Koch Pledges Support for Bikes

Ban Abandoned

Saying that he wants to see more New Yorkers riding bicycles, Mayor Koch has withdrawn plans for a midtown ban and instructed his administration to work with Transportation Alternatives and other bicycle groups to improve cycling conditions.

The Mayor's about-face came at an April 12 City Hall meeting with T.A. president Charles Komanoff, past president Charlie McCorkell, and Roger Herz of Bicycle Transportation Action. Although the Mayor said he was merely "deferring" the proposed ban, and would consider re-imposing it if the recent decline in bike-pedestrian accidents was reversed, mayoral aides said a new ban was extremely unlikely and called the decision a "clear win" for the cycling community.

The demise of "Ban II" (the first ban was overturned last September through a lawsuit brought by T.A. and messenger companies) capped a 4-month campaign touched off by official publication of the ban proposal last December. By the time the City Council adopted a unanimous (32-0) resolution opposing the ban in March, the ban had been opposed by numerous civic and environmental groups, the 5 borough presidents, 2 additional Council members, Comptroller Goldin and City Council President Stein, leaving only Koch and Staten Island Councilman O'Donovan as holdouts. Public opinion seemed to turn against the Mayor as cyclists publicized their contribution to NYC's environment, commerce and spirit while also riding more considerately.

Perhaps sensing the shift, the Mayor turned to Police Commissioner Ward at the April 12 meeting to get him off the hook. Ward cited "new" police statistics -- many of which T.A. had published three months ago in City Cyclist -- showing a downturn in bike-pedestrian accidents citywide and in midtown.

(continued on page 11)

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Bike News Bites

Messenger Killed On Broadway

A 21-year-old bicycle messenger was killed in a traffic accident Friday, March 25. Anthony Vaughan was riding south on Broadway near Walker Street when he was sideswiped by an 18-wheel truck and crushed under the rear wheel. No charges were filed after preliminary police reports indicated that the driver was not at fault. Vaughan, who rode for Aries Messenger Co., was married with no children. Fourteen bicycle riders died in collisions with motor vehicles in New York City in 1987, up from eleven in 1986.

No “Bicycle Thief”

Indoor parking for a half-dozen bicycles is available to patrons of Theatre 80, the well-known repertory cinema house located at 80 St. Marks Place in the East Village. The backstage parking area is reached via the main entrance, through the lobby and bar. According to theatre manager Howard Otway, only two or three cyclists a week take advantage of the service. Bike riders who enjoy classic films, take notice!

Subways Toot Own Horns

"Stop paying for lost time" is the headline of new full-page newspaper ads sponsored by the Transit Authority, panning taxicabs and touting the subways for speed and reliability. The ads, showing a cab sitting in traffic with a high fare on the meter, are the first "anti-cab" advertising in New York in some time. The plus cited for subways apply equally to cycling, as bikers accustomed to darting through gridlock will have noticed.

QB Bridge: Heat Pays Off

The Dept. of Transportation’s shuttle service carrying bicycles and riders across the 59th St. Bridge in evening rush hours improved markedly in March and April. In response to persistent pressure from T.A., two vans, rather than one, are now the norm, and they now travel via the faster South outer roadway. DOT’s Traffic Intelligence Division (TID) has pledged to respond to any problems with the shuttle, which is substituting for the “bike lane” in the 3 to 7 p.m. rush hour, during bridge reconstruction.

Calls and letters should go to Chief Edward Luczinski, DOT/TID Enforcement, 601 W 50th St, NYC 10019, (212) 262-4337. If no response, contact Frank Seddio, Dept. Asst.

Commissioner, DOT/TID, 51 Chambers St, Room 423, NYC 10007, (212) 566-0128. Phone calls followed-up by letters, with copies to T.A., are the most effective. To report open gates allowing cars in the bike lane on weekends, call DOT’s emergency hotline, (212) 566-2525. And to help monitor and further improve conditions (e.g., lighting), call T.A.’s Queensboro Bridge co-ordinator at (718) 545-6968.

Central Park Off-Road Riding Nixed

Cyclists who illegally ride off roadways and recreation lanes and on fragile natural areas in Central Park are being ticketed. Since early March, park police have been issuing summonses to off-road cyclists, "who ride through brush and contribute to erosion by tearing up plants and soil," says William F. Dalton, chief of citywide services for the NYC Parks and Recreation Dept. The crackdown has focused on the Ramble, the hilly, wooded area north of the Lake.

T.A. Meetings

T.A. meetings are held the first Thursday of every month, at 270 Lafayette St. (corner Prince St., SoHo), Room 902. Meetings start 6 PM and end around 8. All are welcome (bikes too).

