

Next scheduled issue:
Saturday, August 25

The Main Street **WIRE**

Roosevelt Island's Community Newspaper

in association with **Website NYC10044** www.nyc10044.com



Website NYC10044 www.nyc10044.com
Residents packed Chapel of the Good Shepherd Wednesday night, most staying over an hour in sweltering heat. By mid-meeting, over 250 had shown up to hear plans for Residents Association opposition to elimination of the Tramway's 10:00 p.m. shift.

Residents Plan Full-Court Press Opposing Tramway Cutback

Roosevelt Island residents filled the Chapel of the Good Shepherd to capacity Wednesday night in a Residents Association (RIRA) Town Meeting called to organize response to a proposal to cut off Tram service at 10:00 p.m.

Both RIRA President Matthew Katz and City Council Member Gifford Miller were applauded repeatedly as they decried the Roosevelt Island Operating Corporation's plan to consider the cutback at its September 13 meeting. Miller criticized Governor

George Pataki roundly for his failure to provide for the Island's capital needs in the State budget, and called the RIOC staff and Board inept for their failure "to understand what the Tram means to the Island."

Katz drew extended applause when he set out the purpose of the meeting: "We need to send a massive protest to RIOC that says, 'No! This isn't your Tram. It's ours, and it is an essential service to this Island.' It's RIOC's job to find the resources to keep that Tram open." On July 12, the RIOC Board heard figures detailing a \$645,000 annual loss for the Tram service, and suggesting that deletion of the 10:00 p.m. shift would erase most of that deficit. That prompted a discussion of a reduction of service and a request for resident comments.

[A full transcript of the Town Meeting is available on *Website NYC10044* at www.nyc10044.com; a major portion of it is printed on pages 7-10 of this issue of *The WIRE*.]

Katz urged the 200-plus residents at the meeting to circulate petitions among their neighbors, send e-mails and letters to RIOC, and to be prepared to protest further if necessary.

"This is a no-brainer. Why does this question continue to come up over and over again? We should not be discussing this," Katz said. "It should never have seen the light of day."

Miller backed up that line of argument when he took the microphone. "I'm shocked that they would even consider this again," he said, calling the proposal "unconscionable," "stupid," and "illegal."

"The problem here is that RIOC doesn't really understand what the Tram means to this Island," Miller said. "It's more than just a transportation link. It is a critical way for the senior part and the disabled part of this community to get to and from Manhattan. But it's more than that. It's part of the Island's character. It's part of the Island's soul. And to say that the Tram's negotiable, that we're going to cut it

back, that we're going to start eliminating hours, is to say to the Island that we're going to destroy you."

Miller faulted the RIOC Board's reasoning in raising the question of a cutback: "What transit link in the world makes money? Not one of them does. No one says the Staten Island Ferry isn't making money. It's free! No one says that the subway should make money... No one says the buses should make money, and they sure don't make money in the middle of the night. But we run them anyway because they are part of the lifeline of this City."

"It's an outrage," Miller shouted. "It's an absolute outrage." Referring to Pataki administration claims that Roosevelt Island is financially self-sufficient, he said, "It starts from the fact that there's this crisis of funding that *they* created. There's no capital budget. Why? Because they say there's no capital budget. *And then* they say, 'We have no capital budget, we need to make more money on the Tram.'" Miller pointed out that Assembly-member Pete Grannis, who represents Roosevelt Island, has repeatedly asked RIOC administrators for a list of the Island's capital needs, but none has been provided. Grannis's representative at the meeting, Tony Morenzi, said, "Jerry Blue [former RIOC President] had the best answer [to our request for a list of capital needs]. He said it was all in his head."

Members of the RIRA Common Council collected signatures during the evening, and provided blank petition forms for residents to circulate, as Katz put it, "wherever Islanders congregate."

Miller also responded to a call by RIOC Board member Leo Kayser for RIOC to consider placing "shrink-wrap" advertising on the Tram cabins in violation of its Tramway operating franchise, granted by the City on terms set by City Council. Miller told assembled residents that RIOC has never been allowed to advertise on

See **Cutback**, page 12

Tram Has New Contractor; Will Shut Down in November for Three Weeks

by Robert Laux-Bachand

Twenty-five years after service began on the Roosevelt Island Tramway, the successor to the company that built the Tram has returned to run the system.

American Tramways Inc. of Watertown, N.Y., a unit of the Doppelmayr group of Austria, took over the Tram this week. Until 1996, American Tramways was part of Von Roll, a large industrial corporation based in Zurich, Switzerland, which constructed the Tramway. Red Blomer, the president of American Tramways, who first worked on the Island in 1987, said, "It's a Von Roll machine, what can I say? It'll run forever. They were just lucky 25 years ago that they bought the best."

American Tramways was one of four companies that submitted bids to operate the Tram after the previous operator, Inte-Fac Corp., a local company, terminated its month-to-month agreement with the Roosevelt Island Operating Corp. in April in an effort to increase the revenue associated with its cost-plus contract. Inte-Fac had managed the Tram since April 1991.

RIOC moved quickly to find an operator after persuading Inte-Fac to extend its agreement until the end of July. On July 12, RIOC's Board of Directors voted to award American Tramways a five-year contract, with a five-year renewal option.

Its bid, \$1.9 million for the first year, was slightly less than the offers from two other bidders, Rope-way Engineering and Inte-Fac, but nearly \$200,000 more than the low bidder, American Ropeway.

Patrick Siconolfi, RIOC's chief financial officer, said the bid covers wages, benefits, management and engineering services, but not the costs of major repairs, power, insurance and other expenses, which are RIOC's responsibility.

Siconolfi said: "American Tramways appeared to the selection committee to be the most experi-

enced by far. Safety was the primary concern for the selection committee, price was secondary." Siconolfi, Robert Antonek, RIOC's Vice President, and two members of RIOC's professional staff, Vincent Kopicki, Director of Engineering, and Kenneth Leitner, General Counsel, were on the selection committee.

Blomer said that Doppelmayr, which bought the aerial transportation segment of Von Roll's business in 1996, has been building 100 systems a year. It is a private, family-owned company, founded in Wolfurt, Austria, in 1892. It employs about 1,100 people and has production and sales offices in

Doppelmayr's interest to include operations and maintenance, and not simply construction.

Blomer said the company decided to get involved after he met in New York with Michael Doppelmayr, the Managing Partner. Doppelmayr, he said, gave him the green light to pursue the Roosevelt Island contract. American Tramways, which provides engineering, parts and other services for all of North America, had previously been involved in shorter-lived management ventures involving Doppelmayr systems at a ski resort in Idaho, and in Las Vegas, where the company's "Cable Liner" links several casinos.

The Roosevelt Island venture appears to fit in with the parent company's expressed desire to diversify beyond the alpine-skiing business, which is subject to many variables, including the weather and the popularity of the sport.

Blomer said the Roosevelt Island Tramway is in good condition and that the maintenance crew here has been doing an efficient job in keeping the Tram running 365 days a year. American Tramways, working with Von Roll and Doppelmayr over the years, has been involved in maintenance projects on the Island system since 1981, he said, doing inspections, changing ropes, upgrading the brakes and installing new bearings, for example.

Both Blomer and Siconolfi said, however, that major work needs to be done, to replace the 38-ton haul rope and rebuild the carriage assemblies that connect the cabins to the ropes. Siconolfi put the cost of that work at about \$300,000 and said the haul rope would have to be imported from Europe.

"It runs every day, which means it wears out every day, so you need to do a little maintenance every day," Blomer said. "Every once in a while you need to change the tires on the car." He said the haul rope

See **Shutdown**, page 5



Eastwood Rent Hike: 5.3%

by Robert Laux-Bachand

The State Division of Housing and Community Renewal has raised the rent for Eastwood, the largest rent-regulated apartment complex on Roosevelt Island.

A spokesman for the Division said Thursday that the increase was \$20.53 per room, amounting to an average increase of 5.3 percent. The increase takes effect in September.

Renters in the 1,003 apartments received their notices on Wednesday, two months after a June 1 rent-determination hearing at DHCR headquarters in downtown Manhattan that was devoted largely to the tenant leaders' insistence that the agency disallow a 27 percent increase in the owner's payment for services by the Island's Public Safety Department. Eastwood's share of the public safety budget went up this year by more than \$100,000, to \$485,981.

The leaders of the Eastwood Building Committee, Ron and Fay Vass and Harry De Vine, were pressing for a change in policy to redirect the department's emphasis from street patrols to the interior corridors of Eastwood, where tenants have complained of drug dealing and boisterous behavior. The complex, which occupies much of the east side of Main Street, has multiple entrances but is connected on several floors, and tenants of these thoroughfares, so to speak, have made many complaints to the Public Safety Department of the Roosevelt Island Operating Corporation.

See **Eastwood**, page 5

Tram Letters

To RIOC Management:

The notion of ending late-night Tram service is, at best, foolish and misguided. At worst, it will be disastrous for residents of the Island. Surely this is a bad joke.

The fact that we have the greatest concentration of disabled and wheelchair-dependent folks I have seen anywhere, for whom the subway is difficult if not impossible to manage, should have ruled this idiotic notion off the table as soon as it was suggested.

My wife frequently works late at the United Nations and will not take the subway home alone, from one fairly unused station to another, after about 10:00 p.m. She is not alone in this.

We frequently dine out off the Island and regularly attend theater, concerts, movies and the like off the Island – there being practically nothing to do here. The subway is extremely unappealing late at night.

Taxis are not always available when needed, and are too expensive to become the normal means of night transport.

Without the Tram we never would have considered moving here. If the insane plan to reduce service is implemented we will have to move off.

I suggest that you sharpen your pencils and find some other way to save a few dollars.

Robert Harris
Public Policy Consultant

To the RIOC Board:

A decision to cancel the third shift of the RI Tram will tremendously and negatively affect our welfare and safety. You are kindly requested to do whatever you can to avoid it. Thank you.

Maen Nsour

Robert H. Ryan, President
RIOC
591 Main Street
Roosevelt Island, NY 10044

Dear Mr. Ryan:

It is my understanding that RIOC has solicited community response to a proposed closure of the Roosevelt Island Tram's third shift.

