

momentum

#44 MAR/APR 2010

THE MAGAZINE FOR SELF-PROPELLED PEOPLE



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+ Portland
Coco Love Alcorn

American Edition

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MIKE CARNEY RIDING RAILS IN DOWNTOWN
MINNEAPOLIS, JUNE 2009 PHOTO BY
BRAD QUARTUCCIO / URBAN VELO

Trailblazers

An in-depth look at the people and
organizations that made North
America's transportation cycling
movement what it is today.

20

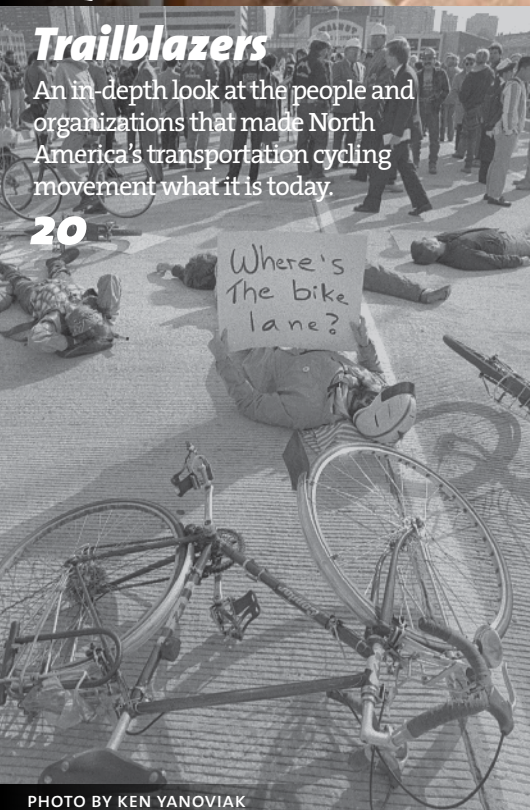


PHOTO BY KEN YANOVIAK

Portland

One of America's trophy
commuter cycling destinations,
Portland, Oregon's bicycle
economy is booming.

32



PHOTO BY DAN LIU

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MOMENTUM MAGAZINE reflects the lives of
people who ride bikes and provides urban cyclists
with the inspiration, information and resources
to fully enjoy their riding experience and connect
with local and global cycling communities.

ON THE COVER

Singer/musician Coco Love Alcorn and TO Bike Union executive director Yvonne Bambrick bring arts and advocacy together in Toronto. Photo by Simon Farla. Bike from Cogs Cycle, makeup by Liz Robertson. Thanks to Christina Bouchard for bike wrangling. Read a full profile of Yvonne Bambrick at: momentumplanet.com/yvonne-bambrick

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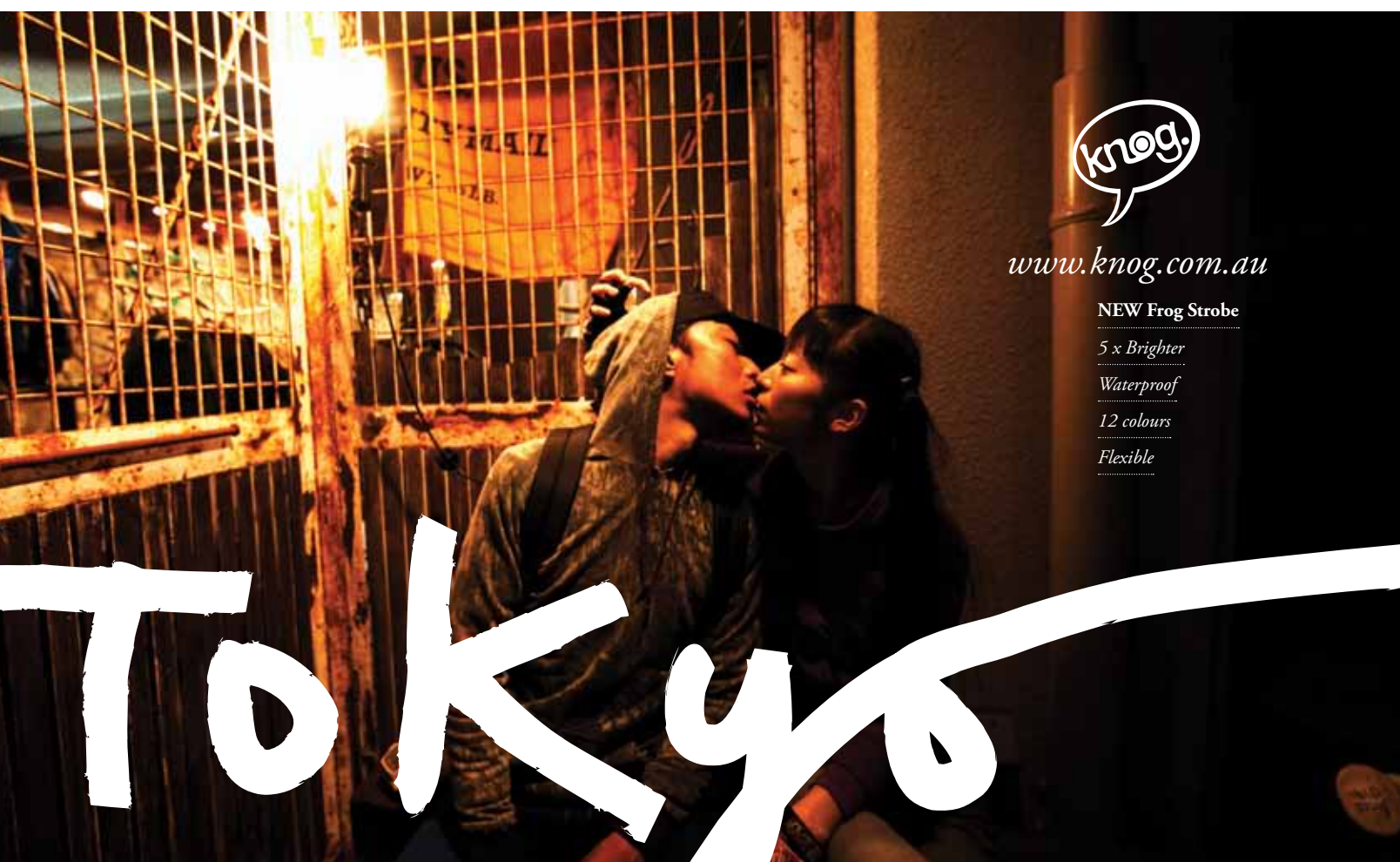
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Internal organization





Why the Cycling Movement **MATTERS**



EDITORIAL
SARAH RIPPLINGER

AS I CONTEMPLATE what to type for my first editorial, my thoughts turn to the question of why I am so passionate about working for **MOMENTUM**. Really, it comes down to values. As a commuter cyclist, I want to see better road infrastructure, safer and healthier communities and cleaner air. Being part of **MOMENTUM MAGAZINE** is one way for me to realize these goals.

Increasing cycling mode share on urban roads is a mission shared by millions worldwide. Indeed, the commuter cycling movement was forged by men and women who have fought long and hard for better bike infrastructure, a fair share of the road and safer, healthier communities. It's a movement that began at the grassroots level and is now becoming part of mainstream culture.

From my point of view, cycling is the perfect mode of transportation. For me, it's a reason to avoid the gym, enjoy the outdoors and save money and the planet at the same

time. It's also a way to meet people and develop lasting friendships.

But there are still challenges ahead. As cities densify, drivers, pedestrians and cyclists are increasingly competing for a scarce resource: road space. This can lead to tragic consequences.

On January 8, Christopher Thompson, a 60-year-old doctor, was sentenced to five years in prison for slamming on the brakes in front of two cyclists on a narrow road in Brentwood, L.A. One of the cyclists, Ron Peterson, suffered a broken nose, broken teeth and cuts to his face; the other, Christian Stoehr, a separated shoulder. The judge presiding over the case called it a "wake-up call," noting that cyclists are particularly vulnerable on roads and adding that local members of government need to be proactive and create more bike lanes.

There is an urgent need for better cycling infrastructure in our cities. Not only painted lines on pavement, but bike lanes that are separate from busy roads, provide enough

space for cyclists to pass one another safely, incorporate road crossing signals into the design, include clear signage and accommodate a variety of cycling abilities and needs.

In this issue, we take a look at trailblazers in the US and Canada who have lobbied, educated, rallied and collaborated to lay the foundations of bicycle advocacy and positive change in local communities and on a national and international level. Jeff Mapes, author of *Pedaling Revolution*, taps the roots of the innovative and courageous individuals who forged the path we are presently pedaling. It is because of their work and the work of so many others, including people like you, that commuter cycling has become an integral part of modern lifestyles. 🚲

Keep those spokes spinning,
Sarah Ripplinger
Editor, **MOMENTUM MAGAZINE**
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Congratulations to subscription prize winner **David Anderson** of **Kenmore, NY** who will receive the Ergon prize pack thanks to ergon-bike.com



momentum **BikeStyle** contest

Are you a cycling fashionista?
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PHOTO BY MATTHEW REAMER

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WE WERE EXCITED to discover your magazine in a local bike store in late 2009. We are two New Zealanders who have very recently relocated from Edmonton, AB to Vancouver, BC. New to the city, we found your coverage of Vancouver to be extremely useful and exactly what we were looking for.

As advertised in your Jan/Feb issue, we have decided to go to the The Bicycle Show in Portland, OR in April 2010. We would love to see coverage in your next issue of a bike-friendly vacation in Portland, including what to see and do, and good (inexpensive) places to eat and sleep.

