park, citizens have a right to expect an answer from government. As daylight savings time wanes and rids us of even more of our precious few car-free hours, anger grows in Brooklyn.



At T.A.'s last Prospect Park action in July, Sarah Lefton asks the pivotal question

METROPOLITAN

COPS IN BUS LANE

The Straphangers' Campaign recently observed over a dozen parked cars in the bus lane near the NY Police Academy. Cars belonging to whom? None other than NYPD personnel! Chief of Personnel Michael Markman said area commanders have now been advised to keep the lane clear. Also, transit advocates have appealed for stepped-up bus lane enforcement elsewhere in the city but there is no obvious evidence of clearer lanes or better bus flow.

NEWARK IS ONE TOUGH TOWN (FOR PEDESTRIANS)

Newark is the pedestrian danger capital of NJ, according to NJ Dept. of Law and Public Safety data. While the city contains only 3.5% of the state population, pedestrians were 29% of all traffic-related deaths statewide and over 15% of injuries. So many school-age children have fallen victim to car-violence in Newark that state education officials and the Tri-State Transportation Campaign asked Newark Mayor Sharpe James this spring to mount a major traffic calming effort. The city has not yielded. A project like "Safe Routes to School," developed by the Bronx Borough President and Transportation Alternatives, would help. (See p. 12.) Schools aside, Newark should involve traffic calming and people-friendly street redesign in its economic development strategy.

"BERGEN ARCHES" — NJ'S RAIL TO ROADS

Apparently, it's not enough that the NJ Department of Transportation will spend a staggering \$2 billion more on paving what is left of New Jersey. The "Bergen Arches" plan proposes to add six lanes to the east-west Jersey City roadway feeding the Holland Tunnel. Yep, that's six more lanes of traffic directed into downtown Manhattan. Counter to intuition, Jersey City Mayor Bret Schundler touted the project as "an expressway to New Jersey's future" in the Star Ledger. The highway, along with a \$200 million extension to a new Turnpike exit proposed in the Meadowlands, is a prime example of why groups like the Tri-State Campaign feared a 4-cent gas tax hike and giving NJ DOT carte blanche to spend it. (Not surprisingly, the gas tax increase was killed by car-conscious legislators.)

FREE RIDE: EAST RIVER BRIDGES

New York City's Brooklyn, Manhattan, Williamsburg and Queensboro bridges are toll-free despite various proposals to charge even nominal fees to help maintain the bridges or curb the influx of autos from the outer boroughs into Manhattan. However sensible the support for tolling, the State Legislature and City administration still oppose them. Now — with record-setting numbers of cars entering the city and the related costs estimated at \$21 billion — it may be time again to ask drivers to pay a portion of their fair share.

It is likely that the MTA's pending toll study will include an analysis of East River bridge tolls, and a determination of whether peak-period toll hikes will push drivers into off-peak usage. It's also likely that such an analysis will find that bridge tolls will reduce existing diversions from MTA facilities, providing some traffic relief in neighborhoods like Long Island City, the Upper East Side, Williamsburg and Canal Street. Unless the MTA study is subject to political bias, the benefits of tolling the East River bridges should be apparent. With the successful E-Z Pass system, introduction of tolling would be speedily efficient — a major concern cited previously by opponents.

Transportation Alternatives' Job Announcements

Environmental Transportation Advocate

Transportation Alternative seeks an environmental transportation advocate to promote our bicycling, traffic calming and pedestrian agenda. You should be an urbanist and student of current events and political organizing.

Qualifications: Commitment to environmentally sensible transportation; Strong writing and presentation skills and ability to effectively represent T.A. to the public; Highly self-motivated and able to lead and energize others; Organizing or advocacy experience; Political experience a big plus; Ability to work closely with volunteer leaders, including after hours; Savvy with print, radio and TV journalists.

Minimum three years post-college experience required.

Salary: \$26,000-\$33,000.

Benefits: HMO health coverage and three weeks paid vacation.

Start Date: November 1, 1998

Send: a cover letter explaining your interest in the position, with your resume and writing samples (and anything else that makes your case) to: Program Staff Search, Transportation Alternatives, 115 W 30 St #1207, NY, NY 10001, fax 212-629-8334, email info@transalt.org. No calls please!

Office Manager

Transportation Alternatives, is looking for a well organized, energetic person to work with the Membership & Events Director in organizing events, maintaining our membership database, upkeep of our accounting records and other administrative tasks to keep the office running smoothly.

Candidates should be personable and detail-oriented, have a strong familiarity with computers (Windows), be able to juggle multiple projects, and to supervise others when necessary. Bookkeeping experience a big plus.

Salary: \$25,000-\$30,000 and health coverage. Flexible hours a possibility for right candidate.

Start Date: October 1, 1998

Send cover letter explaining your interest in the position, your qualifications and your resume to: Admin Search, Transportation Alternatives, 115 West 30th St, #1207 NY, NY 10001.

SLOW SPEED STALLED

To the disappointment of neighborhood dwellers citywide, the New York State Senate Transportation Committee buried T.A.'s traffic-calming legislation at the end of last session. Our legislation would permit NYC to establish speed limits below the state-mandated 30 mph, clearing the way for traffic-calming devices (i.e., speed humps, extended sidewalks, elevated crosswalks) and other strategies for improving pedestrian safety.

The bill, sponsored by Senator Frank Padavan and Assemblymember Deborah Glick, would have done a great deal to protect pedestrians and motorists and improve neighborhood quality of life. The Senate defeat was unexpected considering the impressive support for the bill, which included the NYS Assembly, Mayor Giuliani, all five Boro Presidents,

the entire NYC City Council, NYC DOT and more than 150 civic and community groups.

So why was the bill defeated? According to Bruce Geiger of State Senator Owen Johnson's office, the Transportation Committee was dealing with 11 bills seeking lower speed limits in different municipalities around the state. "Certainly we support the concept," said Geiger. "But not all of the bills were as clean and tight as the city's bill, and we couldn't pass the city one and say no to the other towns."

We don't buy it. It is preposterous to put millions of pedestrians and cyclists at risk because the idea of slowing down cars is so popular. State law is full of NYC-only statutes. There's even a section of the state traffic code entitled "Municipalities with population in excess

of a million." Besides, it makes sense that a city like New York, with some of the most complex traffic conditions in the nation, should have sovereignty over its own streets.

Johnson's explanation brought little solace here in the Big Apple. Upon hearing that the bill had died, Brooklyn Heights Association board member Jane McGroarty lamented, "It's really disappointing. This law is vital to the protection of neighborhood streets."

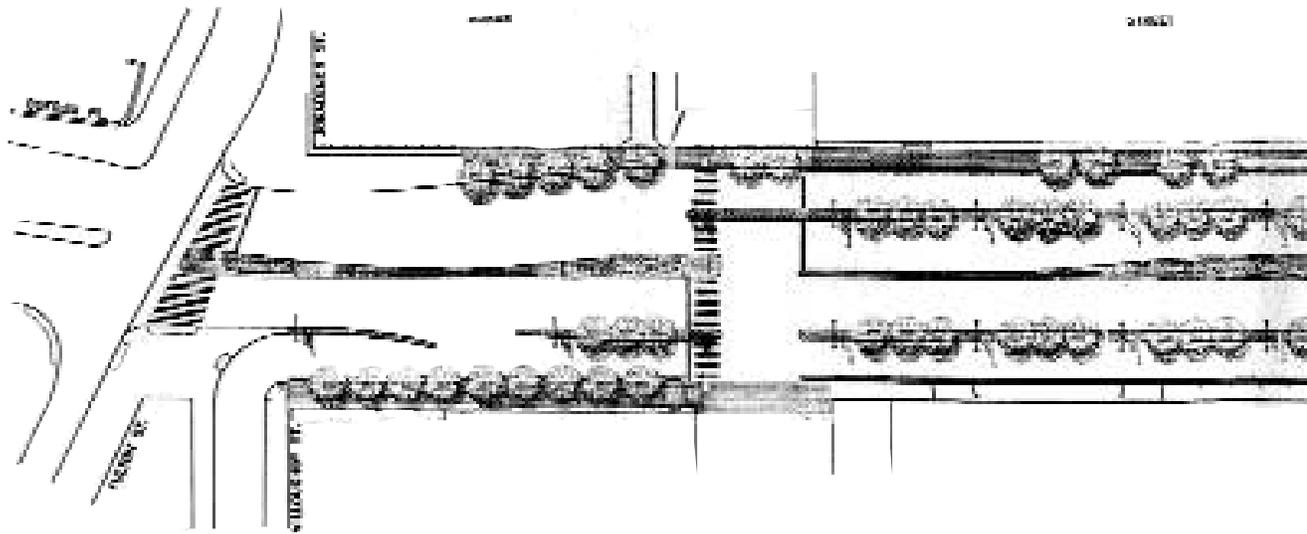
Then again, perhaps Johnson is sincere. Asked whether a statewide slow-speed bill is the way to go, Geiger replied, "having uniformity in state traffic law is better and we might consider supporting a statewide bill."