I am writing to voice my unequivocal and vehement opposition to any such closure. To my mind, the fact that RIOC would even consider such a move is an outrage and an example of poor planning on RIOC's part. The Tram is more than just a transportation link to the Island; it is a part of the Island's soul. It is both a cause of and an expression of Roosevelt Island's unique and special character. At a time when it is seeking to develop Southtown and continue investment in the Island, RIOC is sending a terrible message by placing the Tram under siege.

Many residents of Roosevelt Is-

land have physical disabilities that make riding the subway to and from the Island impossible. Other residents, particularly seniors, do not feel safe riding the subway at night and simply rely on the convenience of the Tram during the evening and late-night hours. Additionally, hospital employees depend on the Tram during those hours. The transportation needs of these people must be met and to impose a "curfew" is unacceptable.

For many people who live or work on Roosevelt Island the Tram is the easiest, safest, and most reliable means of transportation. For others it is their only means of transportation. I urge you not to take any further steps to close the Tram's third shift and I assure you that I will work closely with residents through every avenue available to ensure that no such closure occurs.

A. Gifford Miller
Member of City Council

To the Editor:

The latest issue with the proposed Tram cutbacks are yet another reason I have decided to leave Roosevelt Island. Here are some others.

- Manhattan Park increased my rent about 50% in two years. They are asking many new tenants for three months security now.
- Crime has increased.
- Subway service is deplorable.
- The prices and service at Gristede's are beyond horrible. They routinely keep merchandise that expired over one year ago on their shelves.

For the money, there are better places to live.

Name Withheld

Dear Mr. Ryan:

I find the proposal to shut down the Roosevelt Island Tram at 10:00 p.m. unacceptable, in substance, in the way it was proposed, and in timing.

The substantive issue is that people need the Tram after 10:00. Despite falling crime rates, the subway is not safe. My own daughter was faced by a man with a gun on the Q train late one night. She talked her way out of a terrifying situation – but it might easily have gone the other way.

The elderly, late-night workers in the midtown area, and anyone who finds the 63rd Street station an uncomfortable place to be late at See **Tram Letters**, page 4

More Tram letters on pages 4 and 6, and on Website NYC10044 www.nyc10044.com. Letters on other topics, page 9.

Fredonia, New York, July 15, 2001

Today this Chautauqua County town celebrates the 100th anniversary of the founding of its Volunteer Fire Department with a parade, fireworks, and a kind of festival. The Cub Scouts are selling hot dogs, there's a clown attracting the kids, and the Sheffield Steel Band is performing in the bandshell in Barker Common.

It's a bit like our Roosevelt Island Day.

Fredonia, which is rich in textures dating back to Revolutionary times, has no more history than Roosevelt Island, which is similarly blessed.

But Fredonia is better than Roosevelt Island at treasuring and celebrating its history. The Women's Christian Temperance Union was founded here, and Fredonia was the home of the first Grange.

Natural gas was first drilled here, and that site, like the others, is marked with a bronze plaque. Like Roosevelt Island, Fredonia is a town of fewer than 10,000 people.

Roosevelt Island is in its third generation of natives, it's second, as it were, of native-born. But in Fredonia's Forest Hill Cemetery, there is a Cushing who fought in the Civil War and there is Luther Gates, who was a drummer boy in the Revolutionary War. And atop one of Main Street's buildings is a three-dimensional tin sign my Grandpa Hartlieb fashioned for the Mastor Brothers shop.

Generations have grown up here, early ones attending the Normal School and later ones the State University of New York at Fredonia that transformed the Normal School into a first-class institution of higher learning.

This is small-town America, and the excitement over the Fire Department's Centennial has brought out shiny fire trucks from across the region. Volunteer

Fire Departments have always been a major focus of male bonding out this way.

There is another way Fredonia differs from Roosevelt Island.

Fredonia's Town Council meets once a month, and over the years its particular form of democracy has added a "bull session" that precedes any Council meeting by a few days. Informally, things are talked through. After a few days of rumination and off-line discussion, there's a formal session at which decisions are made – or not.

Everybody's life is touched by the actions of the Council, and there are few who haven't brought something before the body, or followed its proceedings.

These are the grass roots.

It is in a town like Fredonia that Roosevelt Island's peculiar circumstance becomes apparent – a town without democracy in one of the Great Democracy's founding colonies. We have the trappings – the Residents Association Common Council – but the people and RIRA Council hold none of the power, which here is exercised instead by appointees of the Governor.

In Fredonia, that idea of a local government is as foreign as Saddam Hussein or Joe Stalin, and any attempt to deny residents the power of the ballot box in election of key decision-makers might well bring out



a local militia, which would no doubt gather at the local Fire Department building and march in anger to the Village Hall and Opera House, where Council meetings are held, ready to punish the arrogance of government that ignores the will of the governed.

But then the people of Fredonia have some 225 years of American democracy behind them. And Roosevelt Island has yet to see its first.

DL



Letters deadline for Aug. 25 issue: Aug. 20

COMING UP

Compiled by *WIRE* staff – Fax information to 755-2540
e-mail MainStreetWIRE@rcn.com
or click on the e-mail link at www.nyc10044.com

Thur., Aug. 9, 7:30 p.m., **Roosevelt Island Greens** meeting, Island House Community Room. All welcome. Information: **838-8029**.

Sun., Aug. 12, 2-5 p.m., **The Healing Impact of Color, Music, and Sound**, with Roosevelt Island's Roy Eaton, concert pianist. Unity Center, 213 West 58th Street. Registration, \$25.

Tue., Aug. 21, 6:30 p.m., **Book Discussion Group**, *Behind the Scenes at the Museum* by Kate Atkinson, Library. Advance registration required (limit of 20 participants); book available at Library.

Sat., August 25, next issue of **The Main Street WIRE**. **Deadlines:** Advertising in the paper, Fri., Aug. 17; decision on stuffers for *The Bag*, Mon., Aug. 20; materials due Thur., Aug. 23. **Future issues:** Sept. 8, Sept. 22, Oct 6, Oct. 20, Nov. 3, Nov. 17, Dec. 1, Dec. 15, then every two weeks starting early in January, 2002. **Phone/fax** for news, **826-9055/755-2540**; phone/fax for advertising inquiries, **751-8214/755-2540**; to list your organization's Island events here (no charge), fax information to **755-2540**, or e-mail MainStreetWIRE@rcn.com.

Tue., Sept. 11, 6:30 p.m., **Discussion and Book Signing**, *Another Time, Another Place*, with authors Gerald Chatanow and Bernard Schwartz, Library. (Book available at the stationery store.)

There is no charge to list Island events here. E-mail information to MainStreetWire@rcn.com, fax to 755-2540, or leave copy at desk at 531 Main Street, addressed to *The WIRE*.

Thur., Sept. 13, 6:00 p.m., **RIOC Board of Directors meeting**, Chapel of the Good Shepherd.

Tue., Sept. 25, 6:30 p.m., **Book Discussion**, *The Fisher King* by Paule Marshall, Library. Advance registration required.

Oct. 8-14, week-long celebration of **New York History Festival** and **Roosevelt Island Historical Association's 25th Anniversary**. Events to be announced.

Thur., Oct. 11, 9:30 a.m., **RIOC Board of Directors meeting**, Chapel of the Good Shepherd. (Executive session normally starts at 9:30, followed by open meeting, starting 10:30 or 11:00.)

Sun., Oct. 14, 4:00 p.m., **Organ Fund-Raiser**, jointly held by the Church of the Good Shepherd and St. Frances Cabrini Parish to support installation of the new organ in the Chapel, Manhattan Park Theater Club.

Tue., Oct. 16, 6:30 p.m., **Book Discussion**, *The Poisonwood Bible* by Barbara Kingsolver, Library. Advance registration required.

Thur., Nov. 8, 6:00 p.m., **RIOC Board of Directors meeting**, Chapel of the Good Shepherd.

Tue., Nov. 20, 6:30 p.m., **Book Discussion**, *Kindred* by Octavia Butler, Library. Advance registration required.

Senior Center

Tuesday

1:30, **Games** (RISA)

Thursday

10:30, **VNS Blood Pressure**

Screening (dates to be announced)

7:00, **Dance Class**

Friday

10:00, **Yoga Stretch**

7:30, **Lotto** (RISA)

Saturday

7:30, **Bingo**

Special Events

Mon., Aug. 6, 10:00, *Sex Topics* with Dr. Jerry Arelliano.

Mon., Aug. 6, 11:00, *Blood Pressure Screening*

Mon., Aug. 6, 11:30, Shopping trip to Queens Stop&Shop

Mon., Aug. 13, 11:00-12:30, *MetroCard Bus*

Mon., Aug. 13, 11:30,

South Street Seaport Trip

Wed., Aug. 15, *Atlantic City Trip*

Thur., Aug. 16, 10:30, *Nutrition Lecture – Cold Beverages*

Thur., Aug. 23, 9:30, *Farmer's Market Trip*

Mon., Aug. 27, 9:00, *Citizenship*

Mon., Aug. 27, 10-12, *English as a Second Language*

Wed., Aug. 29, 9:15, *Stay-Well Stretch*

Wed., Aug. 29, 10-12, *English as a Second Language*

Home-delivered meals available: 744-5022, ext. 1203

The **WIRE**

Published by **The Main Street WIRE**
©2001 Unisource2000™ Inc.
531 Main St. #413, NYC10044

News (212) **826-9055**
Urgent news **1-917-353-1647**
Advertising (212) **751-8214**
Circulation (212) **935-7534**
Fax (212) **755-2540**
e-mail MainStreetWIRE@rcn.com
in association with **Website NYC10044**
www.nyc10044.com

Managing Editor – Dick Lutz
Chief Feature Writer – Anusha Shrivastava
Reporters – Francine Lange, Robert Laux-Bachand
Ombudsman – Armand Schwab – **838-3184**
Chief Proofreader – Kay Thompson
Proofreaders – Linda Heimer, Frances Salten
Chief Photographer – Margery Rubin
Photographers – Vicki Feinmel, Douglas P. Cleary
Advertising Manager – Ellen Levy
Circulation Managers – George Rubin, Sherie Helstien
Founding Publisher – Jack Resnick
Editor Emeritus – Jim Bowser