M. Collins & B. Norrie
Vancouver, British Columbia

I can happily say that we have answered your request. See the Portland article on page 32.

— Editor

I JUST RECEIVED the second issue of my subscription and already I've gone online to read four back issues. Your stories are just that good! I especially appreciate how you understand that self-propelled people don't

really live this way by choice. We ride because it is a deep, almost intangible expression of ourselves.

I live in an official "bike-friendly" city, Missoula, Montana. We're home to the University of Montana, Adventure Cycling Association, and a passionate handful of other non-profit cycling organizations. Missoula's only about four miles by four miles, and there aren't many big hills; yet there are always mountains on the horizon no matter what direction you ride, and the proverbial "nine months" of winter we get each year just gives me the excuse to ride harder to keep warm. For long rides, from any side of town, you're only two stoplights away from an uninterrupted century. I love this town, and I couldn't imagine any place bigger, warmer or kinder to cyclists.

Ryan Newhouse
Missoula, Montana

CORRECTIONS:

THANKS TO PIERRE GIASSON for pointing out our errors in the photo captions for the article, Robert Silverman, aka Bicycle Bob (MOMENTUM #42, Nov/Dec). Pierre said: "the woman in the photo is not our beloved Claire Morissette, but one of LMaB's many dedicated volunteers

(Bob's best recollection is "a Dutch woman named Clara"). And it's John Dowlin (not the famous lutenist John Dowland) who edited those Cycle & Recycle calendars, often in collaboration with Bob and Claire."

In Issue 42 Will Stroet's CD, "My Backyard," should have been listed as retailing \$14.99. For more information about the Western Canadian Music Awards nominated CD, visit willmusic.ca

In Issue #43, Jan/Feb 2010, we incorrectly named the publisher of the Cyclecraft book The Stationary Office. That should have been The Stationery Office.

PRIZE WINNER: Brooks Barbican Messenger bag

This issue's prize for best letter goes to Jill Croft of Victoria, BC who wrote to tell us about a "Progressive Christmas Dinner" on bikes. She even sent photos! Unfortunately we don't have room to print all of Jill's letter here, so please read it in the extended letters page for this issue at momentumplanet.com/issue/44

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BY KRISTEN STEELE

SAN FRANCISCO MAYOR UNVEILS FIRST NEW BIKE LANE IN THREE YEARS

SAN FRANCISCO MAYOR Gavin Newsom joined cyclists, city leaders and neighborhood groups to welcome the city's first new bike lane in over three years this past December. The bike lane came with other improvements, including the city's first green-colored "Bike Box," an advanced stop line that gives cyclists priority waiting room in front of cars at stop lights; new "sharrows," shared lane markings; new sidewalk bike racks and new bicycle signage. The cycling upgrades come just days after the SF Superior Court partially lifted a three-year-old Bike Plan injunction which had halted any new bike improvements in the city. For more info, see sfbike.org

NEW JERSEY POLICY PROMISES SAFER STREETS FOR CYCLISTS

BICYCLE AND PEDESTRIAN advocates across New Jersey are celebrating the recent adoption of a "complete streets" policy by the New Jersey Department of Transportation. The policy, signed by Commissioner Stephen Diltz on December 10, 2009, requires transportation projects to accommodate all road users, including cyclists and pedestrians. Advocates are now gearing up to make sure the policy translates into action. According to Jim Nicholson of the New Jersey Bicycle Coalition, "Our state bicycle summit in February is going to address the 'trickle down' of the policy to the local level. This will lay out a road map to getting complete streets to a level where the policy can benefit the most people." To learn more about New Jersey's new policy and the first New Jersey Bicycle Summit, visit njbike.org

SHARROWS NOW LEGIT

SHARROWS, THE SHARED lane markings that consist of a bicycle and two chevrons, have been admitted into the club of accepted US traffic devices. This January the National Committee on Uniform Traffic Devices voted to endorse the inclusion of sharrows in the next US federal Manual on Uniform Traffic Control Devices

(MUTCD). The innovative road markings, pioneered in San Francisco in 2004, have had "experimental" status until now. Sharrows aim to keep cyclists away from parked cars on roads too narrow for bike lanes – while promoting cyclists' right to the road – and can be spotted in North American cities, such as Chicago, Portland, Louisville, Pittsburgh, Toronto, Edmonton and Winnipeg, among others. You may see them in a city near you soon. If sharrows are formally adopted in the new MUTCD, US cities will not have to seek experimental authorization from the Federal Highway Administration, thus removing some of the red tape that keeps officials from using the markings.

NEW BIKE RACKS ARRIVING FOR PITTSBURGH CYCLISTS

PITTSBURGH, PA CYCLISTS will soon have more places to secure their bikes thanks to the 200 new bike racks being installed throughout the city. The City of Bridges' new bike rack request program comes after Bike Pittsburgh secured funding for 100 racks and donated them to the city. The city matched the donation with another 100 racks. Area business owners can now request a rack for their cycling customers and employees through a simple online request form. Learn more at bike-pgh.org

VIRGINIA'S CUL-DE-SAC BAN NAMED DESIGN IDEA OF 2009

THERE'S NOTHING MORE quintessentially suburban than the cul-de-sac. There's also nothing more antithetical to smart growth or bicycle-friendly design. In 2009, Virginia became the first state to restrict the dead-end street design that limits through traffic and is an obstacle to biking and walking. Virginia's new rules require developments to have certain levels of connectivity in order to receive state maintenance and snowplow services. The New York Times recently named Virginia's Cul-de-Sac Ban one of their Design Ideas of 2009. According to the Virginia Bicycle Federation, "We agree! While cul-de-sac neighborhoods are perceived as safer, they force cyclists and pedestrians onto busy arterial roads and make trips within the neighborhood much longer – undoubtedly contributing to the decline in biking and walking over the last 30 years. We're very pleased that Virginia is taking the lead with this issue." More info at vabike.org/cul-de-sac-ban-idea-of-the-year



2008 SUMMITTERS
KICK OFF THE ANNUAL
CONGRESSIONAL BIKE RIDE.
PHOTO COURTESY OF LAB

NATIONAL BIKE SUMMIT 2010

BY JENNIFER CLUNIE

FROM MARCH 9-12, over 600 advocates, representing 50 states and six countries, will gather in Washington, DC for the National Bike Summit 2010. Over 100 advocates and industry leaders attended the first League of American Bicyclists Summit in 2000 to strategize how to foment cycling's rise to mainstream-transportation-mode status.

Since then, the Summit has grown in leaps and bounds, with record numbers of attendees – local and statewide advocates, planners, educators, retailers and industry representatives – choosing to return year after year, equipped with a far more sophisticated message and stronger relationships.

Sustainability is shaping up to be a major theme for 2010. Delegates will have the opportunity to meet with elected representatives to discuss important pieces of federal legislation, including the national Complete Streets Act (completestreets.org/federal-policy), and to network across state lines. More information at bikeleague.org

Jennifer Clunie is the executive director of the New York Bicycling Coalition.

Now, more than ever, we need your support.

The people behind *Momentum* have been working on this magazine (in different incarnations) since 2001. That means that for nine years we have been engaged with the topic of biking for transportation, providing food for thought and encouraging the growth of North American cycling culture.

Since our beginnings we have witnessed remarkable change:

people are slowly and steadily embracing the cycling lifestyle. Though cyclists are still in the minority, the potential of bikes to empower and improve lives is irresistible.

You can help ensure that we'll keep spreading this message for years to come.

Please buy a LIFETIME SUBSCRIPTION and support the transportation bicycle movement in North America.

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PHOTO COURTESY OF THE OREGONIAN



JEFF MAPES, who wrote the feature story about bicycle advocacy trailblazers on page 20, is the senior political reporter for *The Oregonian* newspaper in Portland, OR and is the author of *Pedaling Revolution: How Cyclists are Changing American Cities*. He lives in Portland with his wife Karen. Their latest transportation purchase was a cargo bike.

PHOTO BY REBECCA BOITE



ELLY BLUE, who authored the city feature about Portland on page 32, has been a writer and bicycle activist in Portland, Oregon since 2005. Her many roles in the bike world include Managing Editor of BikePortland.org from 2008 to 2010 and the lead organizer of the Towards Carfree Cities conference in 2008. She has never owned a car, and her dream is to see Portland's freeway bridges transformed into hanging gardens.



SHANE JORDAN, whose review of the SE Lager appears on page 39, spends most of his time riding the delightfully chaotic streets of Boston. When he is not on his bike he is making custom head badges, tinkering, dreaming, or running his website BostonBiker.org.



RHIANNON COPPIN who wrote Fixie Gold, page 26, escaped from New York with a journalism degree and a new appreciation for one-way streets. She plans to keep riding fixed until the hover-bikes we were promised become a reality. Rhiannon's quest is to find the perfect shade of pink nail polish for a favourite frame's touch-up job.