Traffic calming from Buffalo to Brooklyn sounds great. Let's make it a reality when the next session starts in January.

A TREE-LINED STREET GROWS IN BROOKLYN

Check out this new design for Adams Street in Brooklyn, the major approach to the Brooklyn Bridge. The project is sponsored by the City's Economic Development Corporation (EDC) and calls for major street improvements like wider medians and more street trees. The redesign,

which is now underway and should be completed in the next three to six months, also includes a bike lane edged by Belgian block from Fulton Street to Tillary Street. Unfortunately, the project will not entail any improvements to the busy Brooklyn Bridge exit/entrance - Tillary Street intersection.



Diesel Demons in Our Neighborhoods

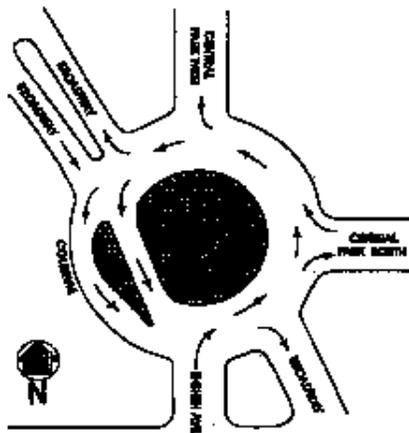
One Sunday evening in July, an 18-wheel tractor trailer truck leaving the Hunts Point Market in the Bronx struck six-year-old Crystal Vargas as she rode her bicycle on a traffic island a few blocks from her home. She died two days later from severe injuries. The truck that killed Crystal was careening along one of the few streets *not* designated as a truck route on the Hunts Point peninsula. In response to the tragedy, the community demonstrated against the non-existent enforcement of city-designated truck routes. The Vargas family and enraged friends and neighbors gathered to create a human chain at the crash location, shutting down traffic for 20 minutes.

As these huge trucks continue to menace our local streets unabated, T.A. proposes simple yet visible measures to discourage trucks from driving down neighborhood streets.

- Install neckdowns with bollards or jersey barriers to reduce the turning radius at certain corners, thereby making it difficult for trucks to turn onto local streets;
- Place overhead height reminders (like those on bridges) to prevent trucks from crashing into street lights and traffic signals, not to mention tree limbs;
- Paint "no trucks" on pavement;
- Install medians with pre-fabricated curbs on streets that are unnecessarily wide (and thus inviting to trucks).

Back To School Gets Safer

Hats off to the wildly successful NYC DOT speed hump program. More kudos to the agency for putting children first — nearly all speed humps installed within the last year are in front of schools. With a total of 1300 schools, that's an awful lot of traffic calming. To get speed humps in your neighborhood, talk to the principal or PTA at a nearby school.

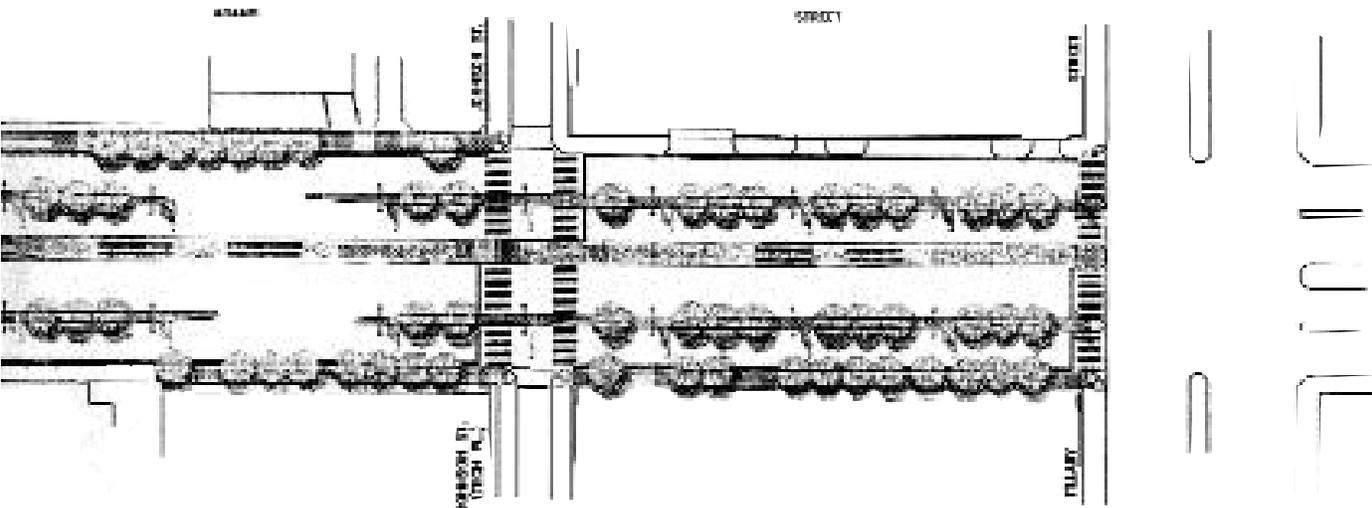


Columbus (Now Really A) Circle

A Department of City Planning design has restored the formerly tangled mess of Columbus Circle traffic to its original orbital flow. The circle, which is the intersection of Broadway, 60th Street, and Eighth Avenue at the southwest corner of Central Park, is now a true traffic rotary with a big chunk of pedestrian space surrounding the explorer's statue.