Judi Arond, Rafael Asenjo, Sonia Asenjo, David Bauer, Judy Berdy, Steve Bessenof, Virginia Boykin, Mary Camper-Titsingh, Melanie Castine, Lynn Chambers, Viviane Codderrrens, Malcolm Cohen, Shirley Cruz, Harold Davis, Valerie Davis, Morty Dinerstein, Rebecca Dougherty, Mary Fitzgerald, Sarita Fonseca, Teresa Hasing, John Hennessey, Peter Kaplan, Mickey Karpeles-Bauer, Matthew Katz, Steve Kaufman, Ruth Limmer, Toa Lin, Curtis Lowery, Hazel Lynch, Clarissa McCraley, Mike McEvoy, Morgan McEvoy, Merle McLean, Dorene McQueen, Terry Moses, Bruce Munsch, Louise Munsch, Sandra Narine, Juan Nieves, Nancy Olivera, Gabrielle Parnes, Elizabeth Powell, Gladys Rasheed, Paul Russo, Ron Schuppert, Bernie Schwartz, Beryl Seaforth, Marilyn Sherman, Harry Small, Stuart Solway, Joyce Speziale, Pearl Thomas, David Tsireskin, Elena Vrinceanu, Rece Walford, Maggie Warner, Jim Whalen, Dolores Williams, Robin Williams, Nina Winteringham, Rose Woods – and members of the Island Girls Project

Y'know, it's amazing. We have a Town Meeting at which possibly the next mayor of the City of New York addresses the community, and 50 people show up. But, if a potential threat to the Tram is on the line – not an actual threat, you understand, just a potential threat – there's a standing-room-only crowd at the Chapel of the Good Shepherd.

I'm writing this column on Wednesday evening, after the Town Meeting. The Chapel was a balmy 100° and I've sweated off another five pounds, so it's been an especially successful event. I spoke from my heart and so did Councilman Gifford Miller and all the community leaders who added their input to the proceedings. We were angry, we were forceful and we were focused, but there was one speaker who stopped us all in our tracks.

In a quiet voice, a wheelchair-bound woman with white hair, Joann Spector, told a horror story of being denied access to the Q102 bus because the wheelchair lift didn't work. Over three and a half hours, she wheelchaired back to the Island from Queens Plaza. She made the moral argument better than any speaker did during the evening that government *must* provide transportation that is disabled-compliant.

The media coverage has been gratifying. CBS News covered the event, and the report at 11:00 was over three minutes (an eon in local news coverage) of even-handed (but resident-intensive) reporting. By now, we've all read the Tram article in Thursday's *New York Daily News*. I wish the interview I gave had been included to counter President Ryan's remarks. How do you run an article on the possible curtailing of Tram hours without ever mentioning our RIRA Town Meeting or the impact on our senior and disabled communities? *The News* did. Fox Five will interview me Friday morning for *Good Day New York*, and I hope we can redress the misinformation that *The New York Daily News* was willing to accept as fact.

You old-timers: Do you remember the uproar when the same issue came up under Jerome Blue? You older-timers: do you remember the exact same tempest when Jean Lerman was RIOC President? Why must we reinvent the wheel every time a new Governor is elected in New York State or a new president is appointed to head RIOC? Does anyone read the files there? The truth of the matter is that there is no institutional memory at RIOC, and every issue they face is as if it were for the first time. God help us.

The RIRA Column

We now have until August 18 (really August 15) to collect every letter and every petition signature from every conceivable Tram rider on Roosevelt Island. When I say "we" I mean you, me, the Common Council and every RIRA member, which includes every Roosevelt Island resident. This task will be daunting if you leave it for someone else to do. Whether you ride the Tram or not, you are part of a community of Tram riders and people in communities look out for each other. Take part, take responsibility and take charge!

Sherie's and my second cousin is visiting us from Salt Lake City, Utah. Justin Helstien is 14 (going on 15) and he was out at the Tram this afternoon collecting signatures. He sat in our sweltering Chapel for 90 minutes helping out. If a stranger can sacrifice time out from his first visit to New York City, can we expect any less from our neighbors and friends?

Once upon a time, when Tram hours were threatened, we called upon Al Weinstein, that tireless defender of the Tram. And Al, in his polite, courtly way, and using his formal, well-turned phrases, always prevailed. Al is no longer with us, and we've honored his memory with a tree and a plaque on the green in front of the Roosevelt Island Tram plaza. The onus is on us, all of us, to make sure that Al Weinstein's

memory is served well by defending the Tram he loved so much. And we owe it to all current and future riders of the Tram to preserve their freedom of motion in the greatest city in the world, the City that never sleeps. Yes, the Tram battle is part of a larger war as to what the State owes this Island and who should be running it. But this is the fight at hand, and if it



Matthew Katz
Residents Association President

keeps resurrecting itself like some Stephen King monster, then we must keep killing it until the issue is truly dead.

Do the petition drive and attend the evening RIOC Board meeting on September 13 when the vote to end the third Tram shift may be taken. You won't be allowed to speak, but if the Chapel is full of Islanders holding signs and banners in mute testimony to the depth of our concern, I know that the RIOC Board of Directors will get the message.

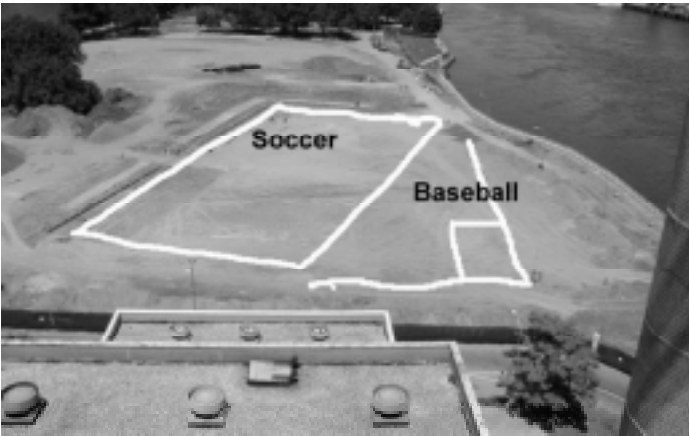
If not us, who?



Progress on Soccer/Baseball Field

Southtown work has focused on the new soccer/baseball field just north of the Tram station and Power Plant, while litigants in the cases before the Appellate Division of the State Supreme Court await results of an appeal of cases challenging the Southtown plan.

(Photo and diagram by Larry Parnes)



Tram Letters

continued from page 2

night, all use the Tram. The people who will live in Southtown and work at Cornell Medical Center/New York Hospital will certainly use it at all hours. It is a service and should be treated as such.

Second, why deal with the Tram in isolation, still less focus on one narrow proposal? There are many proposals for rationalizing the service. First among them is asking the MTA to take it over. The Tram is part of New York City’s transport system, and should be treated as such. Does the City keep profit and loss accounts for individual subway or bus routes? Advantages abound – if the MetroCard were available on the Tram, for example, more people would use it. In the meantime, let’s discuss the Tram’s cost-effectiveness as a whole, not just one take-it-or-leave-it idea.

Thirdly, rolling a proposal like this out for discussion in the middle of the holiday season is a cheap ploy, and will not increase residents’ respect for RIOC or belief in its good faith. We need management, not manipulation.

Alex Marshall

To the RIOC Board:

The Tram should remain open in the evening, late enough for people who have been to a movie, play, etc., with dinner after. If you closed the Tram at 1:00 or 1:30 a.m., it might be reasonable, but residents need to have the option of going to Second or Third Avenue for a movie, or having dinner out – without having to take a cab home. And taking the subway after an expensive evening out is an unpleasant option.

You say the problem is low ridership. Residents would love to take the Tram more. And tourists should be flocking to use it. So what’s the problem?

RIOC has to take two steps. 1) Get the Tram on the MetroCard and 2) Make the Tram a tourist attraction.

I’ve heard your reasons for not adopting the Card. You need to develop a marketing strategy that will include both of the steps above. The Tram should be a major symbol of the City, as the cable cars are to San Francisco. I wouldn’t dream of spending a day in San Francisco without a cable-car ride. And, by the way, cable-car rides are included on the San Francisco monthly pass, along with the Bay Area Rapid Transit (BART) and buses. (The only extra charge is for going to the East Bay by BART.)

The point is: San Francisco must subsidize the cable cars. Why can’t we work out a deal with New York? I say again, the Tram should be a major, international tourist attraction. The upcoming Spider-Man movie is a good time to launch a media campaign. Yes, it will cost, but it has to be done.

Unless your goal is to shut down the Tram. And that is what most residents think is the ultimate RIOC goal – very short-sighted.

May you be visited by the spirit of Al Weinstein tonight!

Sharon Berman

PS: You wouldn’t have this problem if you would get your act together and adopt the MetroCard!!! I buy a \$63 monthly pass and am angry because I can’t use my pass on the Tram. I would take the Tram much more frequently if it wasn’t so expensive.

I know your arguments about the cost of the equipment to adopt the MetroCard. Do it anyway. You’ll have to eventually.

To the RIOC Board:

Closing the Tram at 10:00 p.m. is simply unacceptable. I am tired of struggling to find my way home by subway and the Tram is the only safe and dependable mode of transportation. I live in this community only because I don’t have to put myself in a dangerous situation by taking the subway late at night. The proposal to close the Tram at 10:00 p.m. directly affects my work, safety and lifestyle, and I won’t let it happen.

Thanks for your attention.

Alyssa Hochheiser

To the RIOC Board:

I am a resident and I object to any night-time reduction of Tramway service. Also what mode of transportation are the handicapped to use?

Karen Ganzi

To the RIOC Board:

This is in response to your Public Notice calling for reactions and comments from the residents of Roosevelt Island on the proposed suspension of the night shift of the Tram.

I write this letter as one of the several hundreds of residents of Roosevelt Island who are connected with the United Nations.

For almost all of us, the Tram, like any other public transport, is a “public service,” which is intended to deliver exactly that. Public Services are not supposed to be money-making institutions. They respond to essential societal needs, and are therefore always supposed to be managed from within the entire system on which taxation is based.

It is therefore most astonishing that RIOC should even have considered such a cutback. Good management does not consist of downsizing public services, but rather of improving them and expanding them constantly.