NEXT MEETINGS: May 5, June 2.

TRANSPORTATION ALTERNATIVES

Transportation Alternatives is a non-profit association of New Yorkers dedicated to advancing bicycles as NYC transportation.

CITY CYCLIST

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Bikes Now 8% of Midtown Traffic

One in every dozen vehicles in motion in Manhattan's midtown core on weekdays is a bicycle, according to a new traffic survey by Transportation Alternatives.

The survey was conducted during the first two weeks in April by T.A. volunteers, who counted all vehicles passing selected corners for mid-day periods ranging from 15 minutes to an hour. Over 8 hours at as many locations between 37th and 58th Streets, a total of 12,556 vehicles were counted -- 1,003 bikes, 42 mopeds, and 11,111 "other" (autos, trucks, buses and motorcycles). Bicycles accounted for 8.0% of the total, mopeds 0.3%, and other vehicles the remaining 91.7%.

The survey concentrated on core avenues -- chiefly 6th, 5th, Madison and Park -- although readings on several other avenues and side streets were also included. Until recently, the Koch Administration had targeted the latter three avenues for a ban on bicycle riding between 10 a.m. and 4 p.m. Traffic congestion and vehicular air pollution are also high on these avenues.

The bicycle percentage varied from 5.9% during rain to 10.0% in bright sunshine, both on 5th Ave. at 42nd St., two days apart. The wide range of weather, from 40 to 70 degrees, spanning sun and rain but usually cloudy, makes the survey representative of year-round conditions, except for winter snow and driving rainstorms. Half or more of the cyclists appeared to be messengers, but non-commercial riders accounted for a large share.

Some of the T.A. volunteers were surprised at the large number of bicycles. "I hadn't expected to count 198 bicyclists an hour on a midtown avenue," said Christopher Patrouch, a graduate student in urban planning at Columbia, after tallying 5th Avenue traffic on a sunny Monday at noon.

Mary Frances Dunham, a writer and long-time cyclist, theorized that bicycles' small size may make it easy to underestimate their share of traffic at a quick glance. "But if I visualize each bicycle being replaced by a car, or even a moped, I see how important bikes are in keeping our streets from being more crowded and polluted," she said.

Because use of bicycles generally tails off on perimeter avenues and streets, their share of total midtown vehicles is probably less than the 8.0% that T.A. counted on core avenues. Still, it appears much larger than the 1% that City transportation officials estimated several years ago. The City figure, which counted only traffic crossing 60th St. from uptown and entering Manhattan from the Brooklyn Bridge, omits the many trips made by bicyclists within mid- and lower Manhattan. T.A.'s avenue counts, averaging 150 bicycles per hour and as high as 204, also cast doubt on estimates of less than 100 bicycles per hour on core avenues cited by City officials in the bike ban debate.

DoT Comm. Smaller viewed the T.A. data at the Apr. 12 meeting with Mayor Koch (see lead story). He called the bike counts "impressive" and said his staff would review them.

The T.A. survey shows that despite attempted bike bans, selective enforcement and a lack of governmental support, bicycles have gained a strong foothold in Manhattan, particularly in midtown where they account for a significant percentage of total vehicles. With a positive program of parking, education and balanced enforcement, as well as bike priority avenues and streets, bicycles' share could be many times higher.

Williamsburg Bike Path?

From mid-April to at least early May, only bicycle riders and pedestrians will be permitted on the Williamsburg Bridge as city and state engineers inspect the steel roadbed for advanced corrosion. "There's no question about it, this is bridge crisis," said NYC Transportation Commissioner Ross Sandler. "It's been a long time coming, but now it's here and we have to respond."

At press time (April 16), the lone provision for bicycles in the City's "crisis response" was bike access on the emergency ferries running between the Brooklyn Navy Yard and the South Ferry terminal in Manhattan. On the Williamsburg itself, though the paved roadways are auto-free, bicycle riders and walkers are still restricted to the delapidated, bumpy and glass-strewn bike path.

Veteran T.A. activist Charlie McCorkell called on City officials to help stranded commuters bike across the Williamsburg by (1) designating access roads such as D'Alancey St., now largely empty, as bike priority streets; (2) allowing bikes on selected M and J subway cars for "mixed-mode" commutes; and (3) urging offices to permit bike access, as was done in the 1980s.