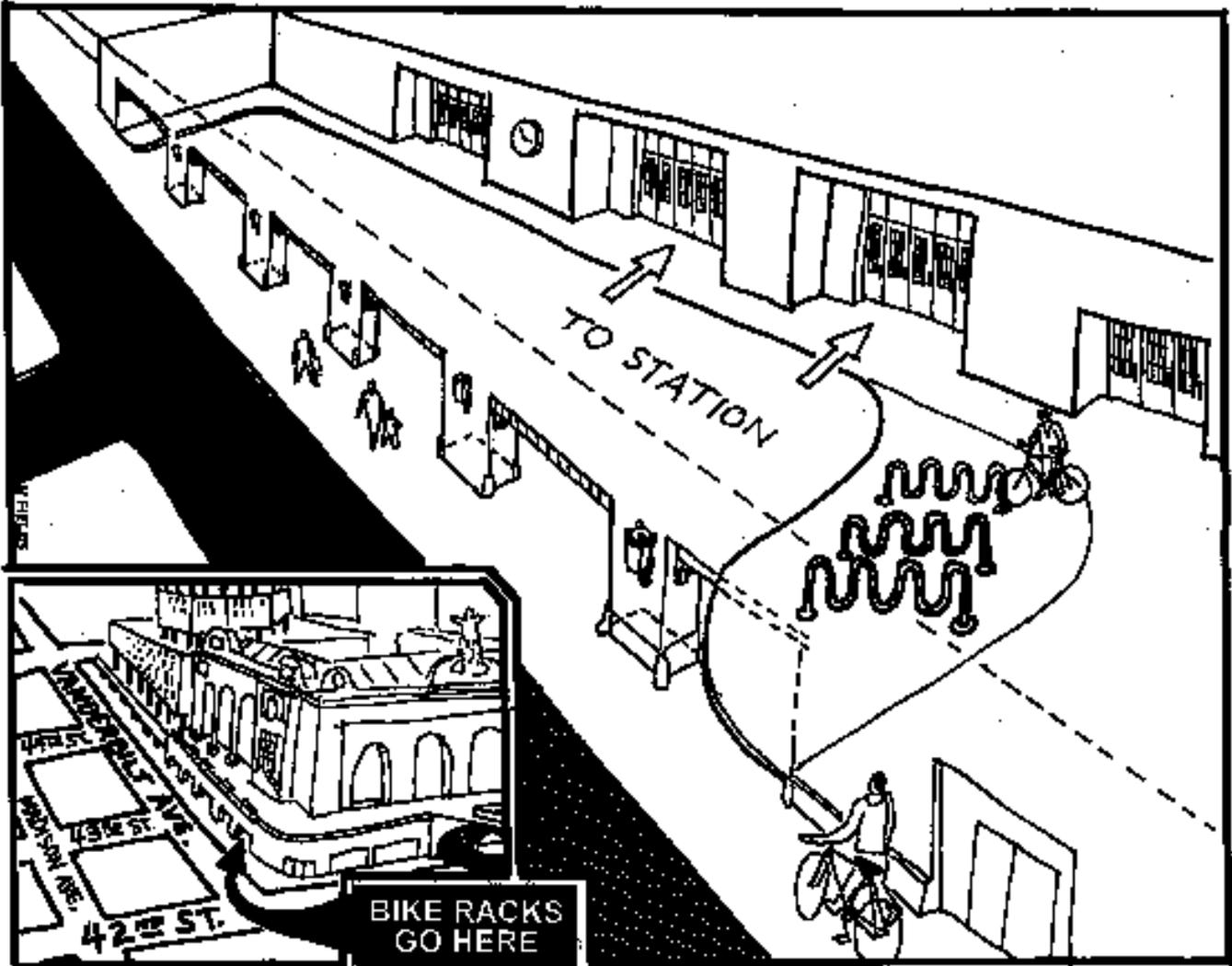
A thorough analysis by Arne Kastner, T.A.'s visiting German traffic planner, shows the new design is a big

improvement for pedestrians, who now have a direct connection between upper and lower Broadway. The big losers are slow bicyclists, who are stuck on the periphery of the circle and subject to streams of vehicles cutting across their path. Faster cyclists, like cars, can move through the redesigned intersection much more easily than before. The design will continue to be tweaked and T.A. is working to develop solutions for slower cyclists.



Courtesy NYC EDC

GRAND CENTRAL PREVIEW?



Wayne Fields

Since 1996, T.A. has worked with Metro North's Grand Central staff and the Grand Central Partnership to devise secure, convenient bike parking at the terminal. The location depicted above is ideal and available. However, the obliteration of the Grand Central Partnership by the Mayor in late July knocked out an important supporter. Accommodating bikes remains a low priority for top management at Grand Central and its parent agency the MTA. Thus, the project has been plagued by postponements and delays despite the enthusiasm of some Metro North managers, and plenty of bike commuters.

Let's win bike parking at Grand Central! Ask Metro North's president to push this project through.
Write:
Daniel Scannell
Acting President
Metro North Railroad
347 Madison Ave 12th fl
New York NY 10017

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(212) 633-9910

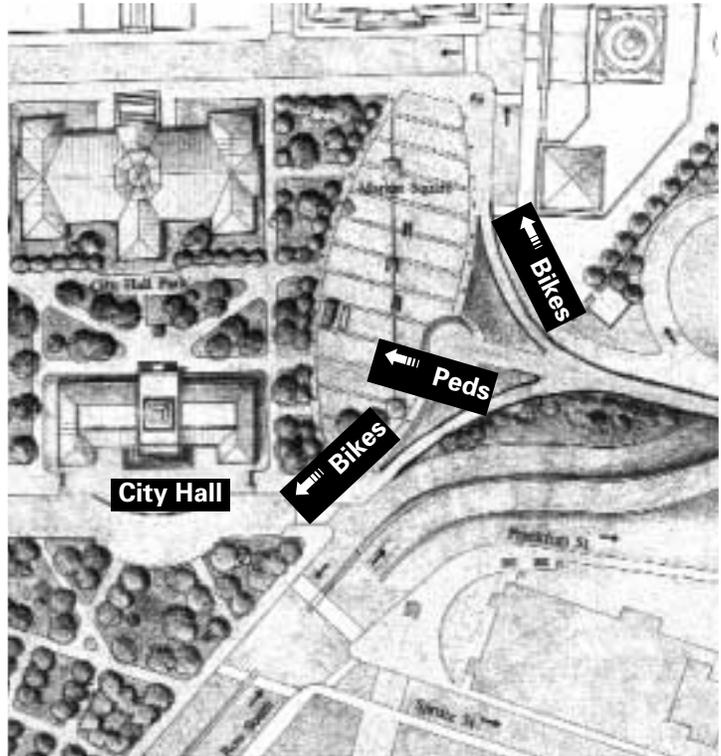
DISAPPOINTING DOT DECISION ON BROOKLYN BRIDGE

"Buses first, cars second, pedestrians third." Sources say this is the ranking ordered by new DOT chief Wilbur Chapman for his agency's final design for the Manhattan approaches to the Brooklyn Bridge.

Over the last five years a who's who of Giuliani brass had enthused over a proposal by T.A., and Konheim and Ketcham to extend City Hall Park eastward to join seamlessly with the bridge's promenade. Obvious to all involved is that the elegant and world famous bridge, a major tourist attraction, should have a worthy entrance instead of an ugly and dangerous mess. T.A. originally presented our plan four years ago to Deputy Mayor Fran Reiter (since departed) and DOT Commissioner Elliot Sander (since departed.) Then a new generation of aides stepped including Deputy Mayor Rudy Washington (still around) and Mayor's Transportation Advisor, Seth Kaye (since departed.)

Called "Alternative 6," T.A.'s proposal would improve conditions for cyclists, pedestrians and motorists by eliminating Centre Street adjacent to City Hall Park and converting Chambers Street to one way westbound. T.A.'s basic traffic concept is to have cars exit north of the bridge and enter it from the south. However the recent departure of Seth Kaye, after conflict with Chapman, has left no champions inside the administration for "Alt. 6" or its variations. Even the plan to make Chambers Street one way, an idea promoted by traffic engineers for more than a decade, has apparently been killed by a more conservative-minded Chapman. The overall result of Chapman's "pedestrians last" edict is that pedestrian crossings at the south west corner of City Hall Park, where Broadway meets Ann and Vesey Streets, will remain difficult and dangerous and that the Chambers and Centre St. intersection will remain a mess.

Additionally, since the departure of Kaye, the City (mainly DOT) has kept information about its latest plans secret from T.A., despite the fact we initiated the whole process with a letter writing and postcard campaign and attended numerous meetings on the issue with Giuliani officials. What was once an excellent example of partnership between the public and government has sadly deteriorated into a mediocre planning process with no sense of history or opportunity.



See this rendering in color on our web site: www.transalt.org.

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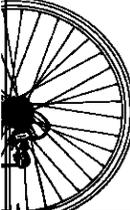


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Bronx "Safe Routes To School"

Every Monday morning and Zaida Arce and her son set out on their daily walk to Our Lady of Refuge School in the Fordham Bedford community in The Bronx. At about the same time Shirley Powell, Norma Soto, Marilyn Paez, and thousands of other Bronx parents walk with their children to neighborhood schools. They may walk different streets to different schools but they share the same concern: crossing the street safely.

Being hit by a car is the number one cause of death for kids 5-14 in New York City, with The Bronx leading the five boroughs with the highest percentage of children hit (over 1/3 of the pedestrians hit in The Bronx are children 14 and under). To help the borough's youngest and most vulnerable pedestrians T.A. developed "Safe Routes to School." The program is the first of its kind in the United States and is sponsored by The Bronx Borough President, Fernando Ferrer, and the Governor's Traffic Safety Committee. Safe Routes to School lays out a 10-step process that brings parents, teachers and principals together with traffic engineers to identify dangerous locations and fix them.