It should have been obvious that the facile proposal to cut back the night service would seriously inconvenience many residents of the Island. Many are handicapped, and cannot use the subway system at all. Others are working late into the evenings, including at the United Nations, and have always walked to the Tram Station on Second Avenue to take the ride home.

Should there be a need to reduce the deficit in Tram operations, there are many options which could be considered. Subsidizing the Tram from State taxes is the most obvious. Allowing advertisements in and on the Tram (as is done on all New York subways), is another. Both options should be available and feasible.

In the light of these alternative options, simply cutting back on the night shift of the Tram would be seen as no more than an abdication of social responsibility by the RIOC Board of Directors.

Ambassador Ahmad Kamal (retired)

To RIOC President Robert H. Ryan:

The Roosevelt Island Tram, besides being charming and safe, is a smart type of transportation. It is quick and quiet. Like the subway, it keeps you out of automobile traffic jams, and, unlike the subway, not only do passengers have magnificent views, but there is also never a Tram jam! Besides, it is the major reason why I moved here, and I am sure I am not the only one.

We live on a beautiful Island, just three hundred yards from the “main island.” But we have no direct automobile or pedestrian access to Manhattan. As all New Yorkers know, we cannot count on the subway to work properly, or all the time. In fact, all Roosevelt Island residents know quite well what we have had to put up with for the past few years, and God only knows what else we will have to put up with regarding transportation by train from and to our Island.

We don’t even have a bus line to Manhattan! Taking the bus to Queens to then connect either to a train or to another bus is not really an option, as we all know how long it takes. We don’t need fewer public transportation options, we need more! And we need our Tram to be there for us when we come home a bit later, whether from work or from a social event.

The Tram is the elevator between Roosevelt Island and Manhattan. It makes walking to work possible. It complements the beauty of living on this Island. It is an important part of our sense of safety and identity. And, by now, even those who don’t live on the Island know that.

What I believe nobody has been able to understand is why RIOC still has not taken advantage of the transportation subsidy to which we are entitled, nor has made any effort to get the Tram in the MetroCard system. The impression that residents are left with is that, at every turn, RIOC is looking for a way to take from us something that we not only love, but also need.

No, I don’t think that there should be any reduction in the Tram service. I think RIOC should be working for the best interests of the Island and its residents. And keeping this amazingly simple, unique, and smart means of transportation is in our best interest.

Rita DeCassia

More Tram Letters on page 6

Become a Foster Parent



Sheltering Arms

Open Your Arms to Help A Child

Sheltering Arms Children Service

122 East 29th Street New York, N.Y. 10016
212.689.1702

BRACES AREN'T FOREVER, SMILES ARE!

We offer free orthodontic consultations to children and adults who are residents of Roosevelt Island.
Please call for an appointment.

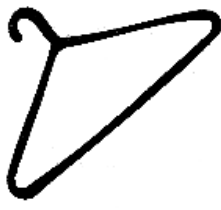
Dr. Gerald Sweder and staff
20 years in Island practice

200 W. 57th Street
212 757-2285

501 Main Street
212 752-8722

Expert Tailor
on Premises

571 Main St.
758 - 1778



FAST,
EFFICIENT,
RELIABLE,
COURTEOUS

Roosevelt Island Cleaners

New State of the Art
Dry Cleaning Machine
To Serve You Better
Your Neighborhood Cleaners

We DeLiver

Free deliveries on orders \$15-up

CATHOLIC RELIGIOUS EDUCATION



Early-Bird Registration

Sundays after 8:15 & 11:15 Mass
\$30 - before Labor Day (September 3)
\$35 - after September 3

St. Frances Cabrini Parish

Shutdown from page 1

had lasted six years, one to two years longer than the normal span.

A shutdown will be required to accomplish the major work, which Blomer said would take about three weeks, probably in November. During this time, an extensive inspection will be done, covering the Tramway’s mechanical, electrical and hydraulic systems, he said.

Siconolfi said that the Tram now has a ridership of about 933,000 passengers per year, and revenue of about \$1.4 million. With the addition of residents from the first two buildings of Southtown, he said, Tram revenue is estimated to increase \$206,000 per year in RIOC’s 2003-04 fiscal year. But the added revenue from Southtown, he said, will still fall far short of the Tram’s current projected deficit of \$1.7 million per year. Of that amount, \$977,000 is a direct loss in the operating budget, he said.

It was this loss that prompted the RIOC board to consider curtailing the Tram’s hours of service and to ask residents’ opinions. The ridership figures that Siconolfi presented at

the July 12 RIOC meeting – which showed that 81,000 riders per year were using the 10:00 p.m to 2:00 a.m. shift (3:30 a.m. weekends) – were based on a 12-month collection of hard data on Tram usage, from the first six months of 2000 and the first six months of 2001, as compiled by the Tram attendants.

The cabin attendants were also the source of a sample of the ridership of elderly and disabled riders, which Siconolfi said was carried out in a period of about two weeks, in June, prior to the July 12 RIOC board meeting. This data was compiled on the basis of “mobility-related observations to determine whether riders were elderly or were in wheelchairs or had other disabilities,” he said.

Siconolfi said that the Tram accounts for the largest part of Roosevelt Island’s operating deficit. The Tram deficiency was recorded as \$662,233 in the year ended March 31, 2000. But that amount was calculated only on operating results, Siconolfi said. Under the rules imposed by the Governmental Accounting Standards Board, RIOC must move, within the next two years, to a standard that accounts for capital assets, includ-

Book Discussion Schedule at Library

The Roosevelt Island branch of the New York Public Library has announced its book discussion schedule for the next year or so. Advance registration is required, and copies of the books are available at the branch on Main Street. All sessions are at 6:30 p.m. The books scheduled are:

September 25: *The Fisher King*, by Paule Marshall
October 16: *The Poisonwood Bible*, by Barbara Kingsolver
November 20: *Kindred*, by Octavia Butler
December 18: *Bodega Dreams*, by Ernesto Quinonez
January 15: *Interpreter of Maladies*, by Jhumpa Lahiri
February 19: *Surfacing*, by Margaret Atwood
March 19: *The Reader*, by Bernhard Schlink
April 16: *Divine Secrets of the Ya-Ya Sisterhood*, by Rebecca Wells
May 21: *Cold Mountain*, by Charles Frazier
June 18: *Memoirs of a Geisha*, by Arthur Golden
July 23: *The Orchid Thief*, by Susan Orlean
August 20: *Jacob’s Room*, by Virginia Woolf

ing infrastructure, and depreciation expenses.

It is under these standards that the Tram deficit assumes its full dimension. Who covers the deficit? Siconolfi said that the money to subsidize the Tram is derived from the general revenue of the Corporation – basically from ground rents. Since less than one percent of RIOC’s general revenue is derived from the four original developments of Roosevelt Island – Rivercross, Eastwood, Island House and Westview – the bulk of the deficit is covered by the renters who live in Manhattan Park, who are paying \$3 million in ground rent in 2001, and by other sources of unrestricted income, such as Motorgate. (The housing companies that operate the other buildings do contribute separately to the Public Safety Department’s budget.)

Siconolfi said that RIOC, which has an annual operating budget of about \$10 million (and a total budget of approximately \$13 million, including capital accounts) has run a small surplus for the past two years, not including a one-time payment to RIOC from the City, to compensate for damage associated with the construction of a water tunnel under the Island.

Siconolfi said that the annual payment to American Tramways can be adjusted according to Tramway usage, and Blomer noted that

factors such as inflation were built into the succeeding years of the contract. RIOC President Robert Ryan pointed out, too, that it would be misleading to characterize a possible shortening of service as eliminating the Tram’s third shift. That shift is devoted now, in large part, to maintenance work that continues until the Tram resumes its daily circuits over the East River at 6:00 a.m. The work will continue. Shortening the hours of operation could, however, save money in terms of overtime, Ryan said.

Given the state of the budget, Siconolfi said, the decision as to the hours of Tram operation is essentially a policy matter. In other words, the Tram deficit in itself has not caused the Island to incur an overall loss; the question, rather, is a matter of spending priorities.

Blomer said that the current level of Tram staffing, about two dozen employees, and the possible need for any additional personnel, was under review, along with other aspects of the operation.

The current employees, of course, are among the Tram’s staunchest backers. On Thursday morning, the night after a RIRA Town Meeting to support the Tram, they were giving riders the opportunity to sign petitions seeking to preserve the Tram’s late-night schedule.

Eastwood from page 1

Elliot Ashrey, assistant director of the agency’s management bureau, who conducted the hearing, assured the tenants on June 1 that DHCR would take their complaints about the public safety increase into careful consideration.

Several weeks after the hearing, however, an agency spokeswoman said that DHCR had concluded that the public safety matter was an issue to be decided between the tenants and RIOC.

The State’s position was a blow to the Eastwood leaders, who had previously enjoyed great success in their dealings with DHCR, winning a 0 percent increase in their previous rent determination hearing with the Roosevelt Island Housing Management Corp., which is owned by the Belson organization in Manhattan.

Now, the Vasses and De Vine are looking at a loss of about \$3,000, which they raised mostly from Eastwood tenants to pay a lawyer to submit extensive freedom-of-information requests to RIOC about the operations of the Public Safety Department. The lawyer, Ivan Dominguez, has gone to work for another firm, and the money, basically, is gone. Eastwood’s leaders were unable to secure the information – even after DHCR extended the date of the rent determination hearing from early in the year to accommodate the public safety matter – and are now considering an Article 78 appeal.

The Article 78 approach, which deals with citizen redress of governmental dealings, could open up other costly routes for the Eastwood leaders, and it did not appear this week that there was a consensus on how to proceed.

Tram Letters

continued from page 4

To the RIOC Board:

I don’t know why I’m shocked at your planned curfew for Roosevelt Island’s Tram. After all, Governor Pataki has clearly been revenging himself on Roosevelt Island for not voting for him for years: Dr. Jerome Blue, violating the General Development Plan, which established State subsidy for the Island until it had a population of 20,000 (later revised to 16,000) – ending that subsidy illegally will teach them how to vote!

Then sending us Robert Ryan, who violates RIOC’s obligation to clean the streets – and now our Tram.