SIMON FARLA, who photographed Yvonne Bambrick and Coco Love Alcorn for this issue's cover, is a freelance graphic designer who lives and loves in Toronto, Canada. His time is split between designing, photography, silkscreening and cycling. The majority of his clients are musicians from all over the country. He is the lead designer for the Toronto Cyclists Union. Simon has also created a line of reused clothing with his wife Coco Love Alcorn: cocolovealcorn.com/shop. He currently owns two fixies, one road and one cyclocross bike. www.simonfarla.com



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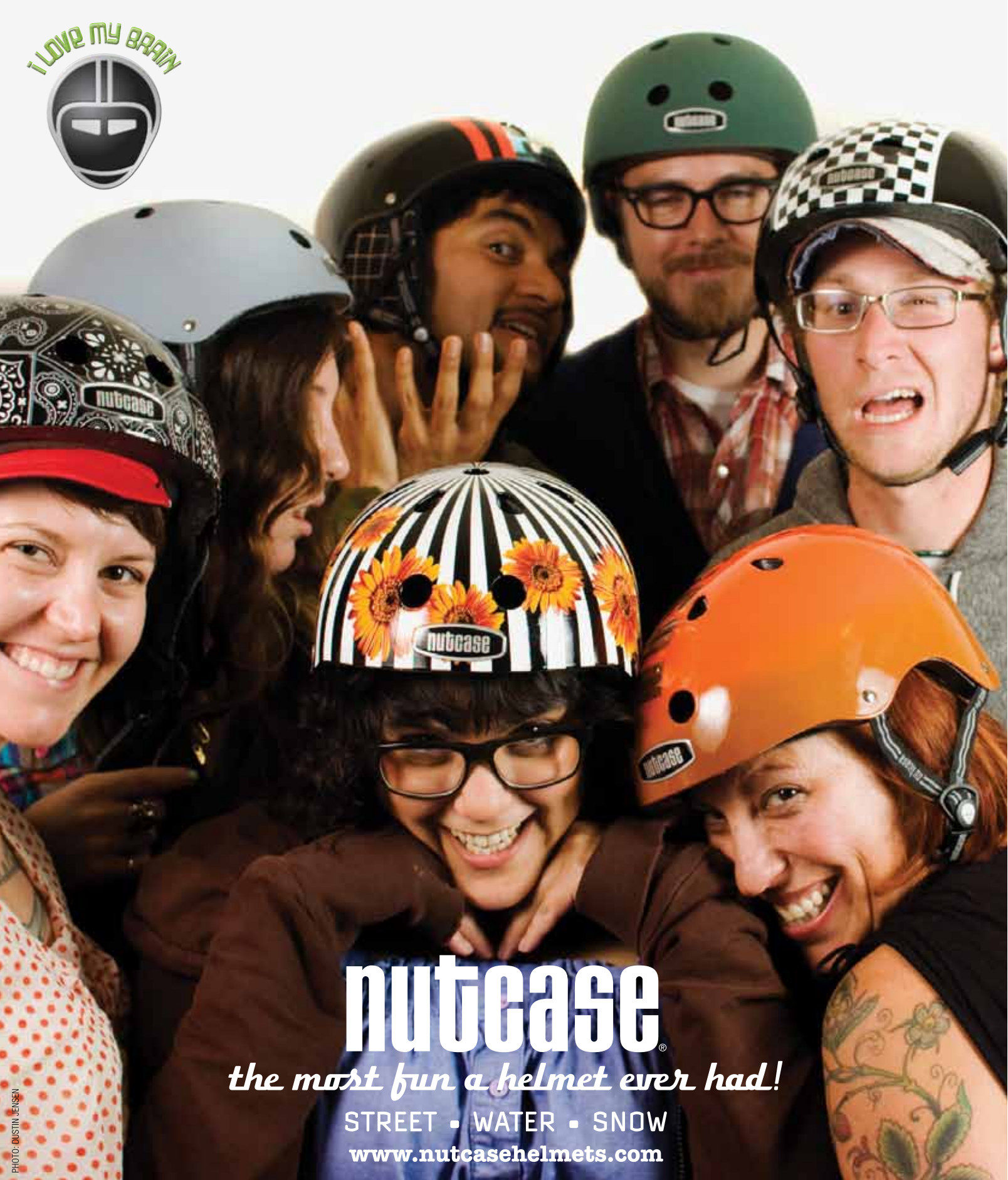
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2009 People Powered Movement **PHOTO CONTEST WINNERS**

OVER 2,000 BIKING and walking photos were submitted to the Alliance for Biking & Walking's People Powered Movement Photo Contest, sponsored by MOMENTUM MAGAZINE. Congratulations to Grand Prize Winner Todd Winters of Chicago, IL who won a 10-day all-expense-paid bike tour of Tuscany and a year's supply of CLIF BARS. Alan Young of Port Moody, BC and Eduardo Green Short of San Francisco, CA were first and second runners up and won new commuter bikes. First place winners in each category won Rickshaw messenger bags filled with CLIF BARS and Planet Bike gear. And, all contest winners took home a subscription to MOMENTUM MAGAZINE. The contest was a benefit for the Alliance for Biking & Walking and helped create a new photo library resource for advocates. Learn more at www.PeoplePoweredMovement.org



• **GRAND PRIZE**

WALK, RIDE, RUN BY TODD WINTERS, CHICAGO, IL

• **SECOND PLACE OVERALL**

BIKING IS COOL BY ALAN YOUNG, PORT MOODY, BC
"MY SON LUKAS LOVES HIS BIKE!"

• **THIRD PLACE OVERALL**

ZIG-ZAG BY EDUARDO GREEN, FLORIANOPOLIS, BRAZIL
"DESCENDING SF'S FAMOUS LOMBARD STREET"





•BIKING•

FIRST PLACE: *WOMAN COMMUTING* BY PAMELA PALMA, OAKLAND, CA SECOND PLACE: *REID FAMILY ON TOUR* BY CARLTON REID, NEW CASTLE UPON TYNE, TYNE AND WEAR, UK THIRD PLACE: *GRAND ARMY PLAZA* BY LOIS BIELEFELD, BROOKLYN, NY

•YOUTH•

FIRST PLACE: *KEEPING IT GOING* BY ELIZABETH BRAUER, ANN ARBOR, MI SECOND PLACE: *ACTION SHOT* BY CHRISTIAN E THIRD PLACE: *LIKE A BIKE IN THE SNOW* BY CARLTON REID, NEW CASTLE UPON TYNE, TYNE AND WEAR, UK

•ADVOCATES IN ACTION•

FIRST PLACE: *WE ARE HERE TO STAY* BY GABRIELLA SALARY, TORONTO, ON SECOND PLACE: *IGNACIO TEACHES BIKE SAFETY* BY KATHLEEN DREIER, TUSCON, AZ THIRD PLACE: *ONE LESS CAR* BY LOIS BIELEFELD, BROOKLYN, NY

•INSPIRATIONAL

FIRST PLACE: BY JOEL KOONTZ, GREENVILLE, SC SECOND PLACE: *TOUR DE BROOKLYN 2009* BY LOIS BIELEFELD, BROOKLYN, NY THIRD PLACE: *CHILLY HILLY PARTICIPANTS ARRIVAL* BY FERRY 2 BY KIMBALL ANDREW SCHMIDT, SAN DIEGO, CA

•WALKING•

FIRST PLACE: *LEASH* BY JASON LAM SECOND PLACE: *WALKING THE RAILS AT DUSK* DEL MAR, CA BY KIMBALL ANDREW SCHMIDT, SAN DIEGO, CA THIRD PLACE: *WALKING TOGETHER* BY LIV AMES, SAN JOSE, CA

•COMPLETE STREETS

FIRST PLACE: *STAALSTR* BY RACHEL WIERSMA, VANCOUVER, BC SECOND PLACE: BY GABRIELLA SALARY, TORONTO, ON THIRD PLACE: *YOU CHOOSE* BY EDUARDO GREEN, FLORIANOPOLIS, BRAZIL

•BIKING & WALKING•

FIRST PLACE: *CRITICAL MASS @ GAS WORK PARK*, SEATTLE, WA BY JOSEPH SCHELL, SAN FRANCISCO, CA SECOND PLACE: *A RIDE IN THE PARK* BY PAMELA PALMA, OAKLAND, CA THIRD PLACE: *MISSION FAMILY* BY KATE MCCARTHY, SAN FRANCISCO, CA



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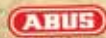
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Mar 5 - 7	Toronto International Bicycle Show	Toronto, ON
Mar 9 - 11	National Bike Summit	Washington, DC
Mar 13 - 14	Seattle Bike Expo	Seattle, WA
Apr 10 - 11	Portland Bicycle Show	Portland, OR
Apr 15 - 18	Sea Otter Classic	Monterey, CA
May 22 - 23	Maker Faire	San Mateo, CA
Aug 7 - 8	Rocky Mountain Bicycle Show	Denver, CO
Sept 12-14	Expocycle	Montreal, QC
Sept 22-24	Interbike	Las Vegas, NV

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TRAILBLAZERS



BY JEFF MAPES

If you spend much time pedaling the streets of any city in North America, you're probably pretty passionate about it. You know what it's like to be part of a small and all-too-often embattled minority – and you probably also believe the world would be a better place if a lot more people got out of their cars and joined you on bikes.

These simple feelings have given rise to an increasingly sophisticated bike advocacy movement that has grown across the US and Canada over the last four decades. Cycling, once seen as only suitable for children and oddly attired athletes, is now becoming a mainstream form of transportation in cities from San Francisco to New York, from Montreal to Vancouver, BC.

This hasn't been easy and the movement is still a long way from reaching its full potential. That's partly because organizing cyclists – who are often contrary and individualistic by nature – is a bit like herding cats. No single organization is the cycling equivalent of the National Rifle Association. No one figure is as towering as Martin Luther King was to the civil rights movement.

Instead, the modern bike movement is more akin to a thousand flowers blooming – sometimes in the unlikeliest of settings.