Since October 1997, T.A.'s program coordinator for the Safe Routes to School project, Susan Boyle, has worked to cre-

ate safe walking corridors at 13 Bronx elementary schools and will be reaching out to another 18 schools for the 1998-99 school year. The program is based on one developed in Copenhagen, Denmark in the early 1980's and has translated well in culturally diverse Bronx communities like Mott Haven and Bronxdale.

Safe Routes to School has been so popular that schools are vying to participate. At Our Lady of Refuge school, parents seized their chance to make their kids safer. They set up tables outside Our Lady of Refuge church and delivered surveys to entire apartment buildings. Ultimately, parents collected over 200 surveys listing traffic dangers to their children.

In total, hundreds of surveys were collected from the 13 selected schools. T.A. used City and State pedestrian crash data, mapped on Geographic Information System software, to put statistics behind the observations and experiences of parents. Then, with engineers and planners from the NYC Department of Transportation (DOT), changes in signage, signal timing and traffic calming methods were planned and installed and safe walking routes created. DOT is installing speed humps and elevated crosswalks as a first step, and will install sidewalk extensions and other measures over the course

of the summer. Ultimately, the target of the process is the DOT and its political masters who must spend the money and resources to get the traffic calming done.



The project is novel both because of its inclusivity and its primary goal — to calm traffic in ways that alter motorist behavior. The traditional—and often failed—approach of school traffic safety programs in the United States has been modifying the behavior of potential pedestrian victims. In Copenhagen, the Safe Routes to School program's traffic calming improvements produced an astounding 85% reduction in child-pedestrian-motor vehicle crashes. The goal is to replicate this success in The Bronx.

The Bronx Borough President's Office and T.A. have two criteria for selecting elementary schools to participate. First, parents and principals must already be actively concerned about dangerous walking conditions; second, a high number of pedestrian injuries can be documented.

COOPERATION ENSURES RESULTS

In eight months, the Safe Routes project has gone from handing out surveys at seven elementary schools to the installation of speed humps, elevated crosswalks and new signage at those schools. This speedy action is a direct result of the strong consensus and cooperation between parents and school officials, local elected officials and the NYC DOT that Safe Routes fostered.

While this degree of community involvement and planning may seem extraordinary given the relatively modest traffic calming involved, keep in mind that in New York City traffic changes are often mired in furious and contentious debate and opposition. A key challenge

Step 5: Survey
On a Safe Routes survey, one parent of a P.S. 48 student identifies her main concerns as speeding cars and a short "walk" light at adjacent intersections.

Safe Routes to School: Parent Survey
P.S. 48

Name: Elsa Paez Tele: (718) 861-3881

Instructions
1. Draw in a line that marks the route your child takes to school.
2. Circle (C) area(s) considered dangerous and number it (1, 2, 3, ...).
3. Write an explanation of the dangerous area in the space below, next to the number it corresponds to, i.e.: "cars speeding," or "WALK light too short."

1. Car speeding always
2. Walk light is dead short
3. No walk light for kids to be safe
4. At all times during school hours.

A PROJECT OF TRANSPORTATION ALTERNATIVES
SPONSORED BY THE OFFICE OF THE BRONX BOROUGH PRESIDENT AND THE
GOVERNOR'S TRAFFIC SAFETY COMMITTEE

AUTO-FREE WORLD

RAINY WEEKENDS? BLAME TRAFFIC.

There may be a correlation between work-week pollution and increased precipitation on weekends, say researchers at Arizona State University. Analyzing a zone of the Atlantic Ocean about 400 miles from the East Coast, the researchers found that rainfall in the area was higher on Fridays and Saturdays than the rest of the week. By Sunday, the average rainfall had begun to decline. The researchers theorize that airborne pollutants accumulate during the week along the urbanized East Coast and then are swept in by prevailing winds, where they trap heat and create a greater uplift of air, resulting in more clouds and rainfall.

—*The New York Times*

TOLLS FOR UK TRANSIT

The British government unveiled in July its long-awaited sustainable transportation plan that aims to limit road traffic and boost public transportation in England and Wales. The plan proposes limiting the growth of vehicle traffic by giving local authorities the power to introduce a variety of new transportation charges, including road tolls and parking fees. Such revenues would be channeled into public transportation, bike paths and pedestrian walkways. A Commission on Integrated Transport would develop indicators and national targets for improving transportation and report annually to Parliament. Environmental groups were disappointed by the plan because it did not impose national road traffic reduction targets, as called for in previous versions.

—*ENDS Environment Daily*

CHOKING ON CHILE'S SMOG

In the Chilean capital of Santiago, air quality is so poor during the winter months that more than 1,000 children a day are treated in hospital emergency rooms for respiratory ailments. The crisis prompted one hospital to add additional beds for the 300-plus infants and toddlers arriving each day for treatment. "We have little doubt that in most cases the pollution is to blame, either directly or indirectly," says Ivan Silva, a local emergency room doctor. The government has ordered some factory shutdowns,

temporary car bans and periodic school closures to curb emissions and limit human exposure. Local environmentalists say such measures are "too little too late."

—*The Washington Post, via Greenwire*



U.S. TRAILS PACK IN BIKE USE

The United States ranks dead last among 12 North American and European nations in bicycle usage, according to the journal *Transportation Quarterly*. In the Netherlands, people make 30% of their trips by bicycle. In Denmark, the figure is 20%, and in West Germany it's 12%. People in Switzerland and Sweden use bikes for 10% of their trips. And in the U.S.? Just 1% of trips are made by bicycle. We also are last in walking (9% of all trips), and in using public transportation (also 9%). Not surprisingly, we rank number one in car driving, the choice for 84% of trips.

—*American Bicyclist*

PEDESTRIANS RETAKE CHAMPS-ELYSEES

Five years ago, the most famous avenue in the world, the Champs-Élysées, was down and out. Pedestrians zigzagged on narrow, littered sidewalks through cars haphazardly parked on the curb. Today, after a 280-million-franc makeover, the Champs is enjoying an unprecedented boom. Cars were banished to underground parking garages and sidewalks were nearly tripled in width, paved in pale granite and planted with trees to recreate the avenue's original role as a relaxing place to stroll. Not surprisingly, rents for retail space have risen more than 30% in the past year. "Pedestrian traffic translates into sales," said the president of the Champs-Élysées Committee.

—*The Wall Street Journal*

POPULAR UTAH CANYON CLOSED TO VEHICLES

A federal court has ordered officials

in Utah's Canyonlands National Park to close a popular backcountry canyon to motor vehicles because of environmental damage. Ruling on a 1995 suit filed by the Southern Utah Wilderness Alliance, U.S. District Court Judge Dale Kimball said the park violated the National Park Service Organic Act by allowing off-road-vehicles (ORV) in the 10-mile long Salt Creek Canyon. Kimball said the "permanent impairment" of Salt Creek Canyon caused by vehicles was at odds with the law's "overarching goal of resource protection." Although Park Service studies found that vehicle use in the canyon harms the ecology of the creek, officials had left the four-wheel-drive trail open under pressure from ORV enthusiasts. ORVs can destroy vegetation and stir up sediment, and they often spill antifreeze, gasoline and oil into the water. The Utah Trail Machine Association may appeal the decision.

—*Salt Lake Tribune, via Greenwire*

HONK IF YOU LOVE GEESES

Wisconsin police have no suspects in a hit-and-run case involving the death of 18 Canadian geese, which were deliberately run over by a motorist in Horicon, a community that sponsors an annual festival celebrating the birds. Said Police Chief Douglas Glamann: "It's going to be a tough case."

—*The Associated Press, via Greenwire*

HIGHWAY LOBBY BULLDOZES VETS

Veterans advocates are up in arms over a provision of the recently signed "TEA-21" transportation bill that takes \$15.5 billion from veterans disability compensation to pay for huge funding increases for highway projects. "Those who voted to rob our veterans to pay for pork-barrel highway projects will have a lot to answer for on Election Day," said Harry R. McDonald, Jr., National Commander of the Disabled American Veterans. Lawmakers are now trying to restore the cuts to veterans programs through a technical corrections bill.