T.A. members interested in furthering McCorkell's program can contact him at his Bicycle Habitat stores. Meanwhile, excellent route info is available from T.A.'s Brooklyn Bike map ($3.00 + $.50 postage, from T.A., PO Box 2087, NYC 10009). We are also interested in hearing from cyclists who gained access to the bridge roadways, although we caution that this is illegal and may be dangerous.
Cyclists who visit Los Angeles will find a unique cycling excursion beside the Pacific coastline. Meandering along some of Southern California's finest beaches is a 19-mile bicycle path, minutes from the downtowns of several seaside communities.

Pacific Pedaling
The South Bay Bicycle Trail begins in Santa Monica, passing under the Santa Monica pier and its somewhat frayed amusement park. It winds south through Venice, with its fire eaters and chainsaw jugglers, and into privileged Marina del Rey. From there to Torrance, where it ends, the path travels through the heartland of beachgoing Los Angeles; here you'll find the surfers, the professional volleyball players, the hard, tan bodies. The Pacific Ocean functions as a scenic backdrop and a source of refreshment (in other words, keep a bathing suit handy; better yet, act like a native and wear it).

Cyclists share the path with all manner of wheeled vehicles, including roller skaters and skateboarders, but no motor vehicles. Pedestrians use the path, but generally only along the stretches passing through towns. In congested areas, during certain, posted busy periods, bicyclists are required to dismount and walk. Local police issue tickets to people who misuse the path. Although there is the occasional collision, most path users seem to respect each other's "space" along the route.

Most of the path is concrete, painted with a bright lane divider. The beach provides a natural shoulder. The path is about ten to twelve feet wide -- broad enough for two cyclists to ride side by side in each direction. Curb cuts are provided wherever the path joins a conventional street, allowing riders to continue without dismounting. Those portions of the path that run along the shoulder of a roadway have clearly marked lanes, and cyclists are warned, in huge white letters, to ride single file. The South Bay path is usually in good condition; blowing sand poses more of a problem than broken glass. The County cleans, repairs and upgrades the path regularly. Of course, the mild weather contributes to the longevity of the materials as well.

Gov't Cooperation Aided Construction
The first segments of the South Bay path were built in 1973 by the L.A. County Road Department, after the County Board of Supervisors proposed a bike path unifying several beaches along the South Bay of suburban Los Angeles. More than a recreational facility, the path gave cyclists an alternative to busy roads such as Pacific Coast Highway.

Several governmental sources financed construction, including a federal land and water conservation grant and state allocations of highway funds. The land used for the path already belonged to the County; no private land was purchased. Today, maintenance costs are met by a gasoline tax.

L.A.-on-the-Hudson?
New York City is not without its own bicycle paths. One that resembles LA's South Bay path is the Belt Parkway path in Brooklyn. Its two sections total 14 miles, including a stretch along New York Harbor passing beneath the Verrazano-Narrows Bridge. On the Ocean Parkway bike path, also in Brooklyn, cyclists ride to the sea if not along it (see sidebar).

NYC also has an opportunity to construct a first-class bicycle path along the Hudson
River, on what is now neglected waterfront on Manhattan's West Side. Following City-State agreement on a new roadway to replace the cancelled Westway superhighway, civic groups including the Parks Council have proposed an esplanade with a bicycle path, promenade and landscaped park areas, to run from Battery Park to 42nd St.

In the meantime, New York cyclists who travel to Los Angeles should make an effort to ride the South Bay Bicycle Trail, to see how to do it right. Several bike shops along the route offer rentals, from classic beach cruisers to 10-speeds. One shop with a good supply of rentals is Cycle Sport, in Santa Monica, at 1445 5th St., (213) 395-3002.

NYC's Bike Path to the Sea
by Jon Orcutt

After gazing for months at the long, double-red line on my T.A. Brooklyn Bike Map representing the 4-mile-plus Prospect Park- Coney Island bike path flanking Ocean Parkway, in mid-April I finally rode it. The result was 40 minutes (round-trip) of fast, stress- and obstacle-free urban cycling, confirming the transport and recreational potential of the comprehensive NYC bikeway network we would all like to see.

The bikeway doesn't begin right at Prospect Park's southern end; I found the most direct connecting route from the rotary down Coney Is. Ave to a right turn onto Church Ave. This leads into the head of the path. The southbound side surface resembles that on the Brooklyn Bridge ramps; poorly seamed concrete slabs (alongside the freshly paved Parkway). The northbound side, however, is smooth asphalt. But here I was greeted with "No Bicycle Riding" signs wired to utility and other poles, although my T.A. map marks this as a bikeway. Whether the signs are official or the work of local vigilantes is unclear. I ignored them and was not harangued by any of the walkers I encountered.