Take Deb Hubsmith, who just over a decade ago was lugging materials on sustainable transportation around to local

schools in suburban Marin County, CA on a solar-powered electrical bike. In the space of a few years, Hubsmith – who headed the Marin County Bicycle Coalition – formed a lobbying alliance with powerful Minnesota congressman Rep. Jim Oberstar, who had fallen in love with cycling himself. She helped push through hundreds of millions of dollars for new biking programs, including the creation of a national program to encourage children to once again walk and bike to school.

Or consider Randy Neufeld, who built the Chicagoland Bicycle Federation into one of the most powerful local bike groups in the country by essentially embedding his staff within the City of Chicago's transportation department. Now they are writing bike plans for the city. And Neufeld has moved on to head the SRAM Cycling Fund, which was set up by the bicycle equipment manufacturer, and is handing out \$10 million in grants to bike advocacy groups.

Too mainstream for you? Well, there is Chris Carlsson, who nurtured San Francisco's Critical Mass and has seen it grow into a worldwide phenomenon. Or you can talk about the "underground" mutant bike builders or the loose-knit bike fun group Shift – in my hometown of Portland, OR – who are turning bikes into performance art and helping create a new kind of urban cool about cycling.

Canada has taken tips from the States,

How Bicycle Advocates Defined North American Cycling Culture (1970-2010)



A MODERN BICYCLING ADVOCACY TIMELINE

1973: The bicycle industry sells more than 15 million bikes in the US – more than double the sales of just three years before. The "Bike Boom" inspires the creation of bike advocacy groups throughout North America. Unfortunately, sales collapse in just a few years.

1973: The Arab oil embargo plays a major role in persuading Holland to develop modern bikeway infrastructure. The country's bikeway network soon becomes an inspiration for bike activists around the world. Some 27 percent of trips in the Netherlands are by bike.

• Bill Wilkinson and Dan Burden, 1974

1976: John Forester publishes the first edition of his book, *Effective Cycling*. Forester, a California industrial engineer and son of noted English novelist C.S. Forester, codified the rules of "vehicular cycling" that are the basis for bicycle education programs today. A passionate advocate of cyclists' right to the road, he eventually parts ways with much of the bike advocacy community, opposing virtually all bikeways – particularly bike lanes and European-style cycletracks.

• John Forester





◀ Paul Tsongas
Neil Goldschmidt ▶

1980: On Earth Day, then-Transportation Secretary Neil Goldschmidt and Massachusetts Sen. Paul Tsongas lead a procession of bicyclists up to Capitol Hill to deliver the first-ever government report on the virtues of encouraging bicycle commuting. The Bike Fed holds its first Pro Bike Conference in Asheville, NC. The biennial event is now called "Pro Walk Pro Bike." Ronald Reagan is elected president and his administration cuts funding for further studies of bicycle transportation. Photos by Bill Wilkinson



1986: Greg LeMond becomes the first American to win the Tour de France. It helps keep bicycling in the public eye in what was otherwise a difficult period for bike advocates. Suburban sprawl accelerates, children are increasingly not encouraged to cycle and many bicycle advocacy groups formed in the 1970s fade away. Photo by David Niddie

1986: Rails-to-Trails Conservancy is created to aid and encourage the conversion of abandoned rail lines into bicycling and walking trails.



Robert Silverman ▶

◀ Claire Morissette

Joe Breeze ▶

1977: In Marin County, CA, Joe Breeze begins building and selling the first bikes made especially for the emerging sport of "mountain bicycling." (Several others play an important role in "inventing" the mountain bike. For the full story see the film *Klunkerz*). Breeze builds on his experience and later develops his line of Breezer commuter bikes. Photo by Wende Cragg/Rolling Dinosaur Archive

Late 70s: Bikes on buses in CA. Photo courtesy Cycle & Recycle Calendar



1977: Bicycle activists create the Bicycle Federation, a Washington, DC-based organization. The Federation is a national clearinghouse for bicycle programs and pushes the federal government to do more for bicycling and to help promote bike advocacy groups. Bill Wilkinson, who helps found the Bike Fed, eventually becomes its executive director and plays a major role in nurturing the national bike lobby through the 1980s and 1990s. The group is now known as the National Center for Bicycling & Walking.

Bill Wilkinson ▶



where the main thrust of the cycling advocacy movement in North America began.

There's Robert "Bicycle Bob" Silverman whose madman antics in Montreal, QC in the 1970s sparked a revolution of bike advocacy in Canada. Silverman and a team of guerrilla protesters became famous for rallying against the "auto-crazy." They painted bike lanes in the middle of the night. They staged a "die-in" where hundreds lay, coated in fake blood, at the corner of St. Catherine and University streets beside mangled bicycles to raise awareness about the need to make roads safer and more accessible.

These demonstrations were also headed by Claire Morissette who, together with Silverman, formed *Le Monde à Bicyclette* in 1976, arguably the flagship cycling organization in Canada. Dubbed the "Joan of Arc" of bicycling, Morissette became famous for other publicity-raising stunts, such as bringing skis, ladders and cardboard elephants onto the subway system in Montreal, which were allowed, at a time when bicycles were prohibited. The City of Montreal recognized her work in 2007 by posthumously naming the De Maisonneuve bike path the *Piste Cyclable Claire-Morissette*.

These flowers didn't bloom by themselves. The seeds were planted in many places in North America, all the way back to the founding of the League of American Wheelman in 1880 in Newport, RI. Before hardly anyone had a car – let alone thought of having an automotive lobby – the league started lobbying for paved roads to replace the rutted, muddy dirt roads that connected cities.

But enough about ancient history. If you want to understand the modern bike movement in North America, you could well start in the Golden Temple, a Chinese restaurant in Washington, DC in 1977. A group of young bike activists who had started to meet decided they needed a wise head to help guide them. They sought out Tedson Meyers, a local attorney and former DC city councilor.

Meyers, then 49, had once bicycled

across France. But he too had despaired at how cycling was ignored by American transportation officials, despite a huge spurt in adult bike sales in the early 70s that became known as the "bike boom."

"At the time we began, people in positions of authority had no use for pedestrians and bicyclists," Meyers told me when I was researching my book, *Pedaling Revolution: How Cyclists are Changing American Cities*. "When I was on the DC city council, the head of the highway department – he was a lovely man – [...] thought that pedestrians and bikes just get in the way. The thing that irritated him the most was pedestrians who

"We had a change-the-world mentality... Nothing was impossible."
– Bill Wilkinson

would walk slowly across the intersection."

On a spring day 33 years ago, Meyers met three young bike enthusiasts at the Golden Temple. Dan Burden, then in his early 30s, was already a celebrity in the tight little world of bike activists. He led an epic trip from Alaska to Mexico that he chronicled for *National Geographic* and, in 1976, organized a mass "Bike-Centennial Ride" across the US. To him, the bike was a wonderful "learning machine" that allowed people to experience nature and their own community in a way they couldn't behind the windshield of a car. Two young federal bureaucrats trying to carve out a niche working on bike issues – Bill Wilkinson and Katie Moran – rounded out the group.

Over lunch, the four decided to create the Bicycle Federation, which they saw as a kind of nerve center for a true transportation revolution. "We wanted above all to train advocates in communities" around the country, Meyers said.



1990: Die-In on Walnut Bridge during grand opening, Philly, PA. Photo by Ken Yanoviak

1991: Congress passes the Intermodal Surface Transportation Efficiency Act, known as ISTEA. It is the first federal transportation bill that provides significant amounts of money for walking and bicycling.



Mia Birk ◀

1993: The City of Portland, OR, hires Mia Birk as bike coordinator and begins a comprehensive bike network. It becomes a model for bike advocates as the cycling mode share eventually climbs above 6 percent by 2008 – making it No. 1 among major US cities. Photo by Erin Janke

1994: The federal government releases the National Bicycling and Walking Study. It calls for doubling the percentage of short trips by cycle or on foot.

1996: Twenty leaders from 12 bike advocacy groups meet at Thunderhead Ranch in Wyoming to swap ideas and talk shop. They eventually form the Thunderhead Alliance, which grows to include some 160 biking and walking advocacy groups from around the country. It is now known as the Alliance for Biking & Walking.

Randy Neufeld ▶

The BikeFed, as it came to be known, never became a household name and it never bothered to become a mass member organization. But for years the Bicycle Federation played a big behind-the-scenes role in boosting bicycle transportation.

The federation sponsored an influential biennial meeting, now known as Pro Walk/Pro Bike and it became one of the main gathering points for bike advocates. Wilkinson, who ran the group for more than two decades before his 2008 retirement, helped form the coalition that outmatched the highway builders and finally gave biking and walking a share of federal transportation money. The group played the midwife role in creating the Thunderhead Alliance – now known as the Alliance for Biking & Walking – that represents and nurtures some 160 local bike advocacy groups across the US and Canada.

Above the border, John Luton, a City of Victoria councilor and executive director of the Capital Bike and Walk Society in Victoria, was busy sending out feelers to the bike community, NGOs and government officials, with the intent of creating a more cohesive movement in Canada and North America. The first Canadian to join the Alliance, Luton led the campaign to bring the Pro Walk/Pro Bike conference of 2004 to Victoria, BC.

Burden, the first director of the BikeFed, launched a bike-centennial, which led to the creation of the Adventure Cycling Association – now 44,500 members strong, mostly from North America. Eventually, Burden became a consultant who travels more than 300 days a year teaching people how to create walkable communities.