—*Disabled American Veterans*

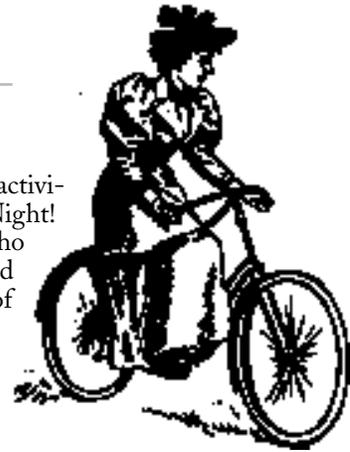
Volunteer Night Reminder

THE GOOD DEEDS CONTINUE...

On the second and last Wednesday of each month, T.A. becomes a beehive of activity as people from all walks of life gather for the evening's event — Volunteer Night! It's usually a big bunch of mailings, but you never know what will happen and who will be there! You can count on plenty of snacks and drinks to keep you satiated and hydrated. The topics vary, but there's never a shortage of advice — if you want it of course. Join us for volunteer nights in:

September: 9 & 30
October: 14 & 28

6:30 pm at T.A.
115 W. 30th St, 12th floor



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Mounting a Bike in a Minute (Page 232)

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Volunteer of the Month

JAMES LANGERGAARD

Age: 27

Neighborhood: Maspeth, Queens

Occupation: Philosopher

T.A. Member Since: 1991

How Joined T.A.: Found *City Cyclist* stuck in spokes of bike while attending Hunter College in Manhattan. 10% member discount looked good.

Volunteer Activities: Certified Master Pilot of T.A. work bike. (Two-wheeled flatbed cargo bike of Danish design.) Many and varied transporting tasks including hauling hundreds of pounds of mailbags full of T.A. newsletter. Distributing bundles of newsletters and Century brochures to bike shops.

Biggest Load Transported: 250 lbs. of mailbags. (*Ed note: All-time T.A. work bike record.*)

Other Work Bike Feats of Note: Riding table, chairs and lumber from East Village to Staten Island for T.A. table at Bike NY. Ascending Brooklyn Bridge (five occasions) with heavy load. Navigating massive hailstorm in Winter '94. Leaving work bike overnight with doorman at ritzy building on Central Park South while enjoying interlude with San Francisco bike activist.

Other Volunteer Activities: Editing T.A. magazine. Mailing parties for the last five years. Tabling at street fairs with my buddy Jeff Prant.

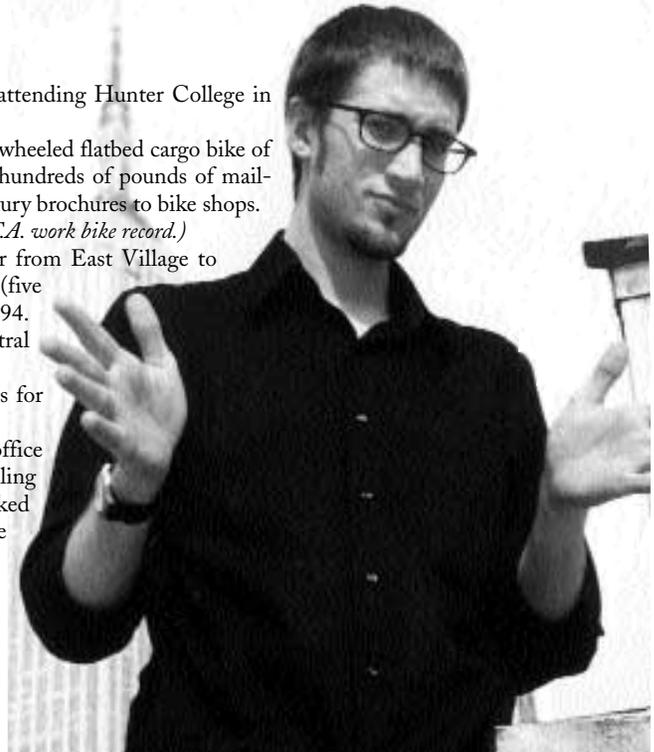
High Points: Groping around in the pitch black in the old basement office at 92 St. Marks Place and accidentally turning off the power and disabling the phone system after a long day of cargo bike work. Then getting locked in the back yard and having neighboring pizza guys call upstairs to have door opened.

On Biking: Cheaper than subway, but it's a pain in the ass sometimes.

Would You Bike if You Were a Millionaire? Yes, it's part of who I am.

NYC Wish List: Easy, safe, convenient 24-hour access to the Queensboro Bridge. (Note: I don't care about bike lanes.)

Philosophy: Deep down I really don't like cars,— electric, natural gas or whatever. I'm not just here to party.



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VINCENT GALLO

Age: 36

Occupation: I'm really a hustler. I don't know how else you'd describe it. I do a few things for money. People recognize me most for my film career, and right now for *Buffalo 66*. I buy and sell antique and collectible sound equipment and musical instruments.

Neighborhood: Little Italy. New York is one big shopping mall with no roof. I'm in the former Italian section of the mall.

Have you heard of T.A.? Are you a member? No. Because you guys don't put anyone interesting on the cover. I promise you if you put me on the cover and put the magazine around the city, you'll get 10,000 new members. The magazine has no sex appeal, no impact. That's the problem with you left-wing commies — you need to come out with a little charisma.

Philosophy: I am an extreme right-wing conservative. I'm doing this interview because I like bicycles. I wouldn't want people to think I'm a socialist.

How long riding: I got my first bike when I was four years old, and I've used bicycles for transportation ever since. I've never not used a bike as my main form of transport.

Commute: I always ride to the place where my mail is received — about one mile from home. And for at least one meal, I ride to a restaurant. But I tend to ride 100 blocks a day on average and am pretty focused downtown.

Advantages to bicycling: The good thing about bicycling is that, since I'm a public figure, I don't have to interact with people. If I walk from here to West Broadway, 50 people will stop me. On my bike, I can just wave. More public figures should ride bikes. It's a good way to deal with people.

Know other public figures who ride? Francesco Climenti, the artist.

JFK Jr. rides.: He's an asshole, so it doesn't even count. I can name a bunch of assholes who ride bikes.

Downside to bicycling: I get very depressed when I don't have my bike. Especially if it's stolen or broken. It's as severe as living in L.A. without a car.

What about cars? Loving bicycles isn't part of disliking automobiles for me. I love automobiles and automobile racing, car engines and design. All those things are part of what's exciting about the twentieth century. I don't like mining, petroleum, emissions in the air or car crashes, but cars aren't evil.

T.A. does not have an anti-car agenda. We suggest that in New York, where the quality of urban life can be dramatically improved by less traffic, automobile use should be discouraged:

The way always to do that with anything is to make one thing — bicycling — attractive and the other thing — automobiles in the city — unattractive. Not by putting labels on everything — good, bad, evil.

Bike: 1949 Schwinn Spitfire. I've had it for 15 years. I had another one, a black Schwinn. That was the one I was hit by a taxi with. It was crushed. In L.A. I have a mountain bike.

Equipment: None. No racks, no gears. It has a kick break. I'm interested in the aerobics of the bike. I'm not interested in making it more efficient. I get more packages than anyone I know. No one can carry more boxes on a bike than me. It's incredible to see.

Theft: I used to have an Italian track bike, a Masi handmade in



Noah Bogen

Milan in '71. I used to love riding a fixed gear around the city. It was stolen. Then I got a Colnago, and it was stolen. Now I have the least attractive bike possible. I'm not buying a nice bike ever again in New York City. If someone wants to steal my \$40 bike, good for them.

Lock: NYC Kryptonite U-Lock.

Riding style: I always ride at an even speed, slightly aggressive, but not to the point of making people uncomfortable or making it dangerous for anyone else. I ride for the long term.