That’s right. Let everyone know that we’re an Island of children who must be home by 10:00 p.m. to do our homework and get to bed.

And this is supposed to invite new people to live here? Now that they know that we don’t go out to dinner, opera, concerts or movies in Manhattan? Subway? What sane person, even if not a senior or disabled, uses the subway at night? Oh, gun-toting boxers. Just Pataki’s type.

Frances Salten

To the RIOC Board:

The proposal to shut down the Tram after 10:00 p.m. will create a difficult situation for many people.

My husband is a one of the many disabled people who live on the Island. The Tram is the only safe and good transportation we have to cross to Manhattan. We use it late at night when we go to visit our friends and sometimes when I have to work until very late.

What about Southtown? Did you close the area just for closing?

Do you people think? For instance: More people, more travelers, more money.

Marta Balla

To the RIOC Board:

I am writing to you with regards to the Tramway’s new working hours schedule proposal, which is from 6:00 a.m. to 10:00 p.m.

I am in a wheelchair and my only way to get to or from Manhattan is through the Tramway, since my mechanical chair cannot digest the gap or the height difference between the subway cars and the platform. Also, the constant breakdown on the subway elevators is another reason to ride the Tram.

If you close the Tramway at 10:00 p.m., that basically sets a curfew on me and people in a condition similar to mine. This means I cannot go to, or return from, a dinner, a movie, or any other activity that will keep me out later than 10:00. This is unfair and discriminatory to all people with handicaps, working people and also people who are afraid to ride the subway.

If you are trying to save money by shutting down the Tramway early, you should consider midnight as a more reasonable hour to avoid inconveniencing a great many people who depend on the Tram.

Have you forgotten that Southtown is being constructed right now and it will bring many more riders? Maybe you should be thinking about increasing services rather than shutting it down.

I urge you to reconsider and take a more suitable decision, which will provide a better service to our community.

Thank you for looking into this matter and your kind cooperation.

Gustavo Alori

To the RIOC Board:

I am opposed to eliminating the late shift of the Tram. For reasons of safety, accessibility and convenience, the Tram should be running in the late evening.

I am willing to consider an experimental curtailment of hours to midnight on weeknights, 1:00 a.m. on weekends. Those times are more conducive to those returning from evening events and activities, whereas 10:00 p.m. is unreasonably early. The curtailment should be temporary, with provisions for review and assessment of its impact on the community as well as its financial consequences.

Moreover, I am confident that the influx of new residents in Southtown will significantly increase ridership and bring the operation much closer to self-sufficiency. Such financial self-sufficiency would be unique among today’s mass transit systems.

I urge you to seek the incorporation of the Tram into the city’s mass transit system, thus improving its availability and its sustainability as a distinct mode of transit.

Richard FitzPatrick

To the Editor:

I’ve been a resident of Roosevelt Island for the last seven years. Every year since George Pataki was elected Governor, we seem to be under siege by RIOC! We are told that there is no money for this and no money for that.

Why? This Island pays out taxes to Albany and we receive none in return. The Tram is a viable and attractive way to access Roosevelt Island. Why isn’t the Tram given a transportation subsidy? Why is RIOC hell-bent on ruining the Island? Is the RIOC Presidency a stepping stone to another overpaid patronage job? Will Ryan join Blue as an ex-President but still remain on the State payroll? Why does it seem like every RIOC President sees himself as a feudal baron who rules by “divine right” and has an obligation to protect the people from themselves?

Questions like this are begging for answers! Inquiring residents want to know!

We all howled when Blue proposed Tram cuts. When Ryan proposes the same thing a year or so later I hope the outrage will be the same! Ryan has shown himself to be a “Blue clone!” He is concerned with what is best for “George” and not what is best for the people he is supposed to represent. The Lexington Avenue subway stop at that time of the night is populated by drug-addicted zombies who seem to have total control of the station, smoking, drinking, sleeping just like their own home! I would like to see President Ryan bring his family to the Island late at night using that station! That would never happen! Of course, residents like me and other “run-of-the-mill” citizens would have to deal with it! Pataki seems to want to “cut the Island off” and let us fend for ourselves financially. He should give us the right to remove his “cronies” and to appoint a Board that would represent *us* and not the fiscal interests of an absentee “landlord.”

We all must remember come election time who has our interests at heart and who doesn’t. Residents of Roosevelt Island must come together regardless of political affiliation, race, creed or color, and send a message to RIOC that we are through being used to further political patronage careers and that we are “mad as hell and not going to take it anymore!”

Steven J. Day

To the RIOC Board:

First of all, if RIOC is serious about getting a community response on the following issue, then RIOC needs to do more than put out notices on kiosks. If your intent is to get a response with meaningful statistics, then you should do the work and make the effort to get one.

Yet another of RIOC’s continuing attempts to harass the residents of Roosevelt Island by threatening to close the Tram (for any shift) should be understood to be just that, a threat. Roosevelt Island’s Tram is the one guaranteed means of transportation for a large, concentrated population of elderly and disabled residents. This population includes those who live in our two chronic care hospitals who are mobile by wheelchair. The subway is not a viable form of transportation for this population because it is not ADA-compliant.

Because of this special population the Tram, even after 10:00 p.m., must be accessible to anyone who is disabled in one way or another. Is this RIOC’s way of saying that if one is elderly or confined to a wheelchair, one should not plan to go out with family or friends if one cannot plan to take the subway or a cab after 10:00 p.m.? Only those who have easily accessible forms of transportation, who don’t live in this community and are not living on a fixed income could possibly utter such nonsense.

Every other mass transit system in this country has subsidies from federal and state governments. RIOC and the Board that oversees RIOC all know our own MTA receives such funding. You should all be ashamed of yourselves for not going after that funding for this universally-recognized icon of New York City and New York State.

We on Roosevelt Island are in constant wonderment as to why this organization with the misnomer “Operating” Corporation is so incapable and unprofessional at operating, i.e. locating funding for this public means of transportation, let alone protecting our mandated public parks, a whole other kettle of fish. The Tram, owned by RIOC, should have RIOC’s and the State’s experts out looking for the money required to keep this entity running and repaired. This effort should be commensurate with the international reputation Manhattan holds in the country, let alone internationally.

Any attempt to close our Tram (for any or all shifts) will be a sad and unnecessary embarrassment to Governor Pataki, showing a shameful and blatant display of insensitivity by the Operating Corporation, and it will be an illegal act.

And don’t think for one minute these residents will let this go by quietly.

Sherie Helstien

To the RIOC Board:

1. RIOC claims Roosevelt Island is self-sufficient, therefore we no longer need State subsidies as mandated in the General Development Plan (GDP), even though we have not reached the population of 16,000 that the GDP stipulates for self-sufficiency.

2. RIOC claims residents should either force the City Council to lift its ban on advertising on Tram cabins in order to bring the Island revenue, or we should give up the very necessary third shift of the Tram and the hope for Island repairs, such as on Blackwell House. We can’t have it both ways because there isn’t enough money, says RIOC.

3. RIOC claims Roosevelt Islanders cannot enjoy the convenience and savings the MetroCard offers to every other New York City resident because RIOC cannot afford the cost of installing it on the Tramway. Councilmember Gifford Miller proposed a plan that would be financially viable but RIOC management didn’t even see fit to carry on the necessary conversations with him.

4. RIOC evidently cannot use the \$250,000 Assemblymember Pete Grannis obtained to fix the Chapel of the Good Shepherd because RIOC does not have the money in excess of that amount it would cost for total repairs.

5. RIOC cannot repair the streets and walkways that numerous residents have tripped and been injured on because you had to give Southtown developers \$4.5 million-plus of Island-generated funds as an *incentive* for them to build on one of New York City’s choicest and most valuable pieces of real estate.

6. According to the pro forma of the Southtown developers, they will have received over \$35 million in residential revenue at the end of five years. Residents (through RIOC) will have received only \$1 million for their \$4.5 million investment.

7. There are many more examples, but I’m sure you get the idea... Either the Island is *not* self-sufficient and you should be asking for State subsidies (especially for the Tram and seawall), or it *is* self-sufficient and you shouldn’t be giving away funds needed for repairs and operations to developers for sweetheart deals.

My questions to you and RIOC management are:

1. Where did you learn this fuzzy math?
2. When do you plan to take remedial math courses?
3. How long must residents suffer the consequences of your/RIOC’s ineptitude?

4. When will you resign and ask the State to turn over operations of this Island to those who care enough about it to do the math correctly – residents *elected* by the people who will hire *professional* management? (The *appointed* resident members should not have even entertained the idea of cutting the Tram’s third shift, for example.)

When I visited Gettysburg recently, it struck me that nearly 140 years after Lincoln’s Address, we must still call for “government of the people, by the people and for the people” before we (and the Island) “perish” from your incompetence and we are forced to leave what was once a beautiful, cohesive, and well-run Island community.

Linda Heimer

To the RIOC Board:

I quite often use the Tram coming home from an evening late in the City, or on weekends. Why don’t they subsidize the Tram by using the MetroCard? Having the shuttle train running for the next three years is an inconvenience now you want to cut the Tran service. What next!

S. Kleinberg

To the RIOC Board:

The July 28 *Main Street WIRE* contains an editorial and letters from residents, all against a proposal to eliminate the third shift of the Tram. They are cogent and convincing. Instead of restating some of this eloquent material, I wish only to endorse those views with a hearty “Amen.”

Howard Levi

To the RIOC Board:

A Tram cutback is a very bad idea. Related (developer of Southtown) should be already calling the Governor for such an insane idea!

As a Roosevelt Island resident and Westview tenant, I am one more time appalled by the very inept (suicidal almost) and truly absurd way of managing the Island in the hands of RIOC. The Tram should be closing every night at 10:00 to save money? Just when two new buildings built just for the purpose of housing nurses, physicians and scientists who are going to work right across the river are becoming a reality? This is so insane financially, economically! How anyone working at any time of the day or night, who will choose to live on this Island because of the proximity to work and the extreme safety of going back and forth from home to work using the Tram that takes only three minutes and the most reliable mode of locomotion so far between the Island and Manhattan, would decide, ever, to settle in these new buildings if that person (female or male) finds out that she or he will have to take the subway that is ten stories deep at each end, and will have to face true danger every single time that person will dare to go or come back from work after 10:00 p.m.!