He hasn't forgotten his cycling roots. He likes, for example, to tell groups there are several good reasons to stripe in bike lanes besides just aiding cyclists. (Among them: providing space on the side of the roadway for emergency vehicles and moving motorized traffic further away from pedestrians.)

Wilkinson remembers the 70s as a time when the pioneering bike advocates

approached their work with an almost innocent fervor. In a society that had seen such rapid cultural shifts, from the rise of civil rights to the sexual revolution, why couldn't bikes be a tool for remaking cities?

"We had a change-the-world mentality," he said. "Nothing was impossible." For the most part, these early pioneers had little engineering or planning expertise. Still, with an energy crisis looming in the 1970s, they did manage to persuade Congress to order the federal government to study the potential gasoline savings of shifting shorter trips from cars to bikes. Several communities, particularly such college towns as Davis, CA and Eugene, OR, installed bike paths, bike lanes and other amenities to encourage cycling.

John Dowlin, a Philadelphia bike activist who helped market the now-ubiquitous inverted-U bicycle rack, for many years operated a clipping service that distributed news articles about bicycling issues.

Dowlin said that huge bike rides by environmental activists in Paris and London inspired American activists in the 70s. So did the demonstrations for better biking conditions in Amsterdam and Copenhagen. He also recalled the excitement over a 1973 article in *Scientific American* by Stuart S. Wilson – titled "Bicycle Technology" – that explained how the bike was the most efficient form of transportation.

Ivan Illich, a Roman Catholic priest, used the article for his landmark book *Energy and Equity*, which served as a radical manifesto for the bike movement.

The tumult of the 1970s, however, did not produce a bicycling revolution.

The bike industry, often only a faint-hearted supporter of bike advocacy, foundered as sales tanked in the mid-1970s and American companies began losing sales to overseas competitors.

Bike activists faced their own schism. John Forester, a California engineer and avid cyclist, started his own movement to fight bikeways, saying that authorities just wanted to deny cyclists the right to the road.

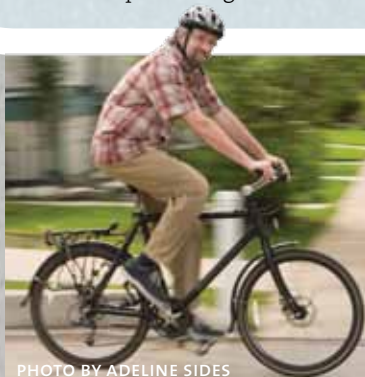


PHOTO BY ADELINE SIDES

1996: The US Surgeon General issues a landmark report on physical fitness that says the "major barrier to physical activity is the age in which we live." Among other things, it calls for replacing short car trips with biking and walking. A survey included in the report found that 53 percent of those who had cycled in the last year would ride to work if they could do so on "safe, separated designated paths."



Nancy Smith-Lea ▶

Forester produced a book, *Effective Cycling*, which codified the style of riding he had learned as a child in Great Britain – he was the son of novelist C.S. Forester – and as a reader of British cycling magazines. “Cyclists fare best,” he intoned, “when they act and are treated as drivers of vehicles.”

Vehicular cycling, as described by Forester, became the basis for bike education in North America. Even some of his sternest enemies give him credit for his vehicular cycling precepts and for helping protect the right of cyclists to use the public right of way. But he had a stormy tenure on the board of the League of American Wheelmen and alienated many bike advocates with his withering critiques.

Perhaps most importantly, Forester didn’t look to put North Americans on bikes. He was a suburbanite himself and saw little reason why large numbers of people would want to swap driving for pedaling. “It was a minority activity

“No longer is it a small group of outsiders meeting in the Golden Temple.”

and I didn’t expect it to be any more than that,” he told me years later, “because I knew the difficulty. It was real fun, but on the other hand...it had its costs, time and social opprobrium and such.”

Oil prices dropped in the early 1980s as the Reagan administration shut down the already minimal federal spending on bike projects. The shift to suburbia continued to accelerate and commutes grew longer. Several local bike groups withered. Cars got bigger as they morphed into mobile living rooms and roads became even more swollen with traffic.

The pivotal moment for biking’s rebound came in 1991 when Congress passed the Intermodal Surface Transportation Efficiency Act, known universally as ISTEA (pronounced “ice tea”).

With the interstate freeway system nearly complete by the end of the 1980s, a broad group of transportation reformers decided to hijack the “highway bill.” Those included transit interests, urban planning groups, bike activists and plenty of others who were used to getting shoved into the margins. They formed the Surface Transportation Policy Project, but their informal name was an ironic one: “the losers’ coalition.”

They enlisted a key senator, New York Democrat Daniel Patrick Moynihan, who had a lively career as a public intellectual before turning to elective politics. Among his work was a 1960 article, “New Roads and Urban Chaos,” that predicted the problems that would occur when states began ramming freeways through cities with the federal government picking up 90 percent of the tab.

With a real stream of federal money available, the bike lobby flowered. Now that local and state governments could apply for grants to build bikeways, politicians and bureaucrats showed a new interest in biking. And local bike advocacy groups could realistically push for new projects, whether it was a trail or an improved bridge crossing. Similarly, the bike industry realized that it needed to do more to make sure cycling captured these new federal dollars. Simply put, bike paths equaled more sales.

Another signature moment came in 1996 when some 20 activists from a dozen local bike groups around the country gathered at Thunderhead Ranch in Wyoming.

Jeff Miller, in his first week on the job as executive director of the Bicycle Coalition of Maine, was one of them. “That weekend was absolutely transforming,” he said, as the activists bonded and realized how common their problems were, from city to city.

Miller said his member groups had the equivalent of about 10 paid staffers in the late 1990s. Now, there are more than 200 – showing how much more professional the movement has become.

Hubsmith, who is now executive director



◀ Deb Hubsmith

2005: Congress passes a new transportation bill that gives cycling a huge win. Lawmakers approve \$600-million to start a Safe Routes to School program aimed at getting more children to walk and ride to school. The multifaceted program helps teach kids how to bicycle and increases the safety of streets around schools. The bill also includes a \$100-million pilot program to see if the mode share for bicycling can be increased in four communities: Minneapolis, MN; Marin County, CA; Columbia, MO; and Sheboygan County, WI.

2003: Congressional Republicans make a major effort to dump federal funding for a wide variety of bikeway projects. With the Rails-to-Trails Conservancy and a coalition of bike groups taking the lead, the effort is defeated on a 327-90 vote in the House. The big victory awakens Washington to the emerging power of the bike lobby. Below photo courtesy Transportation Alternatives



2000: The Robert Wood Johnson Foundation, which played such a major role in the anti-smoking movement, launches several programs to “Reengineer activity back into people’s lives.” Efforts such as Active Living by Design funnel millions to researchers and bicycle and walking advocates.

◀ Andy Clark



Jeffrey Miller ▶



◀ John Burke



1997: At the Interbike, trade show in Las Vegas, Trek Bicycles chairman John Burke pledges \$100,000 to bike advocacy efforts. Photo courtesy Trek Bicycle Corporation

1999: The League of American Bicyclists – founded in 1880 as the League of American Wheelmen – holds first National Bike Summit in Washington, DC.

1996: After being hit by a car in 1992, Nancy Smith-Lea, now the program director of the Toronto Coalition for Active Transportation, co-founded Advocacy for Respect for Cyclists (ARC). ARC supplied legal support for two cyclists arrested at a Critical Mass ride and called for a coroner’s inquest into the deaths of two other cyclists that occurred that same week. The CM cyclists were acquitted of the charges against them and the coroner’s inquest culminated in a ground-breaking report that became a touchstone for individuals and organizations endorsing safer roads for all in Canada and the US.



Jim Oberstar ~

2006: Democrats take control of Congress. Rep. Jim Oberstar, the sponsor of the Safe Routes to School program, becomes the chairman of the House Transportation Committee. Oberstar, a cyclist who says he wants to shift the country from the "hydrocarbon economy to the carbohydrate economy," is increasingly well-positioned to do something about it. Photo by John Schadt



• John Luton

2007: Janette Sadik-Kahn becomes commissioner of transportation in New York City. Sadik-Kahn, a strong believer in reallocating urban streetscapes away from the automobile, aggressively builds New York City's bike network. And she attracts national headlines in 2009 by closing much of Broadway to auto traffic.



Yvonne Bambrick •

Photo by Rannie Turingan

2008: Barack Obama is elected president. He becomes the first US leader to promote bicycling in his campaign platform, which states: "Our communities will better serve all of their residents if we are able to leave our cars, to walk, bicycle and have access other transportation alternatives."

2009: The National Association of City Transportation Officials launches Cities for Cycling, an effort to lobby for federal approval of new bikeway treatments and to help cities boost their cycling rates.

Mark Gorton ~



of the Safe Routes to School National Partnership, cited two other key events that helped produce a muscular bike lobby.

In the late 1990s, the bike industry—spurred on by John Burke, the chairman of Trek Bicycles—formed Bikes Belong and played a key role in pushing through new funding for biking and walking in ISTE's successor, the Transportation Efficiency Act of 1998.

And in 2003, the various bike groups—working as one in a coalition called America Bikes—demolished an attempt by conservative Republicans to eliminate funding for the program that provided hundreds of millions of dollars for bike and pedestrian projects.