Crashes: I've been hit a few times. Two taxis were nearly in a brutal crash once, and one taxi, to avoid the crash, hit me instead. I was dragged for a block and a half and had a broken foot and 40 stitches for various cuts all over my leg. My bike was destroyed and so were the beautiful brand-new Missoni pants that Missoni gave me. I was traumatized. Bike accidents are brutal, but I used to race motorcycles, so it doesn't shake me up as much.

Biking highlights: I have some heavy mountain bike and BMX friends in NYC. Riding girls on my bike is also great.

Reactions: I always think people will think I'm square, but it's such an unpretentious way of living that it's become its own cool. I have a way of pulling it off. Bike geeks are not cool.

Cycling feats: I've gone far fast and surprised myself. Like when I have 10 minutes to get somewhere — there are some shocking tales of speed. But that's when you're reckless. I was doing this thing for a while when you grab onto a truck. For about a year I was into that heavy. Once you get a pull like that, it's hard to let go.

Repairs: I fix my own bike. If you can't fix a bike, you're pretty lame. Bike repair is simple and straightforward. The mechanics are logical. I like painting bikes and doing custom paint jobs. I once painted a friend's bike with glow-in-the-dark paint and a handpainted logo. He owns Brooklyn Machine Works. It was his first bike he built. It was beautiful.

Advice: I can't even imagine how people live without a bike. Walking — it's really nice, too. But if you're taking a lot of cabs in New York City, what's the point?

Shop Directory

VISIT YOUR LOCAL BIKE SHOP!

Thanks to all the shops below who support T.A. by offering our members a discount on purchases. Letters following store names indicate which items are discounted. Be sure to bring your T.A. membership card.

MANHATTAN

A Bicycle Shop **10% ACRP** 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% ACRP** 417 Canal
 City Bicycles ***10% ACRPB** 508 9th Ave
 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% 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
 New York Cyclist ***10% ACRP** 300 W 110 St
 96 St Metro Bikes ***10% ACRP** 231 W 96 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
 Tread Bike Shop ***10% ACRP** 225 Dyckman St.
 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% ACRP** 4220 8 Av
 Bath Beach Cycles **10% ABCPR** 2156 Bath 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 Bicycle Center **10% ABCPR** 715 Coney Isl. Av
 Brooklyn Heights Bike **10% ACRP** 278 Atlantic Av
 Dixon's ***8% ABCPR** 792 Union St
 Dyker Bike Store **8% ACRP** 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% ACRP** 256 Flatbush Av
 P & H Bike **10% ABCPRS** 1819 Coney Island Av
 R&A Cycles **10% ACP** 105 5 Av
 Roy's Sheephead **10% ACP** 2679 Coney Island Av
 Sizzling Bicycles **8% ACPSRX** 3100 Ocean Pkwy
 Verrazano Bicycle Shop **10% ACRP** 8717 3rd Ave

BRONX

Eddie's Cycle **5% A 10% P** 2035 Grand Concourse
 Neighborhood Cycle **10% ABCPR** 571 Courtlandt Av
 Sid's Bike Shop **8% ACRPS** 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% ACRPS** 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

LONG ISLAND

The Krieb 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
 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
 S.D.S. Bicycle Shops ***10% ABCPR** (Jersey City) 351
 Palisade Ave & (Cliffside Park) 674 Anderson Av.
 Tenafly Bike Workshop **10% ACRP** 175 Country Rd

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SKATE SHOPS

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

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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 Grand Central Station, window #27. \$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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Do This Ride with T.A. members and staff.
 Meet Sunday, September 20th at 10 AM, Grand Army entrance to Prospect Park. Bring/buy lunch. Leisurely pace. Bring a good...

TWO BRIDGES NOT TOO FAR

By Governor Clarence Eckerson, Jr

At forty miles, Joyride #26 is a derivation of the Brooklyn to Rockaway staple. You'll see the largest boro at its finest including the Midwood and Howard Beach areas which abound with exquisite homes and overhead tree canopies. And you'll use dedicated bike lanes, greenways, and low-traffic streets (including a few speed humps!) to get there.

The start is at the Grand Army Plaza entrance to Prospect Park which is easily accessible by a half-dozen subway lines including the Grand Army stop on the 2 and 3 trains.

START: Grand Army Plaza/Prospect Park.

- 0.8** R on Bedford Avenue Bike Lane. Some moderate traffic at the beginning.
- 6.9** L on Emmonds Avenue
- 7.5** Enter the Shore Parkway Greenway at Brigham Street
- 13.7** L over bridge to Pennsylvania Ave
- 14.6** R on Cozine
- 15.7** L on Crescent Avenue
- 16.0** R on Loring, ride through apparent dead end - road becomes 149th Ave on other side.
- 17.1** R on 84th Street
- 17.6** R on Shore Parkway then immediate L to go under expressway - 84th continues on other side.
- 18.5** L on 164th Avenue
- 19.0** R on Cross Bay Blvd. At Veterans Memorial Bridge cross to other side to use ped/bike path over bridge.
- 23.7** Upon descending bridge, circle left, go beneath overpasses, and make a R on Beach Channel Road.
- 25.0** L on 16th Street, then immediate R on Newport Avenue.
- 26.2** R on 140th Street
- 26.4** L on Beach Channel Road. A sidewalk/greenway will eventually run parallel. It's in bad shape, but rideable.
- 27.8** Go over Marine Parkway Bridge.
- 28.9** Cross to right side of road and take Greenway North.
- 30.0** Cross back and continue on Greenway.
- 32.0** L on Emmonds Ave
- 32.7** R on Bedford Ave
- 36.5** L on Foster
- 37.1** R on Marlborough
- 38.2** L on Caton Avenue
- 38.5** R on Stratford Avenue (doesn't look like a road, go between ball fields)
- 38.7** R into Prospect Park. Ride half lap to arrive back at start.

Jo Ann Ellison, Esq., Attorney at Law & fellow cyclist

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DESIGNS



Thur., Sept. 3. The Wedge Ride. Meets at the Cube at Astor Place at 6:30 PM to slow down street traffic in a friendly, fun way. (212) 802-8222 Time's Up

Sun., Sept. 6. The Great Brooklyn-Manhattan Historical Tour. A meandering exploration of the historical sites of Prospect Park, Brooklyn Heights, the Brooklyn Bridge, the African-American Cemetery, Trinity Church, the Vietnam Veterans' Memorial, and others. Late lunch at the South Street Seaport. 18 miles, mostly flat. Meet 8:45 AM, Prospect Park—Grand Army Plaza, underneath Soldiers' and Sailors' Monument. Helmets required. 5BBC

Mon., Sept. 7. Gateway-Getaway: Rockaway Greenway Excursion. Explore the newly restored greenways to Canarsie Pier and historic Floyd Bennett Field. From City Hall at 8:30 AM (40 mi.) and the Picnic House in Prospect Park at 9:30 AM (30 mi.)

Sat., Sept. 12. NYC Century Bike Tour. 40,75, or 100 miles. See back page. 212 629-3311

Sun., Sept. 13. Stanford, Connecticut Jaunt. Fast-paced 75-mi. tour for those in shape. Turnaround in Armonk for those not going to Stanford. Meet at 7:30 AM, Fordham Rd. & Grand Concourse, Bronx (D train). L&M (718) 601-5332, Ext. 268.

Sun., Sept. 13. Mid-Hudson Bicycle Club 1998 Century (Mid-Hudson BC) 25, 40, 62, 100 or 125 miles starting in LaGrange, NY (approx. 90 miles north of the city). \$17 (\$12 before 8/28). T-shirt and BBQ additional. Call (914) 876-8204 for more info or www.mhv.net/~mhbc.

Sun., Sept. 13. Wheels 4 Anne Ride. Colonial Park, Somerset County NJ. 18,25,35,50,62, 100 mi. Supported by Central Jersey Bicycle Club. 732-225-HUBS.