The bikeway is intersected at many points by roads permitting car access to Ocean Pkwy, some controlled by lights and some not. Bike traffic was light during my ride, and judging by most drivers' behavior at the intersections, it never gets very heavy (i.e., they're not on the lookout for bikes). Despite these annoyances, I was pleased at how quickly and easily I covered ground along this route.

Back home, I consulted the Brooklyn Bike Map once again, and envisioned solid red lines radiating from Prospect Park in every direction, leaping out to connect all the boroughs. A real bikeway network might bring its own problems of congestion and observance of rules of the path as increasing numbers turned on to bike travel with minimal traffic contact. Would that these were our problems, rather than homicidal motorists, choking smog, and legal harassment.

May Is Bike Month

May Is Bike Month, a celebration of bicycling and its many allied activities. Bike commuters, bicycle messengers and recreational riders will join kite flyers, dancers, musicians, bus and subway riders, pedestrians, wheelchair users, skateboarders, and BMXers, in celebrating healthful uses of open space.

Bike Month is being co-ordinated by Steve Stollman and other bicyclists organized at Bike City (49 East Houston St.). Thirty-one days of varied events will help New Yorkers imagine and initiate the liberation of the City's greatest open space -- the street -- from a cars-only zone into a resource available to all.

City cyclists and other alternative travellers are encouraged to participate and help organize and make May Is Bike Month a success. For more info, call 212-431-0600.

Bay Ridge Bicycle
8916 3rd Ave., Brooklyn
(718) 238-1118
NYC's New Bike
by Michelle Herman

During the recent stretch in which NYC seemed particularly inhospitable to bicycling, many of us probably dreamed of having friends in high places. The position of part-time bicycle coordinator for the City Dept. of Transportation may not be a very high place, but John Benfatti, the man who holds it, is definitely a friend. A long-time cycling activist and 13-year member of Transportation Alternatives, Benfatti is best known in the bicycle community for his leadership in restoring the Brooklyn Bridge bike path. Benfatti was hired last winter as assistant to the DOT Bicycle Coordinator and is now in line to succeed his recently retired boss.

A Navy veteran and former photographer and bike store manager, Benfatti is adjusting to his new role as a public servant, from learning the ins and outs of budgets to riding to work in a suit jacket.

What are your duties at DOT?
I'm in the Bureau of Traffic, Division of Planning, and I work on planning facilities for bicycles. I'm there to serve the bicycling community.

What are you planning to work on?
What I really want to focus on is education and public awareness. I would like to establish a comprehensive educational program in the city schools that teaches bike safety at all levels. This would hopefully have a long-term effect on the behavior of cyclists and improve cycling conditions for NYC.

I feel a stronger need, though, for things that will have a quicker effect on attitudes. One way to do this is through public service announcements teaching people the right and wrong way to do things on the street. The problem of street conflict, especially in midtown, involves all street users. I don't want to separate one group and say this is what you should do -- I don't feel that's going to solve the problem.

Will you be hired full time?
Man: John Benfatti
Photo by Mark Babushkin

I was recommended by my former boss before he left. They do want somebody in the position who has strong feelings about bikes.

How can cyclists help your efforts? They can point out problem areas, like potholes and steel plates and access, and be specific about them, preferably in writing (c/o DoT, 40 Worth St, Rm 1035, NYC 10013).

But I'm trying a new tactic. I've been a serious cyclist since 1975, and I've developed a lot of anger over the years, as most cyclists have. Personally, I don't feel that the anger has gotten too far, and I think most cyclists would agree with that. So I'm attempting to change the image of bicyclists in NYC. What I do is stop for red lights and greet people in as friendly a way as possible. I'll say good morning, have a nice Thursday. I'll use their name if I know it. Usually, it provokes a smile, and some people respond back. Along my regular route people are looking for me and are ready to say good morning back.

It's making me more conscientious on the road, and it's showing people that I'm a real person riding a bicycle. I'm an adult in a business suit. Of course, somebody has suggested to me that I try it dressed in jeans with a messenger bag on my back and see what happens. It's a valid point, and it struck home. But let the messengers try it too.

Do messengers have incentive to do that? That's a problem. But we have to realize that the bike community is not getting much done vis-a-vis bicyclists' rights with all the anger. I've been involved in demonstrations for bike lanes since 1975. We've won some things, but look at how much we've fought and how little we got. We've got to change it around.