Of course, it wasn't all just sharp lobbying. The revitalization of inner cities around North America helped spur interest in alternative forms of transportation—and many people discovered that bikes were a great way to cover relatively short urban trips. The obesity crisis turned the public health community into cheerleaders for integrating activity into peoples' daily lives. The new buzzword for biking and walking was "active transportation." And, of course, peak oil and global warming became common concerns over the last decade. In many ways, the bike movement has started to shift. No longer is it a small group of outsiders meeting in the Golden Temple.

Oberstar, who credits bicycling with helping him recover emotionally from the death of his first wife from cancer, now chairs the House Transportation Committee, and cycling activists are hoping to win big boosts in funding for safe routes to school and other bike programs in the next transportation bill. Congressman Earl Blumenauer, who helped create Portland's bike network when he was on that city's council, has stitched together a Congressional Bike Caucus of some 160 members.

Janette Sadik-Kahn, the innovative transportation commissioner for New York City, accomplished more in less than three years on the job than bike activists would have once dreamed possible. Barack Obama became the first US president to include bicycling in his transportation platform. His transportation secretary, Raymond LaHood, told me last year on a trip to Portland how impressed he was with the number of cyclists he saw in the city [see our Portland feature, p. 32]. He also praised the city's growing streetcar and light rail lines and said the way to fix cities was simple: "Take what you've done here in Portland and try to replicate it around America. It's not that complicated."

The bike movement has broadened in

many ways, adopting a more sophisticated view of urban design and transportation. The Chicagoland Bicycle Federation, for example, now calls itself the Active Transportation Alliance. It envisions a community where half of all trips are by bicycling, walking and transit.


Wilkinson, one of the pioneers of the movement, talked about how he gradually began to change his focus from bikes to land use.

"If you don't get the bones of the community right, the rest of it isn't going to work," he explained. "For bicycling and walking to be viable modes to support daily routines and activities, the origins and destinations have to be in reasonable proximity. They can't be eight-mile trips."

Many of the new stars of the bike movement would never be confused with Lance Armstrong.

There's John Pucher, a professor at Rutgers, who spent much of his career studying mass transit. Since a 1996 sabbatical in Muenster, Germany, where bikes are as common as cars, he's authored influential studies on how to bring European-style urban biking levels to North America. And there's Todd Litman of the Victoria Transport Institute in British Columbia, one of the major theorists showing how North America needs to shift away from an auto-centric transportation system. And Yvonne Bambrick, executive director of the Toronto Cyclists Union (and piloting the tandem bike on our cover)—has gathered support for her city's first and only membership-based organization that launched in May 2008, signing up 1,100 members to date. Through her collaborative and inclusive style of advocacy, combined with media savvy communications skills, Yvonne has mainstreamed the conversation about transportation cycling. Ongoing campaigns include updating the *Ontario Driver's Handbook*, a Complete Streets Policy campaign in partnership with the Toronto Coalition for Active Transportation, and Newcomer Cycling Outreach program in partnership with CultureLink Settlement Services. Or you could point to Mark Gorton, a high-tech finance entrepreneur in New York City who has financed two influential web sites, Streetsblog and Streetfilms, which have become major news sources for bike activists.

Miller, who heads the Alliance for Biking & Walking, notes that the 160 local bike groups in his coalition still only have around 100,000 members.

"I find that to be rather dismal, personally," said Miller. "The big thing I always state is to join your local organization, get involved. ... If everyone spent just a fraction of what they spent on their bicycles and equipment, there would be a profound payoff for that investment." 



A People Powered **MOVEMENT**

I'VE OFTEN BORROWED the inspirational quote from the movie *The Power of One* that a waterfall starts with a single drop. I believe in the power of one person to spark a grassroots movement. But it's also true that a single drop doesn't make a waterfall. It takes the power of groups to make lasting change.

In my first week in San Francisco, I attended a Board of Supervisors' hearing on the proposed expansion of car-free space in Golden Gate Park to Saturdays (at the time part of the park was closed to cars on Sundays). I showed up at the suggestion of a friend with the San Francisco Bicycle Coalition (SFBC) and thought I might testify about my experience enjoying the quiet family-filled streets of the park the previous Sunday. Instead I was a spectator. That day was my orientation into the people power the SFBC had garnered over the years.

In the standing-room-only City Hall chamber, people of all walks of life donned stickers in support of "Healthy Saturdays." Nearly all of the 100-plus who spoke up supported expanding car-free space in the park.

It's difficult for elected officials to defy that sort of public outpouring of support. The ability to draw people out in support of cycling is one reason the San Francisco Chronicle has called the SFBC "one of the most potent political forces in the city." With over 11,000 individual members, one for every 70 residents, the SFBC has more members per capita than any other bicycle advocacy organization in North America. In 2009 their members donated 16,000 volunteer hours – roughly equivalent to eight full-time staffers – and contributed 60 percent of the organization's operating budget.

Many people don't consider themselves

advocates. Maybe it's because they aren't employed with an advocacy group. Maybe their fear of public speaking keeps them away from testifying at public events. Or maybe they don't think their contribution warrants the descriptor.

Anyone who offers time, money or talents to the cause is an advocate in my book. And any successful advocacy organization, program or campaign is made up of people who give their time, talents or money. Though the founders and staff often get the credit, it's the members, donors and volunteers who provide the people power that makes any successful grassroots organization or effort possible.

Take Lynne Howe. She comes into the SFBC office once a week to help assemble mailings and member packets. Dustin Jenson takes photographs of events and members for the SFBC newsletter; he has been integral to capturing the latest bike improvements that have been hitting streets across the city. Their efforts form part of a network of over

NANCY BOTKIN HEADS UP AN ANNUAL QUILTING PROJECT. VOLUNTEERS CRAFT SQUARES FOR A BIKE QUILT THAT IS AUCTIONED AT AN SFBC FUNDRAISER. LAST YEAR THE QUILT BROUGHT IN \$4,700 FOR THE ORGANIZATION. PHOTO BY AMY WALKER. QUILT PHOTO BY PHILIP MAISEL



11,000 San Franciscans who give their energy, expertise or money to the cause. They are part of the reason bicycling in the city has risen 53 percent since 2006 and that 45 new bike projects were approved in 2009.

The bicycle movement has always been a people powered movement. It relies on individuals who offer whatever they can. They are the drops of the waterfall. The more people join their local organization and volunteer, the greater the might of efforts to make communities bicycle-friendly and the bigger the splash. ☘

Kristen Steele lives in San Francisco and works for the Alliance for Biking and Walking, the North American coalition of over 160 bicycle and pedestrian advocacy organizations. Get involved with your local organization; visit PeoplePoweredMovement.org/members.

Contact Kristen at:
kristen@peoplepoweredmovement.org

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FIXIE GOLD

The Treasure of Elites is Now as Commonplace as Computers

BY RHIANNON COPPIN

THE POPULARITY OF track-style bikes is soaring despite the sluggish economy. Demand is turning it into a hedge investment similar to gold in these troubled times.

Strong buy-in to track culture has meant everything to fixed-gear entrepreneurs like Gina Marie Scardino, the 32-year-old owner of King Kog in Brooklyn.

"It's getting huge," she said over the phone. "The market is changing and becoming accessible to different kinds of people. It's no longer just for messengers and people who are specifically into track bikes."

Fixed-gear bikes have existed since bicycle-time immemorial – which is to say, the late 1800s. Direct-drive penny-farthings existed before the 1873 patent on the bicycle chain. Fixed-gears enjoyed more than twenty glorious years before freewheels were invented and were the only bikes used for the first 30 Tours de France before derailleurs were allowed in 1937.

The authors of a 2009 compendium on the matter, *Fixed: Global Fixed-Gear Bike Culture* [see review on p.30] credit the winter training habits of UK road clubs for keeping fixed-gears on the road this entire time, and Caribbean immigrants working as couriers in New York in the late 70s for spawning the present revival.

Tyler Lepore, a 29-year-old former pro-snowboarder, felt "so cult" riding a brakeless red De Bernardi track bike around Vancouver when almost no one else in town was building or riding fixed-wheel conversions.

Lepore opened the track-specific bike shop, Super Champion, in mid-2007, and said he rarely lets a brakeless bike leave the store.

The signs that fixed-gear culture has

gone mainstream are undeniable: whether it's Giant, Trek, Schwinn or MEC coming out with their own urban fixed lines; Alley Cat races sponsored by Red Bull; or fixed ride films sponsored by Whole Foods. The sudden fixie surge understandably leaves earlier converts feeling a bit mixed.

"In some regards it's lost a bit of its soul," said bike messenger Andy White, on the phone from Melbourne. "But it's also expanded the audience."

White, 32, has been riding fixed since 2000. As a side job, he began tailoring fixed builds and advertised his work with salacious photo galleries on fyxomatosis.com. The site, named for what he calls "the

"There is an almost mystical connection between a fixed-gear cyclist and bicycle ... It feels like an extension of your body." – Sheldon Brown

infectious track disease," is part of the swarm of free publicity that pushed track bikes forward. A good measure of fixie growth, *FixedGearGallery.com*, grew from 53 photos in 2001, to a collection of more than 10,000 fixed builds by the end of 2009.

"Like all pop-culture aspects, the Internet is kind of like throwing petrol on a fire," White said. "Fixed was a little spark and it's just blown up."

Fanned by the online world, courier culture brought two other fixed-gear traditions back from the brink: bike polo is one and the other is roller racing – a.k.a. "goldsprints."