Sat., Sept. 19. Brooklyn Residential Tour visits the quieter sections of Brooklyn. The Heights, Park Slope, Borough Park, Bay Ridge, Coney Island, Sheepshead Bay, Midwood, Kensington, and other neighborhoods. 25 miles, some modest hills. Bring lock and snack or \$ for it. Meet 12:45 PM at Prospect Park Picnic House. Helmets required. 5BBC

Sat., Sept. 19. Greet Boston-NY AIDS riders in New Rochelle, the last pit stop. 35 mi nice and easy, leaves 9am from Central Park Boathouse. Fast and Fab, Bob at 212-567-7160 or rjn2@columbia.edu

Sat., Sept. 19. Tour de Bronx marshal training ride, 30 or so mi. Meet 10 AM Metro-North Botanic Gardens stop. call Rich G for more info 718-653-2203.

Sun., Sept. 20. Tour de Bronx painting ride. 20 mi stop n' go fun with paint Meet 10 AM at Metro-North Botanic Gardens stop. call Rich G for more info 718-653-2203.

Sun., Sept. 20. Golden Apple Century (Country Cycling Club) 25, 50, 75, 100 or 125 miles starting from Katonah, New York (less than a mile from the Metro North station). \$20 (\$15 before 9/13). Call (888) 777-8229 or www.countrycycle.com for more info.

Sun., Sept. 20. Joyride #26 with the T.A. gang, with your host Clarence (just call him Governor) 40 miles casual; Brooklyn-Rockaway. For details see the Joyride, page 20!

Sun., Sept. 20. 15 mi. coast to coast ride, meet 3PM Union Square, NW corner at 17th St., Carter C. is your host, 212-228-7473.

Sun., Sept. 20. Garrett Mountain Panorama. A 40-mi. rolling to hilly New Jersey tour with many attractions. Meet at 7:45 PM, City Hall Park near Brooklyn Bridge, Manhattan. L&M (718) 601-5332,

Ext. 268.

Fri., Sept. 25. The Moonlight Ride. A relaxing nighttime ride through Central Park. Meet at Columbus Circle at 10 pm. (212) 802-8222

Sat., Sept. 26. Escape from New York Century. 50, 75 & 100-mi. routes from Grant's Tomb to Piermont, Rockland Lake & Bear Mtn. Great food! \$20 early regis., \$25 day of. More at www.nycc.org or call Mitch (718) 896-6862. NYCC

Sat., Sept. 26. 1st annual Habitat for Humanity Bicycle Tour, 12,25,35,50,62,100 mi routes, starts in Jamesburg NJ. 973-765-3008 / HJELYfpe.erenj.com.

Sat., Sept. 26. Tour de Bronx marshal training ride, 30 or so mi. Meet 10 AM Metro-North Botanic Gardens stop. call Rich G for more info 718-653-2203.

Sun., Sept. 27. Manhattan Skyline from Herman MacNeil Park, College Point! Join us for a scenic, leisurely ride as we go over the Queensboro Bridge and weave our way through Queens (we'll pass Shea Stadium, Flushing Meadow Park, and Astoria Park) on some roads that have very little traffic. We'll stop at a great Italian deli to pick up our lunch and picnic in Herman MacNeil Park. Credit for destination idea and route goes to Ann Shorter. Bring spare inner tube and money for lunch. 28 mostly flat miles. Meet 9:30 AM, Roosevelt Island Tramway, 2nd Avenue and 60th Street, Manhattan. Any questions, call leader, Trudy Hutter at (212) 838-2141. Helmets required. 5BBC

Sun., Sept. 27. Tour de Bronx painting ride. 20 mi stop n' go fun with paint. Meet 10 AM Metro-North Botanic Gardens stop. call Rich G for more info 718-653-2203.

Sun., Sept. 27. Kensico Dam. See where NYC's drinking water comes from on this 50-mi. ride. Meet at 8:30 AM, Fordham Rd. & Grand Concourse (D train). L&M (718) 601-5332, Ext. 268.

Sun. Sept 27. MS Ride, 30, 60 or 100 miles for annual charity ride.212-463-9791

Thur., Oct. 1. The Wedge Ride. Meets at the Cube at Astor Place at 6:30 to slow down street traffic in a friendly, fun way. (212) 802-8222 Time's Up

Sat., Oct. 3. High Riders Cycle Tour, Cream Ridge Winery in N.J. Western Monmouth Country ride of 10, 30, 62, or 100 miles. (charity ride) 609-259-3884.

Sun., Oct. 4. T.A.'s Tour De Bronx. 25 & 40 mi. routes starting from either the New York Botanical Garden Metro North Station (10:30 am) or 161st St & Grand Concourse (11:30 am). Free prizes, lunch and jazz concert at the rest stop. (718) 653-2203 or (718) 590-BRONX T.A. Bronx Committee

Sun., Oct. 4. Benefit Tour for McQuade Children's Services. Starts at Brotherhood Winery in Washingtonville at 9 am. 15, 25, or 50-mi. Hudson Valley routes. \$20 regis. includes food & live music. (914) 561-0436

Sun., Oct. 4. Tour de Bronx. An annual Bronx celebration - no charge! (See ad in this issue.) Starts 10:30 (40 mi.) or 11:30 (25 mi.) in the Bronx. Bronx Boro Pres & T.A. Bronx Chapter.

Sat., Oct. 10. Afternoon Gateway Getaway: A Rockaway Greenway Excursion Explore the newly restored greenways to Canarsie Pier and historic Floyd Bennett Field. This airfield was NYC's first municipal airport and was the site of many aviation records. There are some great views of Jamaica Bay and the Manhattan skyline, too. Joint w/ NYCC. 30 miles, mostly flat. Meet 12:45 PM at Prospect Park Picnic House. Helmets required. 5BBC

Sun., Oct. 11. Pumpkin Patch Pedal. 25, 50, 62 & 100-mi. routes though NJ farmlands during the peak of harvest season. Followed by a pasta din-

ner. \$22 regis. or \$31 with pasta. Starts at Thompson County Park in Jamesburg, NJ at 7 AM (718) 815-9290 SIBA

Sun., Oct. 11. Brooklyn's Working Waterfront ride takes you to the other side of the tracks. We'll follow the industrial waterfront from Long Island City and Maspeth all the way to Red Hook and Sunset Park. The streets are all paved, making this a road-bike compatible ride. Bring money for lunch in Brooklyn Heights. 35 miles. Meet at Plaza Hotel, 5th & 59th Street, at 9 AM (Ride ends at Owl's Head Park.) For additional info, call leader, Danny Lieberman at (212) 598-4827. Helmets required. 5BBC

Mon., Oct. 12. New Jersey Ramble: We'll celebrate Columbus Day with a tour through scenic Bergen County. There are some exhilarating downhill and some difficult uphill. We'll stop for a hearty lunch in Tenafly. 35 miles. Meet 9:30 AM at the AYH Hostel, Amsterdam & 103 Street, Manhattan. Helmets required. 5BBC

Sun., Oct. 18. The Great TZ Bike Tour for MS: A rare opportunity to bike the Tappan Zee, if you can provide the registration fee and collect some pledges. Ride leaves at 8 AM from Tarrytown train station. 25 or 50 miles. Call MS Society's Southern NY Chapter at (914) 345-3500 for more info.

Fri., Oct. 30. Special Halloween Wedge Ride. Wear a costume to scare the cars into slowing down! Meet at the Astor Place Cube at 6:30 pm (212) 802-8222 Time's Up.

Fri., Oct. 30. The Almost Halloween Moonlight Ride. A rollicking nighttime ride through Central Park. 'Tis the season to wear a costume! Meet at Columbus Circle at 10 pm. (212) 802-8222 Time's Up.

Sun., Nov. 8. Bronx to Central Park via Queens, 40 mi, Bronx T.A., meet 10 am Metro-North Botanic Gardens Stop. Rich is your host, 718-653-2203.

ride resources

Bad weather cancels most rides.

Bicycle Touring Club of Northern N.J.
973-284-0404

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!

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212-828-5711

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Paumonok Bicycle Club
516-842-4699

www.bicyclelongisland.org

Staten Island Bicycle Association
718-815-9290

Time's Up! 212-802-8222

Westchester Cycle Club

skate resources

Empire Skate Club 212-592-3674

other resources

Bicycle Network Development (maps)
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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 Oct. 12 for next issue. One issue run unless requested otherwise. Fax: 212-629-8334 / e-mail: info@transalt.org. Not for commercial use.