Where do you park your bike at DoT? I'd been locking my bike on the street, but I've had a bike stolen, and I hardly know any New York bicyclists who haven't. One way to prevent theft is, of course, to bring your bicycle indoors. We're exploring the legality of using freight elevators. I bring mine to the freight elevator at Worth Street. However, a bike in a hall or stairwell can be a fire hazard, and freight entrances have limited hours. The cyclist can be ingenious and recommend a good space and solutions like hanging bikes from the wall.

What can be done about the theft problem? There have been suggestions of using decoy bikes to catch thieves, but DoT can't do that. It's up to the police department, and bikes are not their priority. I don't have a solution right now; I'm exploring.

Who else do you meet with in government? There's the bicycle advisory committee, set up by the Mayor's office so cyclists could have a say in government after the barrier bike lanes were ripped up in 1981. We hold monthly meetings with members of the cycling community. Since the bike ban was proposed, messengers have gotten more involved. I want to continue to have them represented, as well as recreational cyclists, other bicycle advocacy groups. I'm also trying to get the Police Department (continued on page 12)
In Praise Of Small Wheels
by Mary Frances Dunham

My daughter has a problem. The office where she works no longer has space for storing the bicycle that she rides to get there. After losing two bikes in just three months, parking her bike on the sidewalk all day is out of the question. The solution: Use my small-wheeled, foldable bike -- a Dahon -- that can fit under her desk.

The Dahon is eminently practical for city use. Compact to begin with and foldable in just seconds, it seems perfectly designed for NYC's scanty parking and storage spaces. A Dahon takes up little room on subways and elevators than a baby stroller. When folded it can fit under a subway seat. The Dahon's oversized rim and chunky frame enable it to withstand the "slings and arrows" of NYC life as well as an All Terrain Bike.

Although gearing limits the Dahon to 15 mph, a Dahon cyclist can sometimes move through city traffic faster than other bicycles built for speed. Its compactness allows the cyclist to penetrate closely packed traffic, while its low-slung unisex chassis allows a quick dismount for negotiating traffic-clogged streets. The seat can be lowered with a flick of a quick release lever, so that the cyclist, while astride the bike, can "walk" it through crowds of street-blocking pedestrians or gridlocked cars. Another flick restores the seat to normal height for pedaling a clear course.

Until I tried my first "folder" seven years ago, I thought that a cyclist on small wheels would have to pedal double-time to keep up with a cyclist on a standard bike, like a small child must run to keep up with a walking adult. But wheels aren't like legs. Long ago Galileo proved that a small ball and a large ball will roll down a hill at the same speed. By the magic of gears, a small-wheeled vehicle can travel as fast as a large-wheeled one. A cyclist on a 3-Speed Dahon needs no extra force or pedal strokes to stay even with a cyclist on a standard bicycle operating at the same gear setting.

Foldable bicycles are sometimes called "collapsible" bicycles, a term guaranteed to frighten the uninitiated cyclist into thinking the bicycle may suddenly fall apart or undergo some kind of jack-knife action in mid-ride. Actually, foldable bicycles properly locked in position are firmer than standard bicycles, by virtue of their solid, almost over-built, frames.

When I bought my first "folder" in 1981, there were few others around town. While children empathized with my bike's BMX-like appearance, their elders often laughed at my child-like vehicle. More than one quipster asked whether my bike had shrunk in the wash. "When will your bike grow up?" was a remark that I feared had personal implications.

Today, however, small wheels are making sense to a growing number of NYC cyclists. I usually see at least one foldable bicycle per outing -- perhaps a well-worn American "folder," occasionally a sleek Moulton (actually a take-apart bike, not a foldable one), and quite often "one of those cute Dahons" like mine. The shop where I bought it (Metro Bicycles on Lexington Ave. at 86th St.) has just ordered a new stock.

For names of the various models of folders available, or an exchange of information, call Mary Frances Dunham, 212-472-9491.
BIKE STORE BEAT

by Carl Hultberg

Readers from last issue will remember our column's mission: publicize the best cycling retailers in the city and familiarize our readers with bike values available. This month we cover 3 more of NYC's most distinctive bike stores.

Our first featured retailer is **Bikes by George**, at 413 East 12 St in the Lower East Side. A small store with a reputation for conscientious service, George has 3-4 mechanics on duty in season and approximately 300 new bikes available for sale. Along with friendly service, Bikes by George is known for recycled used bicycles recovered from police auctions and fixed up for resale.

In this spirit, the city bike George recommends is a reconditioned English 3-speed, tough, cheap ($90-110) and easy to replace. They also offer the new line of Schwinn mountain bikes starting at around $325.