If I were one person working on these new buildings, I would say to RIOC that unless the Tram works 24 hours at regular intervals, I would stop all plans to build anything on this “damned island!” The Tram can bring safely, at anytime of the day or night in three minutes only, right near where people will work on the Upper East Side, more than 100 passengers.

That is one reason for keeping the Tram open after 10:00 p.m. as it has been up to now!

Also, all of us old Roosevelt Island residents who have helped make this sliver of land a truly human, safe and multi-cultural, viable community, do you imagine that we will accept one more right to be taken away? Or does RIOC want to recreate a ghetto? This Island is truly an Island, with only one safe means of transportation that is extremely reliable and that can easily be supported financially by a big entity if RIOC would push for it. The Tram after 10:00 p.m. is not a luxury. It is a necessity that elderly, handicapped, young people with no other means of transportation can use at any time of the day or night.

With the opening of two new buildings to start with, housing medical professionals who will work right across the river at odd hours, and for many, in the middle of the night, keeping the Tram is a must, unless you want to see all the new buildings never filled with tenants, but with bats and homeless and squatters. I just urge you to ask Related what they think of seeing all their investments going down the drain, because no female, young or old, no man working in the middle of the night on the Upper East Side will want to move into their buildings unless they can use the quickest, safest and most reliable mode of transportation that will make their daily life truly productive and agreeable without having to worry about being robbed, raped or killed down the subway stations at either end, Roosevelt Island or 63rd Street, while going or coming back from work to live on this supposedly safest place in the City.

The money needed to keep the Tram working with no loss will be gotten very soon, when the new buildings are built, and when RIOC

continued on page 11

LES ENFANTS

MONTessori SCHOOL

NURSERY-KINDERGARTEN-ELEMENTARY

29-21 Newtown Ave.

Astoria, NY 11102

Phone 718 626-9549

Fax 718 685-759

Web Site www.lesenfantsschool.com

ESTABLISHED IN 1980

OPEN HOUSE

Saturday, August 11, 18, and 25
10 A.M. to 2 P.M.

TAKE A TOUR OF OUR NEW
EXPANSION BUILDING,
WHICH WILL BE READY FOR THE
SCHOOL YEAR,
STARTING SEPTEMBER 2001.

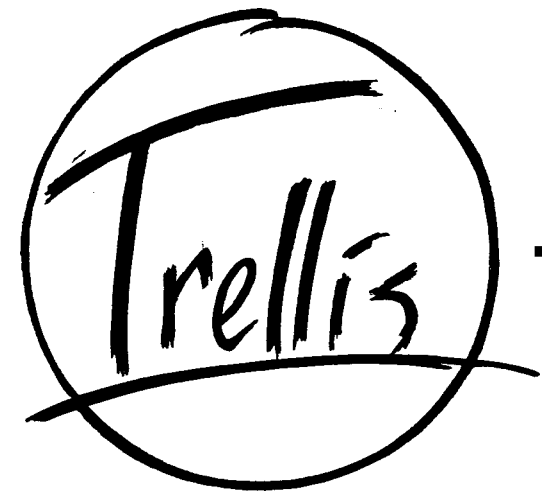
French and Spanish Classes

Open Year Around

Full and Half Day Programs

Transportation Available

After-School Program



At the Heart...

...of a wonderful community called Roosevelt Island, you'll find Trellis, proud to be both a gathering place and the Island's dining room at large. We recognize and prize this special role, and we appreciate the special relationship we have with the people of this place. You support us day after day, year after year. We're proud to be part of this special community.

See you at Trellis...

752-1517

*At the heart of the community,
next to the historic Chapel of the Good Shepherd*

**Trellis: 6:00 a.m. to midnight,
7 days every week. We also deliver.**

Tram Letters

continued from page 6
additional letters on page 8

will have finally done some work on looking for the money that any community is always looking for to help pay for the transportation of its citizens. Please, ask Related people for their opinion on that idea of closing the Tram and you will realize, unless they are also insane, that it will not make sense to move onto this Island unless you can go and come back from work safely.

Finally, this Island has many elderly who do use the Tram and, in a few years, if a new building to house elderly is built, it will make even more sense to keep the Tram working all night. United Nations personnel also use the Tram to come back from work, at times very late, and having to take a taxi for weeks every night because you fear the subway for good reason will make so little sense that they might leave Manhattan Park buildings, which will then have a hard time filling its empty buildings, meaning less revenue for RIOC in the end.

Laurence-Marie Brodsky

To the RIOC Board:

I am a resident on Roosevelt Island and I use the Tramway every day. This is the only safe way to get into Manhattan also late at night and I would not allow my daughter to take the subway after 10:00 p.m. but rather take the Tramway. Should you stop it after 10:00 p.m. then we would be in a very difficult situation. We deserve a good transportation service and I would certainly vote against having this cutback after 10:00 p.m. Many thanks for your consideration.

Dr. Regine Ware

To whom it may concern:

I have been a Roosevelt Island resident for eight years. Although it is a wonderful thing that we now have subway service, the subway is not always dependable. The elevators and the escalators are always out of service, and this is a big problem for the many handicapped residents of Roosevelt Island. I realize that, due to the availability of unlimited ride MetroCard, the Tram doesn't get the same amount of traffic as in the past, but I personally always take the Tram if I'm out after 10:00 p.m. I have noticed that at these later hours, the Tram is always full! In addition, the majority of residents scheduled to move into Southtown are from the hospital, which is much closer to the Tram than the subway. When they move in there is sure to be no problem filling the Tram. Thus, to cut back service at this shift seems unreasonable. I definitely object to the reduction of service.

Thank you,

Denise Raimi

PS: Perhaps if tram tokens were sold at a quantity discount – (11 for the price of 10), people would opt to take the Tram more often than the subway.

To the RIOC Board:

In reply to your request for comments on the proposed partial shutdown of the Tram, I submit:

1. Any curtailment of service undertaken by a transportation system in an effort to save money – from Amtrak down to a local streetcar line – has instead resulted in a significant loss of ridership and therefore of money.

2. The particular shutdown you contemplate – the third shift beginning at 10:00 every night – is notably cruel and counterproductive. It would deprive residents returning to their homes in the evening – from a trip or from an evening at dinner or a movie or other entertainment in Manhattan – of a pleasant and convenient (and for some people the only feasible) mode of travel. It would thus make Roosevelt Island less civilized, less a New York neighborhood.

Does that matter, except to our residents? Yes, it's a bottom-line kind of thing. Some buildings may have waiting lists now, but will they always? What do the proprietors of overpriced Manhattan Park think of your closedown idea? What do the would-be developers of Southtown and other, potential developers think? Remember, development is what your boss George wants.

3. Even if you were able to show that a closedown is necessary and even if you bulldoze ahead with it, why start arbitrarily with the beginning of the third shift at 10:00 p.m.? Surely an analysis of Tram traffic would show that any significant fall-off in business comes much later than that – perhaps after midnight.

4. Finally, as *The WIRE* keeps pointing out, everyone knows that municipal transit systems tend to lose money and are therefore at least partially subsidized by governments that care about their citizens. But of course we on Roosevelt Island have no such government, do we?

Armand Schwab

To the RIOC Board:

I have been a resident of Roosevelt Island for over 25 years and I'm very displeased over RIOC's proposal of shutting down the Tram. As a child I took the Tram to school and back, continuing even after the subway arrived, and always felt it a safe mode of transportation. While I do not take it every day to work, I can say that I take the Tram any time I come home from the midtown area after 10:00 p.m. and every time I come home from the City after midnight.

Instead of rambling on, let me just bullet a few points for you...

- The Tram is a safe mode of transportation for children, adults and the elderly

- To shut down the Tram at 10:00 p.m. is in effect disallowing the handicapped and disabled from leaving the Island. The subway escalators and elevators are often under repair and many days the stairs are the only option.

- The 63rd Street subway station, the clear alternative, has homeless sleeping on the platform, no police presence, and one token clerk 10 stories above the platform! This station is great during commuting hours but is desolate during the rest of the day.

- With the building of Southtown how can you expect to entice people to move to Roosevelt Island with such a lack of transportation choices?

- There are still buildings that have yet to be assigned to developers, how appealing do you think this is to them?

- How can you think of increasing the population of the Island while decreasing the availability of transportation?

- What does the Master Plan say about this? Does it not have clear guidelines?

I understand that RIOC has a budgetary issue, but maybe they should look inside to place blame. Here's an excerpt from the Roosevelt Island *TimeLine* [at www.nyc10044.com].

"Governor Pataki's budget eliminates all funding for Roosevelt Island, after the President of RIOC, Dr. Jerome Blue, fails to submit a request for funding. This means the State's subsidy for operation of Roosevelt Island has dropped from \$6.5 million to zero in the space of two years."

Dr. Blue represented an office and I'm sure he didn't act alone. As a resident of Roosevelt Island I refuse to be backed into a corner by RIOC's incompetence. It is amazing to me that RIOC continues to work against the residents and that with each move RIOC cuts the voices and ideas of the residents – decreased another resident member of the board recently.

You will find that many people will move if you carry out this plan. Roosevelt Island is not the most convenient place to live but certainly there are benefits to it. Take away another benefit and some will feel that you have crossed over their line of comfort. Feeling trapped is never a good feeling and if you take away the night shift of the Tram that's exactly how I will feel.

Kristin Sheehan

To the RIOC Board:

Page 2 of the July 28 *Main Street WIRE* contains an editorial and copies of letters from residents, all against a proposal to eliminate the third shift of the Tram. These protests are cogent and convincing. Instead of writing a letter which restates some of this eloquent material, I wish only to endorse those views with a hearty "Amen."