GINA MARIE SCARDINO OF KING KOG WITH HER KALAVINKA. PHOTO BY DOUG DALRYMPLE



PHOTO BY BRENTON SALO

“Big grown-up people go ride on a track or they have a \$10,000 carbon fiber bike that they take out on the weekends,” said Moses Barrett, 25, who runs Gastown Sprints in Vancouver, BC, “but young people, we want to ride our bikes to a bar and we want to drink and we want to sprint against each other.”

Another ember that spawned a wildfire is trick riding, a fresh approach to track bikes that borrows heavily from BMX styles and technology. John Watson, 28, is an architect by day and the weekly host of Peel Sessions, a trick-sharing night for fixed riders in New York.

“It’s all about moving through the city going from spot to spot and having a bike that doesn’t take you 45 minutes to ride a mile,” he said.

Watson’s trick inventory progressed from “simple” messenger stunts – backward circles, bar spins, pogos and trackstands – to more pro moves when Philadelphia-based tricksters visited New York for an informal competition in 2007.

“That’s when you really started seeing people doing 180 bunny hops on a fixed-gear and people doing three taps and all

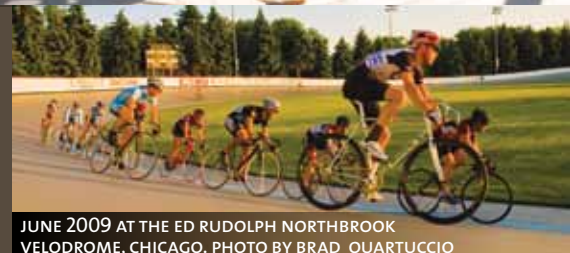
these other BMX-style moves,” Watson said.

Sensing an opportunity, track and BMX companies have responded with hefty “trick track” bikes – bikes like the Milwaukee Bruiser, the Volume Thrasher, the Charge Scissor, the Gorilla Kilroy, the Gran Royal Lurker, the Subrosa Malum, Brooklyn Machine Works’ Launchpad and Nemesis Project’s “fixed-gear freestyle” frame.

“Now we’re basically riding almost all BMX componentry on big BMX bikes that have the angles and the geometry of their track bike predecessors,” Watson explained.

But the real reason he rides fixed is still for the surf-like groove: “Pulling lines through traffic is very much like dropping in on a big wave and pulling lines up and down the face.”

The late, great Internet bike guru Sheldon “Coasting Is a Pernicious Habit” Brown, once summed up the reason so many still go for the golden experience: “There is an almost mystical connection between a fixed-gear cyclist and bicycle,” he wrote. “It feels like an extension of your body.” ☘



JUNE 2009 AT THE ED RUDOLPH NORTHBROOK VELODROME, CHICAGO. PHOTO BY BRAD QUARTUCCIO



VANCOUVER BIKE POLO. PHOTO BY MATTHEW TRENTACOSTE



ROLLAPALUZA ROLLER RACING IN LONDON, JANUARY 2009. PHOTO BY BRAD QUARTUCCIO / URBAN VELO

COCO LOVE ALCORN

Is Sweet on Cycling

BY STEPHEN IRVING

COCO LOVE ALCORN is no stranger to bicycle commuting. The Toronto-based singer-songwriter has been riding a bicycle her whole life. "I love the feeling of hopping on and flying to my next destination," she begins. Her busy touring schedule over the past few years has required the use of a van, but she usually straps a couple of bikes on top whenever possible. "I don't get to ride on a daily basis anymore as some days there's an eight hour drive, sound check and gig. However, on the days where a bit of free time does pop up I get to ride my bikes in all sorts of places I never would have seen otherwise."

Coco Love Alcorn's music is an amazing eclectic mix of sounds, including jazz, folk, pop, R&B and electro. The term "Joyful Soul" is a phrase she's been toying with to describe her music. Over the years she has worked with artists that include Ani DiFranco, Burton Cummings and Jesse Cook. A native of Nova Scotia, Alcorn has spent much of her adult life divided between Vancouver and Toronto, where she learned to ride bikes and even wrote songs about bikes, such as "I Got a Bicycle" from her latest album *Joyful* released in 2009 on Maple Music.

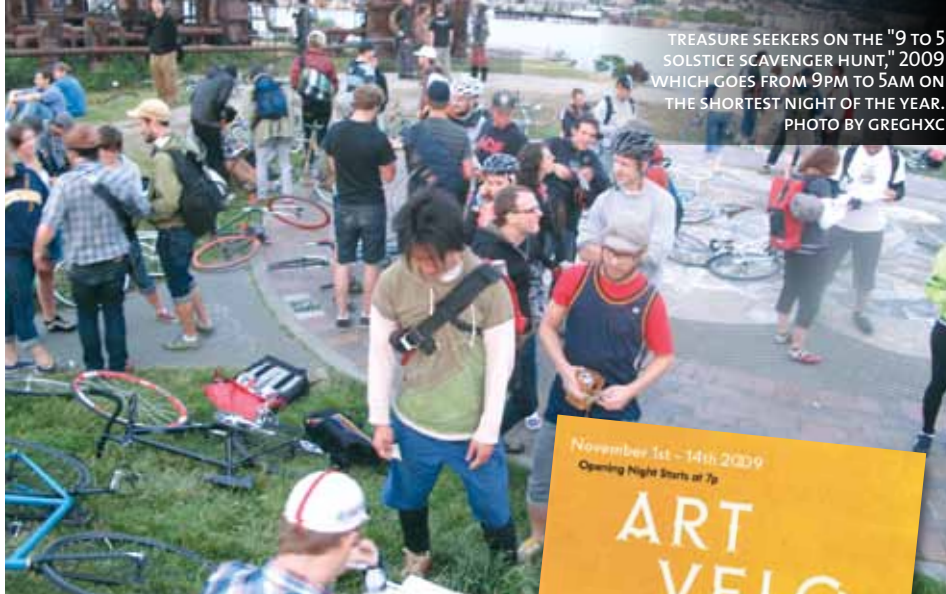
Alcorn has written several velo love songs since purchasing her first road bike in the spring of 2006, a black bespeckled beauty she named Fiori Modena. "Straight out of the gate it was... smooooooth." Six months later, while on tour, Alcorn began to really miss the freedom associated with riding her bicycle. She missed her bicycle so much, she wrote a MySpace blog entry extolling the many virtues of bicycles. Several weeks later it morphed into "Fiori Modena, a love song for my bicycle".

Alcorn currently rides two bikes. Fiori is set up on a trainer for indoor rides and her outdoor winter workhorse this year is her BRC, about which she also recently wrote a rap song: "It's got 21 speeds to fulfill my needs, the armchair-i-est of my trusty two wheeled steeds... a fat cushion-ee seat, the gear shifters are sweet and studded tires in the winter for the snow and sleet."



COCO ASTRIDE "FIORI MODENA,"
THE SUBJECT OF ONE OF HER
MANY VELO LOVE SONGS.
PHOTO BY SIMON FARLA

TREASURE SEEKERS ON THE "9 TO 5 SOLSTICE SCAVENGER HUNT," 2009 WHICH GOES FROM 9PM TO 5AM ON THE SHORTEST NIGHT OF THE YEAR. PHOTO BY GREGHXC



GO MEANS GO Biking in Seattle

BY STEPHEN IRVING

BASED IN SEATTLE, Ryan Schuetze's Go Means Go combines bike culture, events and community building to advocate for healthy living, sustainable transportation and good clean fun. Go Means Go engages with communities to host an array of fun, bicycle-focused events in the Seattle area. Some are competitive and bicycle-specific (such as mini-bike races or fixed gear trick competitions), others are not.

Recent events include Seattle's Bicycle Film Festival, thrice-weekly bike polo and a variety of group rides. Go Means Go often works with community groups and not-for-profit



organizations to bring together riders and expand the network of cyclists in Seattle, building strength and solidarity in the cycling community. As Schuetze likes to say, "One love, two wheels."

gomeansgo.org

Daily bicycle commuting through the streets of Toronto exposes the sights, sounds and smells of the city in a way that no other modes of transportation can. When asked to describe her perfect ride, Alcorn spoke of her ride earlier that day. "It started great because today was slightly less freezing cold in Toronto than it was yesterday. It continued to be great because somewhere along College Street, between Lansdowne and Ossington, I caught a waft of mysterious yumminess. Then guess what happened? On my way home the yumminess was still in that spot and still a mystery. Sort of smelled like someone was making fresh waffle cones from their secret extra delicious recipe. So yeah, perfect ride!"

Recently nominated for two Canadian East Coast Music Awards, Alcorn will spend much of 2010 on the road touring across Canada and working on a new record. Additionally, Alcorn is hoping to release a home-packaged EP of bike songs in early 2011 from contributions collected over the next year. If you're interested in telling Coco Love Alcorn a story about the bike you love (stats, bike's name, description), she may write a song about it on her next EP. Email your stories to bikes@cocolovealcorn.com

For more information on Coco Love Alcorn, refer to: cocolovealcorn.com

Stephen Irving is the Arts and Culture Editor for MOMENTUM. To contact him, email stephen@momentumplanet.com

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fenders



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THE CHAINBREAKER BIKE BOOK

A ROUGH GUIDE TO BICYCLE MAINTENANCE

By Shelley Lynn Jackson and Ethan Clark

Microcosm Publishing, 2008

256 pages, \$10 USD

REVIEWED BY TERRY LOWE

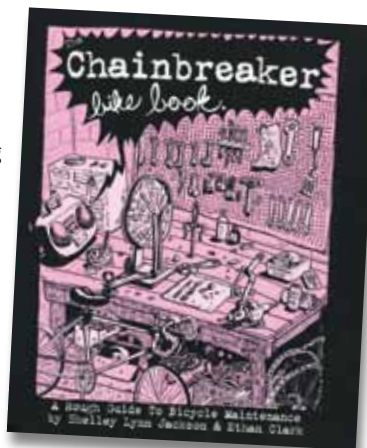
THIS BOOK IS a double treasure. The first half is a lovingly hand-crafted, well-illustrated guide to bike maintenance aimed at a readership ranging from beginners (how to fix a flat) to veterans (wheel trueing, taking apart bottom brackets and suchlike).