Another store selling reconditioned bicycles is **Emery's Bike Shop** at 152 East 25 Street. Recommended by T.A.'s environment coordinator Stanley Sherman, Emery's does high quality repair work and offers the 10% T.A. discount on parts, accessories and repairs. Stanley stresses that Emery's is one of those used-bike stores peddling stolen bikes. All their bikes arrive through trade-ins and sales from customers with proof of ownership.

A strong point of used bikes is their often beat-up look which makes them less attractive to rip off. Emery's has a good range of pre-owned two-wheeled vehicles at different prices worth checking out.

Our next bike store has been a fixture on the NYC scene for years. **Toga Bike Shop** at 110 West End Avenue (at 64 St) began on the Lower East Side as a combination store, racing team and enthusiasts collective. For over a decade Toga has sponsored at least one major local race a year (my little sister Jenny came in 2nd in their Union Square race 5 years ago), and a successful national team (ranked high in USCF competition). Some of us also remember local track star, bike messenger and Olympic silver medalist Nelson Vails who got his start with the Toga team.

Toga Bike Shop reflects these years of racing experience. High-tech framesets line their long ceiling. Toga has one of the most complete selections of high-end accessories and clothing in NYC. Store personnel are knowledgeable and experienced, as you would expect in an established pro shop.

But, as owner Len Preheim points out, racing heritage doesn't have to mean snobbism. The public can benefit from the professionalism of a serious competitive program. The same hands that true the Olym-
May-June Bike Rides

Rides sponsored by Appalachian Mountain Club (AMC) and American Youth Hostels (AYH) are graded, A (hardest) - D (easiest), and are free of charge except where noted. For more information on AYH rides, call 212-431-7100. Hungry Pedaler (HP) rides are $12 ($20 for two); T.A. members get a free tour after 3 trips. For complete HP catalogue, call 212-595-5542 or 212-222-2243, or write Hungry Pedalers Gourmet Bicycle Tours Inc., 771 West End Ave, Apt 12-J, NYC 10025.

AYH Sun May 1 12th Annual 5-Boro Bike Tour (C) 35 mi. Join thousands for the largest cycling event in the U.S. Preregistration w/AYH (212-431-7100) advisable.

HP Sat May 7 Brooklyn-Queens Express-o Williamsburg, Bushwick, Ridgewood, Sunnyside, L.I.C. with Food Italian and German. plus picnic in Forest Park (30 mi.). 8:45 AM.


AYH Sat May 7 Picnic at Hyatt Beach (C) 40 miles. Visit parkland and bike paths on the other side of the Hudson. Bring or buy lunch. Meet 9 AM. 176th St & Fort Washington Ave (behind GMB Bus Terminal in Manhattan). AMC Sun May 8 Rockland County (B) 45 mi. Meet 9:30 west end GMB. Bring or buy lunch. Alice Pueschner, 201-567-7245.


AYH Sat May 14 Dutch Treat (D) 35 miles. Ride the quiet roads of Nassau County to the Old Westbury Gardens. Easy terrain. Bring picnic lunch, water, lock. $6 for admission. Meet 9:30 AM, Cunningham Park parking lot (Union Tpk & 198th St, Queens).

AYH Sun May 15 Union City: Cuban Town (C) 35 miles. Over GMB and down the W side of the Hudson. Bring/buy lunch and return via PATH. Meet 9 AM. 59th St & 5th Ave, Manhattan.

AYH Sun May 15 5 Bridges to Hoboken (C) 30 mi. 5 islands too. Meet 10:30 AM at 15th St/6th Av bike shop. Joy Watt. 212-255-7619.

AYH Sun May 15 The Ducks of Demarest (C) Pleasant ride through Bergen County. Meet 10 AM Maxwell's Plum. 1st Ave 864th St, NW corner. The Schaechters. 212-750-5736.

AYH Sun May 15 Union City: Cuban Town (C) 35 miles. Over the GMB and down the W side of the Hudson. Bring or buy lunch. Return via PATH. Meet 9 AM, 59 St & 5th Ave, Manhattan.

AYH Sun May 15 Bike the Greenway (I) 22 miles. steady but not desperate pace through Queens half of proposed Bklyn-Queens Greenway. Meet 9:30 AM Fort Totten, ends 7:30 PM. John Gallagher 718-499-9779.


AYH Sun May 22 Bergen Co. NW (B) 55 brisk miles. Bring or buy lunch. Meet 9:30 AM Bdwy & 168th St. Chas. Morris. 212-477-3281.

AYH Sun May 22 Queens Shore (C) Begin tramway Plaza (59th & 2nd) 12:45 PM. Finish near sunset, no bring lights. Rain cancels. Hal Kaplan, 718-478-0383. 9-11 PM.