Wanted: Used Burley (for kid or dog) and Blue Sky (cargo) trailers. Please call Alan (718) 282-1794

Sale: 1995 Alley Cat bike attachment for kids. Makes a tandem out of any bike. Blue, like new. Quick-release hitch. \$100 (negotiable). Call Howie (516) 933-6680.

Sale: GIANT Mountain Bike, 19", very good condition, \$125, call Diane 718-783-6510.

Sale: Purple Bottecchia Spago — Road Bicycle. Columbus Crome - Molley Tubing —TSX Superbutted Frame size — 62 cm. 62 cm seat tube/42 cm chain-stay/56 cm seat stay/62 cm Down tube 59 cm Top tube/19cm Rake. Dura-ace Parts — Front & Rear derailleur & down tube shifters & crank (180 cm arms) Hubs/Head set. Hyperglide chain and cassette/Royal Dia combo brake set/90 cm handle bar stem/42 cm wide handle bar/Ti-Flite seat/sakae TCO sport seat tube/Two bottle cages/Adjustable Look clip-less pedals— Call after 4 p.m. evenings (718) 485-3881. Asking \$800.

Sale: Classic all chrome Panasonic road bike. Rare 25" frame for guy 6'3" or over. Just completely overhauled. Excl. cond. Best offer. Ken (212) 595-5133.

Sale: Royce Union 18" mountain bike \$100; Scott clipless pedals (brand new) \$50; two dirt bike tires (brand new) \$15/each. Call (212) 689-9653.

Sale: GIANT Mountain Bike, 19", very good condition, \$125, call Diane (718) 783-6510.

Sale: 1990 Paramount Series 3, 62 cm frame, Shimano RX100 components, blue, Look Style Clipless pedals, hyperglide cassette-Uniglide chain, light-weight-good for touring or upgrade to race. Asking \$600 (negotiable). Call Howie (516) 933-6680.

Looking for: bike companions for random wandering in southern Spain mainly using youth hostels. About one month late Nov. & early Dec. I am 75, a retired newsman. Speed to be avoided. Steep hills to be pushed up. Age no consequence: ditto gender. Decisions on when, where and how by consensus. Arthur Bonner (212) 777-3178; E-mail abonner@idt.com

Borough President Fernando Ferrer & Transportation Alternatives

Present the 4th Annual

SUNDAY, OCTOBER 4, 1998

Choose a leisurely 25 mile route or a brisk 40 mile route from either of two starting points:

10:30 am - Metro North Station - New York Botanical Garden

11:30 am - Bronx County Building - 161 St. & Grand Concourse



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* Tour de Bronx Festival & Jazz Concert at the main rest stop

To register or for more info : (718)590-BRONX or (718)653-2203

Sponsored by The Bronx Overall Economic Development Corporation, The Bronx Tourism Council, Montefiore Medical Group, Domino's Pizza, The Lorraine Hockett - Nat B. & Frances Spingold Foundation & Phipps Community Development Corporation. Special thanks to Marine Midland Bank for its contribution.

CARROTS VS. STICKS, BUS VS. RAIL

Dear T.A.:

"Safer Cab Drivers - Yes!" in your July/August issue was right on target. Higher standards will only work with higher pay for drivers. This requires higher fares. You understand the balance between the carrot and the stick. The mayor knows only the stick. Thanks for your input.

Yellow Cab Driver
New York, NY

Dear Kenneth M. Slaw, Dir., Dept. of Member, State and Chapter Affairs American Academy of Pediatrics (AAP):

It is embarrassing to witness how the AAP prostitutes itself to car culture by forming an alliance with a car insurer. Cars are responsible for over 250 deaths annually of pedestrians and cyclists in New York City alone, many of them children, and in addition they are responsible for innumerable injuries, many with lasting consequences. They pollute our environment and take away vast amounts of public space (parking, streets) that could be used for playgrounds, parks and other things that benefit children. Anything that makes owning a car more convenient or cheaper increases the number of cars and is therefore detrimental to society. You say the AAP is committed to "the attainment of optimal physical, mental and social health of children." Really? Does making car ownership cheaper accomplish these things? I am truly disappointed in you. Please work towards the worthy goal of helping children rather than supporting a car culture that promotes obesity, encourages social alienation and results in thousands of horrifying deaths and injuries to children annually.

Patrick Schnell, MD
Chief Resident, Pediatrics
Long Island College Hospital

Ed. note: Slaw wrote Schnell on behalf of the AAP touting the "direct access" of AAP members to a major auto insurer.

Dear T.A.:

Hi, I'm a new-ish member (joined this spring). I saw in the last T.A. mag letters section that T.A. advocates a \$750 million light rail line for Second Avenue.

I would like to know what the rationale is for light rail vs. low- or zero-emission buses. \$750 million would go a long,

long way toward buying or retrofitting buses, putting in a bus-only lane, etc., not to mention improving service so that fewer people would drive or take cabs. I just don't see how a light-rail system can compete on cost when so much money will go into laying tracks — when we already have roads.

Will you explain our position on this? Have we analyzed costs and benefits? I have heard of several real-world examples where improving an existing public bus service was found to be a much more effective solution, in terms of cost, service, and environmental results, than creating a new and different service from scratch. I could find them if anyone is curious.

Matt Morgan
New York, NY

Ed. Note: Light rail or trolleys beat the pants off buses — diesel, electric or otherwise. Trolleys board faster than buses, carry more people and add riders over existing bus routes wherever they are installed. On the East Side of Manhattan, for example, some 30 trolleys could do the work of the 76 buses now on the M15 route. Also, it's easier to preempt traffic lights for trolleys than buses. Lastly, over the life of a system, light rail is far cheaper than the bus. Buses must be fixed and replaced more frequently because they suffer more wear and tear than a train. Convinced? There is a wealth of data on this topic, all of which shows trolleys a better investment than buses when looked at over 20 years or more.

Dear Fellow City Residents:

So how were your tax dollars spent this Friday night? Some of them went to the five or six policemen from the 84th precinct who were ticketing bikers who did not stop at one arbitrary point, dismount, and walk to another arbitrary point, in order to exit the bridge and cross Adams St.

On my way home to Brooklyn, I commonly see two, three, even four cars run the red light at Adams St. Nearly every night I wonder why I don't EVER see the NYPD ticket those motorists who think the speed limit on Adams St. is 55 mph and the red light is optional.

Instead, we have a platoon of cops, maybe on overtime, spending our tax dollars to hand out "failure to dismount" tick-



ets at 11 on a Friday night — at an intersection one of the officers was proud to pronounce the most dangerous in the city.

I'm tired of the double standard. I'm tired of harassment and bullying from cops and cars alike. Earlier the same evening I was bumped from behind and nearly knocked into traffic by a car. The driver failed to acknowledge me or his error. When a cyclist hits and injures someone (which happens a couple hundred times a year, maybe one person dies) it's because the cyclist was reckless. When a car hits and injures someone (happens about 14,000 times a year and 250+ die) it's always an "accident" that couldn't be helped.

The Mayor will not, try as he may, get me or my quiet, non-polluting, non-city-destroying form of transportation off the street. I have a right to ride these streets, which I helped pay for. If everyone had his own personal steel box, and no one was on the sidewalk or street walking, cycling, and skating, the city would stink. And I for one would not want to live here.

S.E. Soons
Brooklyn, NY

Ed. Note: Police have been sporadically ticketing cyclists on the Brooklyn Bridge for failing to dismount where required by posted signs. The DOT has the power to post signage to regulate bridge traffic; the Brooklyn, Williamsburg and Queensboro all have "Dismount" signs, which make no sense and are rarely if ever complied with by cyclists (many are posted so high no one notices them). While some of the signs are there to deflect potential legal claims for cyclists crashing on bridge expansion joints, most of the signs' intent is to get cyclists to slow down. And "slow" or "danger" is what they should say.

Letters to Editor

Direct your letter to:
Editor, T.A., 115 W. 30th St. #1207,
New York, NY 10001, or fax it to
212-629-8334, or email it to
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and length.



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