Howard Levi

Scenes from the Island's Family Album
Saturday night, July 28
RIRA Gets into a Dancing Blur



Cutback from page 1

the Tram cabins. “Let me be clear about what the situation is with advertising on the Tram. RIOC has [to have] a franchise with the City of New York to be able to operate the Tram. A year or two ago they discovered that they hadn’t had the franchise renewed and came to the City [for renewal], and they came to me and said, ‘We want to renew the franchise. We’d like to be able to do some advertising.’ I said, ‘Well, I’m willing to talk about that with you... but I’m not just going to let you do the advertising and make a lot of money without some kind of assurance that you’re going to use that money to benefit the Island... I’m not just going to give you a blank check because you haven’t been doing the right thing by this community for years.’” Residents applauded, then Miller continued: “So let me be clear here. They never had the right to do advertising on the Tram, they don’t have the right to do advertising on the Tram now, and they’re not going to *get* the right to do advertising on the Tram until they... show us that they’re going to do something with that revenue to benefit this Island. Period.”

Miller and others also pointed out that Title III of the Americans with Disabilities Act (ADA) requires ingress and egress from public facilities, saying that because the Island’s subway platforms are not compatible with motorized wheelchairs, the Tramway cannot be closed. Attorney Jim Kaufman, an alternate member of the RIRA Common Council, told residents that Federal courts tend to provide injunctive relief immediately when a suit is brought under ADA’s provisions.

Sister Regina Palomara struck a responsive chord in the Chapel audience when she began a brief

speech by asking, “Does anybody know what saint I prayed to on my way to this meeting?” She then answered the question with the name of the late perennial defender of the Tramway: “Saint Al Weinstein.” She added, “Now, that’s modern, when a Catholic nun can pray to a Jewish gentleman.” Up to his death November 19, 1998, Weinstein had led many resident battles to beat down attempts to cut Tramway service.

Representing Assemblymember Grannis, Tony Morenzi related a conversation with RIOC President Robert Ryan. “I’m the one who spoke with him, so these are almost direct quotes,” Morenzi said. He quoted Ryan as saying, “I don’t want you to think any decisions have been made on closing the Tram on a third shift. We’re just asking for community response.” Morenzi said he then asked Ryan, “Have you looked in the files from four years ago, almost to the day? Jerry Blue said almost the same thing in a letter to Assemblyman Grannis... Blue said, ‘I’ve got input from the community, and we’ve met,’ and he listed all these people that he met – upstanding people’ (and Al Weinstein must be rolling in his grave right now because he listed him), and within days of that there was a sign up saying the third shift of the Tram was going to be closed. And I said to Ryan, ‘It’s not going to happen.’”

Representative Carolyn Maloney sent her aide, Jessica Fox, and later provided a letter to RIOC President Ryan, which appears in this issue of *The WIRE* on page 12.

Some residents who spoke at the Town Meeting sought to portray the current “skirmish” over Tram hours as merely symptomatic of an appointed RIOC Board and President who are out of touch with residents’ needs, and simply inept at community management. “The

[real] issue is gross negligence and mismanagement by appointed officials who could care less about our needs,” said Steve Marcus, a RIRA Council member. The comment drew applause. “The money is not the problem. The problem is, the Governor doesn’t give a damn, and he put a bunch of bozos in to control us... Their job is basically to shut up, not ask for any money, and limp along so that the Governor can spend the money on Republicans upstate that will vote for him.” Marcus, who is a member of the Maple Tree Group, which has been pursuing legislation providing for a locally-elected RIOC Board of Directors, continued, “What we need to do is get control. We’re going to be fighting these skirmishes over and over again. What we really have to do is get these clowns out and have control ourselves. We have to elect RIOC from this neighborhood so that the RIOC officials have some understanding of what this community needs and deserves.”

RIRA First Vice President Byron Gaspard called for unity among residents. He called the RIOC Board’s consideration of a Tramway cutback “vindictive,” a response to the City Council’s refusal to allow RIOC to sell advertising on the cabins.

Michael P. Gutnick, Senior Vice President for Finance at Memorial Sloan-Kettering Cancer Center, when informed by *The WIRE* of the RIOC question to residents, said, “This is the first I’ve heard of this. We’re very disappointed. There are going to be several hundred new families working the late shift and, as you know, the subway service is rather sporadic, particularly in the evening. We obviously will be having conversations with RIOC about it, and not only us, but the people from Cornell as well as Rockefeller.”

more Tram Letters

Mr. Robert H. Ryan
RIOC
591 Main Street
Roosevelt Island, NY 10044
Dear Mr. Ryan:

I am writing on behalf of the residents and commuters of Roosevelt Island, which is part of the 14th Congressional District, which I represent. I have been informed that the Roosevelt Island Operating Corporation is considering the proposal of reduced Tram service. I am asking that you reject the proposed suspension of Tramway operation for the 10:00 p.m. to 3:30 a.m. shift.

Suspension of Tram Service during late-night hours is not only ill-advised but it would also compromise the ability of the Island residents to rely upon an affordable and safe method of transportation to and from the Island.

While I have worked with members of RIRA in the past to enhance the safety of the subway station on Roosevelt Island, the station is still not a viable form of alternative transportation for many Island residents. Wheelchair-dependent residents and commuters are not able to board the train. As a result, the service is not available to a segment of the disabled population. Further, because the station is several stories below ground, the safety concerns and accessibility for any senior citizen wishing to travel are substantial, particularly at those hours of the night. As you well know, Roosevelt Island has a large senior and disabled population. For many of these residents, to deny them use of the Tram would be to deny them a safe and efficient means of transportation to Manhattan.

Further, given the proximity to many of the major hospitals in New York City, the Tram is the chosen transportation for many of the hospital personnel. To suspend service during the late-night shift would also be to deny these workers a safe, convenient, reliable and affordable form of transportation to and from work. Many people are reluctant to use subways late at night and prefer above-ground transportation.

I am grateful that RIOC encouraged Island residents to voice their opinions of the reduced Tram service. Accordingly, the Island residents’ voices have echoed a resounding disapproval of the proposal. I urge you to heed the residents’ concerns. The Tramway service should not be interrupted.

Carolyn B. Maloney
Member of Congress

RIOC is taking e-mailed comments at Tramway@RIOC.com or at 591 Main Street, Roosevelt Island, NY 10044. An Internet mail link at *Website NYC10044* www.nyc10044.com allows composition of a single message to be sent to the Governor, RIOC, Grannis, Senator Olga Mendez, RIOC Board Chair Marybeth Labate, and *The WIRE*.

The Kamaroffs
would like to thank the
wonderful building staff
at
Rivercross
for all their generous help
during our recent move

Letters

To the Editor:

This is a very painful letter to write. I have been hoping for what seems forever to see some improvement in our Gristede’s store to no avail. Their prices are highway robbery, perishable foods are often spoiled or outdated, you had better check your saleslip at the checkout counter because they frequently are in error (occasionally they have overcharged on a \$21 grocery bill \$4.29!).

Today was the last straw. I went to buy strawberries which they listed as a Special, Driscoll organic for \$3.99. They were out of them so I didn’t buy. Then I went to that great new fish/vegetable store near the library. The same Driscoll organic strawberries were there for \$2.49! Can you imagine the gall of Gristede’s to overcharge to this extent?

Why don’t you do that weekly comparative pricing between Gristede’s and this great little store? They are a godsend to the Island. Write them up. Publicize them. Perhaps it might persuade Gristede’s to be less uncaring about our Island.

Roy Eaton

To the Editor:

Isn’t it kind of silly to be accepting awards as Tree City when there are plans to cut down over 95% of the trees in the area that used to be the soccer field and nurses’ residence?

Doesn’t it also play right into the hands of RIOC, who’s preaching how wonderful things are when, in fact, the developers’ plan, which RIOC approved, calls for cutting down and totally destroying almost 500 irreplaceable trees? It’s nice to receive an award that’s deserved but wouldn’t it be even nicer and a lot gutsier to tell the tree guys: “Thanks but no thanks. We don’t deserve the ‘Tree City’ award this year. We deserve the ‘Tree Slaughterhouse’ award.”

Name Withheld

To the Editor:

I’ve noticed that shopping at the Gristede’s on our Island has improved enormously. The shelves are fully stocked, there is much more choice, even some exotic items to tempt us, and the employees and manager are more helpful and pleasant to deal with.

Now I wonder whether the store will advertise and list some specials in *The WIRE* as off-Island supermarkets do? That would bring some of us back to Gristede’s to shop regularly which, admittedly, is much more convenient for Island residents.

Mary Camper-Titsingh

To the Editor:

I’m very surprised that the Hudson and Related Companies, which are obviously going out of their way to be non-confrontational with the Island population, made such an obvious error in closing down the turnaround that used to be at the end of Main Street. This is an action that needn’t have been taken for months and, if even one of the residents’ suits prevails, it may never have been necessary.

A simple look at the turnaround, which is inside the blue fence, shows that by keeping the fence inside the perimeter of the soccer field they would have lost only about 1250 square feet, which is a minuscule percentage of the 20 acres that they fenced in. For that small loss, hundreds of daily round trips by residents in their cars and/or in cabs, would have been shortened by about a half mile each.

For a development company that’s trying to suck up to the population of Roosevelt Island, this wasn’t a very bright move. For a development company that’s trying to stick it to the residents and continue to preach the philosophy that nothing can be done to stop development, it probably was a brilliant move. You decide.

Name Withheld

To the Editor:

The poor enforcement of parking regulations on Main Street by the Public Safety Department is getting worse each week. There never seems to be a space when groceries need to be unloaded, handicapped or elderly people need to be assisted to cars, or a car needs to be packed for a vacation. But if you take a closer look you’ll notice that the blue handicapped tags hanging from the windshield mirrors have different license numbers than the cars (without valid parking-machine permits) and the majority of cars are considerably over the allowable two 40-minute periods.

But the number-one prize goes to the owner of the pizza restaurant who feels he owns a spot on Main Street. He parks his black Lincoln for many consecutive hours each day and never gets a ticket. Two days ago, two patrol officers were munching on pizza at the outdoor window gabbing with the owner while I observed his car had a tag on the windshield which had expired 50 minutes prior.

Why doesn’t Roosevelt Island hire a “parking enforcer” who gets paid on a salary and a percentage of tickets written? I think we then would realize a more level playing field for the people who need to park for a few minutes.

Bruce Barniker

To the Editor:

As I write this, the Westview pool and gym are closed for repairs “indefinitely” and for the *second* time this summer. After the first shutdown, those of us who had already paid our dues, had our memberships extended for one month. So most people were gracious enough to shrug that one off, but now, with this second shutdown, I feel that it’s time to speak up.