AYH Sun May 22 Tibbetts Brook Park (D) 30 miles. Easy ride to Tibbetts Brook Park in Yonkers. Bring or buy lunch, + lock. Meet 10 AM 59th St & 5th Ave, Manhattan.

Sun May 22 Bike the Greenway (II) 20 miles. steady pace through Bklyn half of Bklyn-Queens Greenway. Meet 10:00 AM corner of Bwy & Eastern Pkwy Ext. ends 7:30 PM. John Gallagher 718-499-9779.

AYH Sun May 22 Kosher Special Noah in four Jewish sections of Brooklyn. tour the Narrows and Prospect Park (40 mi.). 8:15 AM.

AYH Sat Jun 4 Tour de Bronx Italian and Irish food in Fort Schuyler. Throggs Neck, Woodlawn and Bainbridge (35 mi.). 8:45 AM.

Sun Jun 5 Queens Wild Food Bike Tour Collect wild vegetables, herbs and mushrooms in various Queens parks w/ NYC Parks Dept. naturalist "Wildman" Steve Brill. Begin 11:45 AM in Kew Gardens. 15-20 min. Attendance limited to 20. Reservations required. 718-292-6825.

AYH Sun Jun 5 Central Westchester (C) 40 miles. Lunch scenery along Bronx River Pkwy (bikes only on Sunday!), and onwards to Kensico Reservoir. Bring/buy lunch and lock. Tired riders return via Metro-North RR (permit required). Meet 9 AM Woodlawn Stn (last stopIRT #4). Jerome & Bainbridge Aves.

AYH Sun Jun 5 Bklyn Residential Tour (C) 35 miles. Moderately paced ride through quiet neighborhoods of Brooklyn. Bring/buy lunch, water bottle, lock. Meet 9 AM, Manhattan City Hall or 9:30 AM, Tillary St & Cadman Plaza West, Bklyn (in front of General PO)


AYH Sun Jun 12 muscoot Park Round Trip (B) 70 miles. Discover rural life and the importance of farming right here in Westchester County. Ride along the reservoir and the North County Bike Trail. Bring/buy lunch and lock. Bring Metro-North bike permit for optional train return. Meet 8 AM. Woodlawn Stn (last stopIRT #4). across from Woodlawn Cemetery.

AYH Sat Jun 18 White Plains to Bedford (B) 56 mi. Challenging loop through Westchester County. Meet White Plains Sta. 9:25 AM. 8:40 train from Grand Central. Darille Rayner, 914-241-2240. 7-10 PM.


AYH Tue Jun 21 Long Evening's Ride around Lower Manhattan (D) 5 mi. Meet 5:45 PM 20th St & 1st Ave. Mary Jo Carvill, 212-260-3576.


Koch pledges support

(continued from page 1)

While Ward and other officials warned that a new surge in accidents might revive the ban, they also stated that this appeared unlikely.

Komanoff, McCormick and Herz presented the Mayor with a 10-point program, including firm contacts for cyclists within the Mayor's Office and the Police Dept., a beefed-up bicycle staff within the Dept. of Transportation, and action on public education, balanced enforcement, building access, and street and bridge conditions. Although few specifics were discussed with the Mayor, his aides responded favorably and arranged to meet with the three cyclists to review the proposals. While Koch voiced disappointment at the trio's refusal to back his messenger licensing bill (Intro 951), he did not appear to view it as a bar to cooperation by his administration.

To the many cyclists who demonstrated, wrote to public officials, contributed membership dues and more to T.A.'s legal fund, and worked to improve the image of cycling -- don't stop now. Pressure from cyclists defeated the ban, and continued pressure is needed to win government support. Thank your Council Member and Borough President -- the Mayor too. Keep registering suggestions and complaints to the Police, DOT, and the Mayor's Office (with copies to T.A.) -- see phone numbers on back page. If enough of us show we care, a City where bicycling is available to all is within reach.

THANKS!

Among the many people who helped defeat the bike ban, these deserve special mention:

Veteran bicycle activist Roger Herz tirelessly and successfully lobbied public officials and civic groups.

Attorney Elizabeth St. Clair provided legal expertise and moral support.

Natural Resources Defense Council loaned T.A. a legal intern, helping keep costs down.

Air pollution expert Brian Ketcham computed the alarming consequences of bicycle messengers converting to mopeds, then generously waived his well-earned fees.

City Council Majority Leader Peter Vallone criticized the ban and guided the unanimous no-ban resolution through the Council.