I once did a count of all of the machines now crowding the Westview gym floor, and found that roughly half do not work properly or at all. I have to use my own stopwatch to time myself when exercising, because the automatic timers and even the speed regulators on the bike, the treadmill, and the rowing machine do not work.

So far, those of us who use the Westview pool and gym have tended to excuse its many shortcomings by telling ourselves that, hey, at least, it’s not as expensive and crowded as a “regular” club in the city. But regular health clubs in the city do not shut down abruptly and with no advance notice of just when they intend to reopen. They do not taunt members by displaying 50% of machines that do not work. This is a combination of neglect and disrespect towards all Westview health club patrons.

It looks like, as long as nobody of any consequence is paying attention, the situation at the Westview gym and pool will continue to deteriorate, and at this point, I’m wondering what we, as members, could do to be taken seriously and treated right.

Patricia Duarte

Exclusive Website NYC10044 feature
www.nyc10044.com

Paris
Journal
Gabrielle Parnes

SPORTSWIRE

The Roosevelt Island Youth Soccer Association is looking for volunteers to fill the executive positions needed to run the soccer program, as well as volunteers to fill the coaching and referee roles needed for the soccer season. There will be a soccer meeting on Tuesday, August 14, at 8:00 p.m. in the Chapel of the Good Shepherd. All members of the community who would like to become involved in youth soccer are urged to attend.

There are four divisions – the Kinderkickers, age 5-6; the Minors, age 7-8; the Juniors, 9-10; the Seniors, 11-14. All divisions welcome both girls and boys, new players as well as experienced. Your child, if more experienced, can be accepted in higher age divisions, and less experienced players may remain in lower age divisions if you wish. The cost for the coming season will be \$60 per child. As in the past this fee includes registration, uniform, trophy, and insurance costs.

This season’s registration materials for children who played last year will be mailed during the first week of August. New players will have an opportunity to register on September 5 at Good Shepherd Chapel, 5:00-7:30 p.m. Questions? Call 223-5144.

TWIN CAR SERVICE

936-6666

We have been providing quality service to Roosevelt Island residents for over 20 years

TWIN is licensed by the NYC Taxi & Limousine Commission (Base#865)
All drivers are Taxi & Limousine Commission approved
24-hour service, 365 days a year
Service to and from anywhere – Manhattan & Queens our specialty

SERVICE INFORMATION

Hourly rate available
Airport Service
Flat rates from \$12

Accounts Welcome
Comfortable A/C sedans

Classified

Only 50¢/word
751-8214

Deadline for Aug. 25 issue: Aug. 16

BRASIL BRAZIL APARTMENT CLEANING – Let our dynamic teams of professionals thoroughly and cheerfully clean and disinfect your apartment. We include supplies and equipment in our reasonable charge. Gift Certificates available. Call or e-mail for free estimate: **1-347-661-7438** (cellular), mario2001@earthlink.net. Check our website: <http://home.earthlink.net/~mario2001>.

NEEDED: CAT-SITTER for Island resident from mid-September to mid-October. If interested please call (212) **486-0529**.

SEEKING CAT-FISH-PLANT SITTER for occasional weekends/vacations. Would like cats to stay in your home for vacations. Please call Beverly, (212) **308-7752**.

SEEKING VERY CLEAN, NON-SMOKING BEDROOM/BATH for visiting parents, September 4-9. Please call Beverly, (212) **308-7752**.

LICENSED MASSAGE THERAPIST / CERTIFIED REFLEXOLOGIST – Island resident Diana Brill. Gift certificates available. (212) **759-9042**.

ELDER LAW – Wills & Trusts, Medicaid Planning, Nursing Home Matters, Estate Planning, and Living Wills. Free Home Consultation. Steven M. Ratner, Esq., 375 Park Avenue, New York, NY. (212) **754-9117**.

DAISY DOODLE CHILDREN’S ENTERTAINMENT Children’s entertainment, magic, characters, dance, toddlers, facepainting, balloons. Professional **501-4828**.

EXPERT PIANO REPAIRS & TUNING – Prompt service. (212) **935-7510**. Beeper **1-917-483-1020**.

MAIN STREET THEATRE & DANCE ALLIANCE – Ongoing registration for dance and theater classes. (212) **371-4449**. Unique or period clothing & furniture gladly accepted.

EXPERIENCED PAINTER – Excellent references. Free estimate. (212) **751-8214**.

BABYSITTING/HOUSECLEANING by caring, responsible, reliable lady. Please call at **1-718-278-7831**.

YOUR FRIENDLY AVON REPRESENTATIVE – Dolores Green. (212) **223-4077**.

EXPERIENCED ENGLISH LANGUAGE TUTOR available for private lessons. Call **917-293-2436**

VACATION IN PEACE – Will feed and play with your cat, water your plants, send you your mail, etc. (212) **751-8214**.

Roosevelt Islanders

RIDE FREE

Ride the Tram home free after dining at Favia
Minimum purchase of \$12
Limit one per person
Subject to proof of valid residency



“Best Pizza in NY, as good as John & Tony’s, but even better since it’s light.”
-NY Daily News

Brick Oven Pizza
Items Grilled & Baked
Broiled Seafood
Fresh Pasta
\$3 Draft Beer

FAVIA

Italian Grill

60th Street & 2nd Avenue

“GO TO FAVIA! and experience the enthusiastic service & large portions that taste as good, if not better, than its heavy counterparts.”
-New York Times



A Friendly Place for Children to open their first account and start learning how to manage their finances

FEATURES:

LOW \$25 Minimum Balance lets you start saving right away
NO Monthly Service Charges
NO Maintenance Fees

BENEFITS:

Dividends paid on balances of \$25 or more
Deposit funds in person, by mail, direct deposit or payroll deduction
Access funds by mail, telephone (MON-TALK), or in person
Convenient access to funds and account information 24 hours a day
We recommend that a parent or guardian become joint owners with children under 18.
Call today for more information.
Children opening an account will receive a free gift (while supplies last).

Montauk Credit Union

MCU – Your Financial Neighbor

559 Main Street, Roosevelt Island, NY 10044 • Phone (212) 643-3900 Fax (212) 588-1123
ALL MEMBER ACCOUNTS INSURED UP TO \$100,000 BY THE NCUA

Sales & Service
Est. 1961

CHRIS TV Repair Service Center

TV-VCR-STEREO-CD-PROJECTION TV-CAMCORDERS and more...

Free Estimates in Shop.
Free Pickup & Delivery with Repair
In-Home Service
All Work Guaranteed

718-392-7444

License #730671
Credit Cards Accepted

Mon.-Fri. 9-7
Sat. 9-6
21-16 36th Av.
LIC, NY 11106

Looking For a Gentle, Caring, Dental Family? Here We Are on Roosevelt Island

Our philosophy: Our office offers adults and children a Quality Dental Service with compassion, thoroughness, and respect for their time at a moderate dental cost. Some of our services include Bonding, Veneers, Bleaching, Implants.

Some of the Dental Plans we accept toward payment:
Aetna, Prudential, USHealthCare, Cigna, Guardian, MetLife, First Fortis, etc.



Don't forget to sign up at work for out-of-network dentists
 Daytime Hours: Mon., Fri. 9-6; Tue., Wed. 12-5; Thur. 3-7
 Evening Hours: Tue., Wed. 6-9

Lawrence Itskowitch, DDS, PC

Treating residents 21 years
 501 Main Street • (212) 752-8722

Katherine Teets Grimm, M.D.

Board Certified Pediatrician and Pediatric Allergist
 501 Main Street • Roosevelt Island • 753-5505

**Don't wait until the last minute –
Schedule your child's
school physical now.**

Office Hours

Monday & Thursday • 9 a.m. -12 noon
 Tuesday • 12:30 - 4:30 p.m.
 Wednesday & Friday • 1:30 - 5:30 p.m.

Coverage provided at all times, when office is closed,
by Dr. Grimm or by her group, Uptown Pediatrics.

We provide comprehensive health care to children and adolescents.
 Dr. Grimm is also qualified to evaluate and treat allergy and asthma in adults.

Jack Resnick, M.D.

**Board-Certified
Specialist in Adult Medicine**
 (Internal Medicine)

Health Plans Accepted

32-BJ
Aetna/USHealthcare
Empire Blue Cross
CIGNA
HIP
Oxford

832-2310

Medicare

Now accepting
Oxford Medicare

501 Main Street
Roosevelt Island, N.Y. 10044

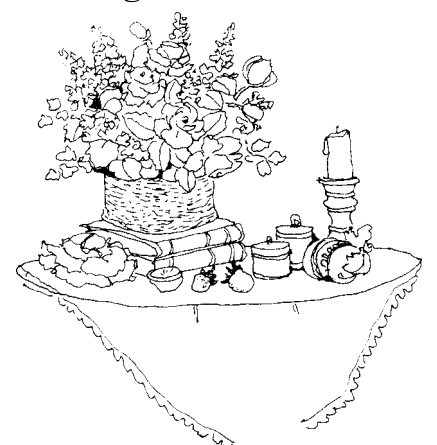
Give your apartment a lift

HOME SHOPPING SERVICE

Let me do your legwork

*Budget Oriented
Time-saving*

*Furniture
Upholstery, Slipcovers
Wallpaper & Fabric
Carpet & Area Rugs
All Window Treatments
Floor & Terrace Tiles
Lighting
Carpentry
Kitchen Renovation
Paint & Faux Finishes
All Accessories
Closet Design*



Ellen Levy

Interior Decorator
 531 Main Street
751-8214

New York National Bank

has

Changed Its Mind!

Following meetings on Roosevelt Island with

**Community Board 8
The Residents Association
The Merchants Association**

**and based on the amount of support shown for
the bank that replaced Chase on July 23rd**

**New York National Bank will not
be open three days a week!**

Instead, the banking hours will be as follows:

**9AM to 3PM
Monday, Tuesday, Wednesday and Friday**

**1PM to 7PM
Thursday**

We're Listening!

Questions? Call (212) 319-0029



NEW YORK NATIONAL BANK

MEMBER FDIC

***Banking Where Banking Wouldn't Be
Bankers Like Bankers Used To Be***