Thanks also to Fuji America Bicycle Co. for distributing City Cyclist to over 50 NYC bike stores, and Day One Messengers for free service when we really needed it.
Benfatti
(continued from page 7)

ment involved, so they can begin to under-
stand what is going on in the minds of
bicyclists. And I'm attempting to convince
city officials involved in bicycle policy
making to ride bikes. This has been my bone
of contention for years -- policy is being
made by people who may ride, but certainly
don't use a bike like a
real cyclist, and
certainly not commer-
cially.

Bicycling has to
be brought out of its
childhood and into
adulthood. For years
the bicycle has been
looked at as a toy,
something you give to
a child at Christmas.
You can experience a
lot of joy in that,
but a lot of people are
realizing the viabil-
ity of the bicycle as a serious
mode of transporta-
tion. We're no longer
adults playing with
toys; we're adults
riding real vehicles,
and we have to be
looked at that way.

Our man
at DOT:
John
Benfatti

Photo: Mark Babushkin

ACTION LINES
Transportation Alternatives

BROOKLYN BRIDGE: Dave Lutz 212 563 2221
GEO. WASHINGTON BRIDGE: Doug Goodman 212 674 3725
QUEENSBORO BRIDGE: Mary Ellen Schroock 718 545 6968
PARKS: William Ellis 718 273 8105
POLICE: Mark Geraghty 212 986 7728
BIKE PARKING: Gail Boorstein 212 749 7026
BIKES & TRANSIT: Harris Ober 212 864 8156
MAPS: Harris Ober 718 784 0055
TRAFFIC & TRANSPORTATION: Carl Hultberg 212 473 4027
EDUCATION/SAFETY: Errol Toran 212 481 0057
ENVIRONMENT: Stanley Sharman 212 243 4039
MEMBERSHIP: Lou Avitabile 212 654 0388
PHONE TREE: Dave Lutz 212 563 2221
PHONE MESSAGES: Angelo Ariamboro 212 757 3164
COMPUTER/MAILING LISTS: Ed Ravin 212 601 4012
GRANTS/FUND-RAISING: Rachelle Leon 718 797 1653
NEWSLETTER (City Cyclist): Charlie Ramanoff 212 336 9767

NYC BICYCLE CO-ORD (DoT): John Benfatti 212 566 2271
NYC TRANSPORTATION DEPT.: Comm. Rose Sandler 212 566 8385
NYC POLICE DEPT.: Chief Thomas Ryan 212 374 6710
QUEENSBOBO BR. SHUTTLE: Edward Luczenski 212 262 4337
BKL VN BR. POLICE (Bklyn): Capt. Woods (84 PCT) 718 875 6811
BKL VN BR. POLICE (Manh.): Capt. Frey (5th PCT) 212 334 0711
SEWER GRATE COMPLAINTS: DEF Comm. Schults 212 629 8200
TAXI COMPLAINTS: (Ask for Ext. 301) 212 869 4110
CENTRAL PARK ADMIN.: Elizabeth B. Rogers 212 350 8236
PROSPECT PARK ADMIN.: Tupper Thomas 718 965 8951
FLOSHING MEADOW PK ADMIN.: Arne Abramowitz 718 507 3123
MAYOR'S ADVOCATE: Bill Feldman 609 292 7200
PORT AUTHORITY (GW Br.): Ernesto Butcher 212 466 8850
RIVER ROAD (NJ Fallsides): Nash Castoro 914 786 2701

Learn Bike Repair

NYC bike repair courses continue this spring, under
the auspices of American Youth Hostel (AYH) and the YMCA. All
classes are at AYH (75 Spring St.) except where noted. Cost
is $19 for members of AYH or W. Side YMCA, $24 for others.

Introduction to Bike Repair teaches flats, brakes and
derailliers in two 2-hour sessions, Thursdays, 6:30-8:30
PM, choice of May 16/23, Jun 6/13, Jun 20/27.

Also given at West Side YMCA, 5 West 63 St., Mondays,
6:30-8:30 PM, choice of May 20/27, Jun 6/13, Jun 20/27.

Advanced Bike Repair overhauls a demo bike with hub
work, chain care, wheel truing. Two 2-hour sessions, Thurs-
days, 6:30-8:30 PM, May 16/23, Jun 6/13.

Workshop: Repair Your Own Bike 5-hour Sat. advanced
session. Bring tools. 10 AM-3 PM, choice of May 21, Jul 9.

Transportation Alternatives
Post Office Box 2087
New York, NY 10009
212/866-7489

3-3 exp.06/89
EDWARD RAVIN
3847 ORLOFF AVE
BRONX, NY 10463

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