Troubleshooting, basic tools, basic tune-up, adjusting brakes and replacing pads (disk brakes not covered), shifters and derailleurs (or how to make a singlespeed

bike, for that matter), cables, drivetrains, bearings, dismantling headsets... it's all here.

The book aims at empowering and teaching readers to do their own repairs and thus save money (which the authors recognize is often in short supply). The emphasis is on ordinary bikes and not on high-end road bikes. Their tips on buying used parts (such as when you only need one of something usually sold in pairs) are especially useful. Another nice touch is the book's binding, which lies nice and flat on a work bench or kitchen table.

Both authors worked at Plan B bike collective in New Orleans, a funky DIY community space that recycles old bikes and



provides repair facilities. This is where the second part of the book comes in: while at Plan B, Jackson created four issues of a zine also named *Chainbreaker*. These are reprinted in full and constitute the second treasure trove found herein.

Jackson and other contributors write memorable accounts of what it's like to be women working as bike mechanics. Clark contributes a story of a rainy summer spent in a hole-in-the-wall bike shop in Dublin. We learn about the odd culture of food deliverers of New Orleans. And we see why Vice-Grips are evil when applied to a bike.

The vibrant New Orleans scene depicted in the book – and much more – was decimated by Hurricane Katrina. It has rebounded since, of course, and this renewal is captured in the liveliness and honesty of *Chainbreaker*.

FIXED GLOBAL FIXED-GEAR BIKE CULTURE

By Andrew Edwards and Max Leonard

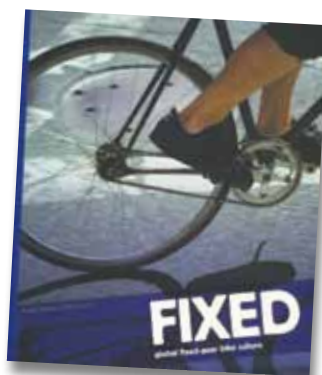
Laurence King Publishing, 2009

144 pages, \$24.95 USD

REVIEWED BY TERRY LOWE

BIKE POLO WAS invented in Ireland in 1891. It was instantly popular and soon led to the development of many polo-specific custom bikes. It also became a demonstration sport at the 1908 Olympics in London.

Fixed-gear bikes never really went away in England; they've always been there and some people have always ridden them. The recent worldwide popularity of fixies represents a new generation of riders rediscovering them and that – plus some delicious nuggets of history – is the story told in this book.



The history retold in these pages ranges from six days of racing in New York in the 1920s, to time trials and road racing in England (where informal road racing was banned but occurred anyway), and touches on

the grueling "Hour" record as ridden by Eddie Merckx, Graeme Obree and Chris Boardman.

Anyone with an interest in racing already knows about Japanese *keirin* racing, since it has been exported to other countries. The Japanese version, however, is fascinating: riders apply to attend an academy where they spend six months living in dormitories and rigorously

training in all aspects of *keirin*. Those who graduate become professional racers and with each fresh crop of graduates, some less successful existing racers are dropped from the roster. A *keirin* racer can earn a very good living in Japan, and all of this is funded by the government. This encourages people to bet on the races and *keirin* thus thrives.

Used and vintage *keirin* bikes are in high demand and some master builders are profiled in the book. From there, it's off to ride with NYC's messengers, then on to San Francisco, a detour to Tokyo and ultimately back to London. The book concludes with an examination of how some custom bike frames and configurations blur the boundaries between art and functionality.

Beautifully illustrated with 378 mostly color photos (at least one of which has previously appeared in *MOMENTUM*), this book is a concise and wonderfully readable snapshot of people who love or who have always loved fixed-gear bikes. 🚲





**Real life
on a
bike**

SEAN CARTER

BIKE STORE OWNER, Calgary Alberta

Bike Dad Helps More Calgarians Commute Car Free

BY DENA JACKSON

A PASSIONATE SELF-PROPELLED cyclist and father, Sean Carter, 38, more than enjoys the freedom, good health, sustainability and economics that life on two wheels can afford. Carter has been riding bikes all his life and in 2007, he switched gears from recreational riding to regularly commuting by bike. It was a good idea, as he lives near to shopping, wants to help improve things environmentally and – as the father of a six-year-old son, Andreas – wants to set a good example.

“Since I’ve been using my favorite Madsen Cargo bike to shop, make farmers market runs and take my son to school, I am continually blown away with how versatile it is,” said Carter.

Andreas, who has taken to his father’s love of cycling, also enjoys riding his 16” Norco ZR50 – a bike he is quickly outgrowing. Calgary’s network of pathways and bikeways make it an enjoyable city for cycling, though Carter concedes more could be done to make bike lanes visible, such as placing route-finding signage. Carter also believes that the city’s imposed speed limit of 20 kilometers per hour is hardly fast enough for commuting, and speculates that the tendency for bylaw officers to set up speed

traps and ticket cyclists for going faster than the speed limit could discourage Calgarians to make the switch. “My feeling is that Calgarians have a long way to go from getting out of their SUVs to using alternative transportation options,” said Carter.

Carter is doing something about it. As a cycling advocate, and board member of Bike Calgary (bikecalgary.org) he works hard to represent cycling issues and partners with the city to improve cycling amenities.

Since we began this article, Carter has also opened a full service bike shop called BikeBike which caters to everyday bikers (bikebike.ca). Carter believes that among the many improvements needed, better driver education is essential. “Historically, motorists in this city are accustomed to open roads, high speeds and not many cyclists. That has been changing over the last 10 years – and with it more conflicts,” he said.

Carter loves cycling in his city. He can be out his front door and on a bikeway in 300 meters, on a single-track in 1.5 kilometers and it only takes him 15 minutes to go on road rides in the country.

“Though we certainly have our challenges, riding here is fantastic,” said Carter.

As if all this doesn’t keep him busy enough, Carter makes time for fun, while organizing alley cat races and scavenger hunts through Veloplzen, (veloplzen.org)

To read more about cycling culture in Calgary, check out Sean Carter’s blog at critninja.blogspot.com

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PORTLAND OREGON

BY ELLY BLUE

BICYCLING IN PORTLAND, Oregon – if all goes as planned – is doomed to become as mundane as vacuuming your house. Or so the experts would have you believe.

As more Portlanders climb on their two-wheeled steeds for their everyday travel around North America's most bicycle-friendly city, fewer would identify themselves as "bicyclists." Portland is becoming that rare place where cycling is taken for granted and this evolutionary stage could portend the future face of cycling in other cities.

That future is anything but boring. The politics, engineering and wild and woolly grassroots culture have become deeply interwoven into Portland's surprisingly dynamic and participatory scene. If Portland could speak, its message to the world might well be: "If you're going to get serious about bicycling, you may as well have fun doing it."

INFRASTRUCTURE

If anything is bigger than Portland's bike scene, it's the hype about Portland's bike scene.

There's truth to the buzz. Under the leadership of a bike-friendly mayor, an idealistic crew of planners and engineers are rapidly reshaping the city: green bike boxes proliferate and business owners race to replace their street parking with bike racks. Creative, determined citizen activists spout off statutes and the Highway Code just like pros. The bicycle economy is booming to the tune of \$80 million USD each year.

Meanwhile, federal policies and funding are looking better for bikes day by day. As a bicycling revolution sweeps the nation, other cities are looking to Portland as an example to aspire to – and in the eyes of some, there's a competitive gleam.

By now, whole swathes of the city embody this idyllic reputation.

In Inner Southeast, you can sail along idyllic bike routes with few cars, few stop signs and seamless crossings. Entire cycling families wave and ring their bells as you pass by.

It isn't all so dreamy everywhere. In some corridors, often the poorer parts of town, bike lanes and sidewalks are limited, dead-end streets shoot you onto large, fast, unfriendly arterials and giant freeway interchanges block your path. Night shift workers ride unlit streets against traffic, encountering snarling roadies in Lycra.

Fierce debates rage over infrastructure – do we invest in a network of fully separated bike paths so that people can cross town without ever encountering a car or do we focus first on completing the network of low-traffic neighborhood bike boulevards? Or should we throw our energy into sharrows, lower speeds and safety so that every street can be a bikeway?

The one thing everybody can agree on is that there's plenty of room to improve as new iterations of paint and concrete crop up year round, like crocuses, every time the rain pauses.

Roger Geller, the city bicycle coordinator, tells everyone who will listen about how bicycle-specific infrastructure is directly correlated with ridership. And he likes to add that the price tag for the past 25 years of work on Portland's now famed bike infrastructure would barely pay for a quarter mile of freeway – a good example of how about \$65 million-worth of funding goes a long way, especially when you consider that it's spent mostly on paint.

All this bold action got its start in the early 1990s. "It's easier to ask for forgiveness than for permission," was the motto of bicycle program coordinator Mia Birk, who oversaw the painting of miles and miles of bike lanes, primarily on fast streets where previously

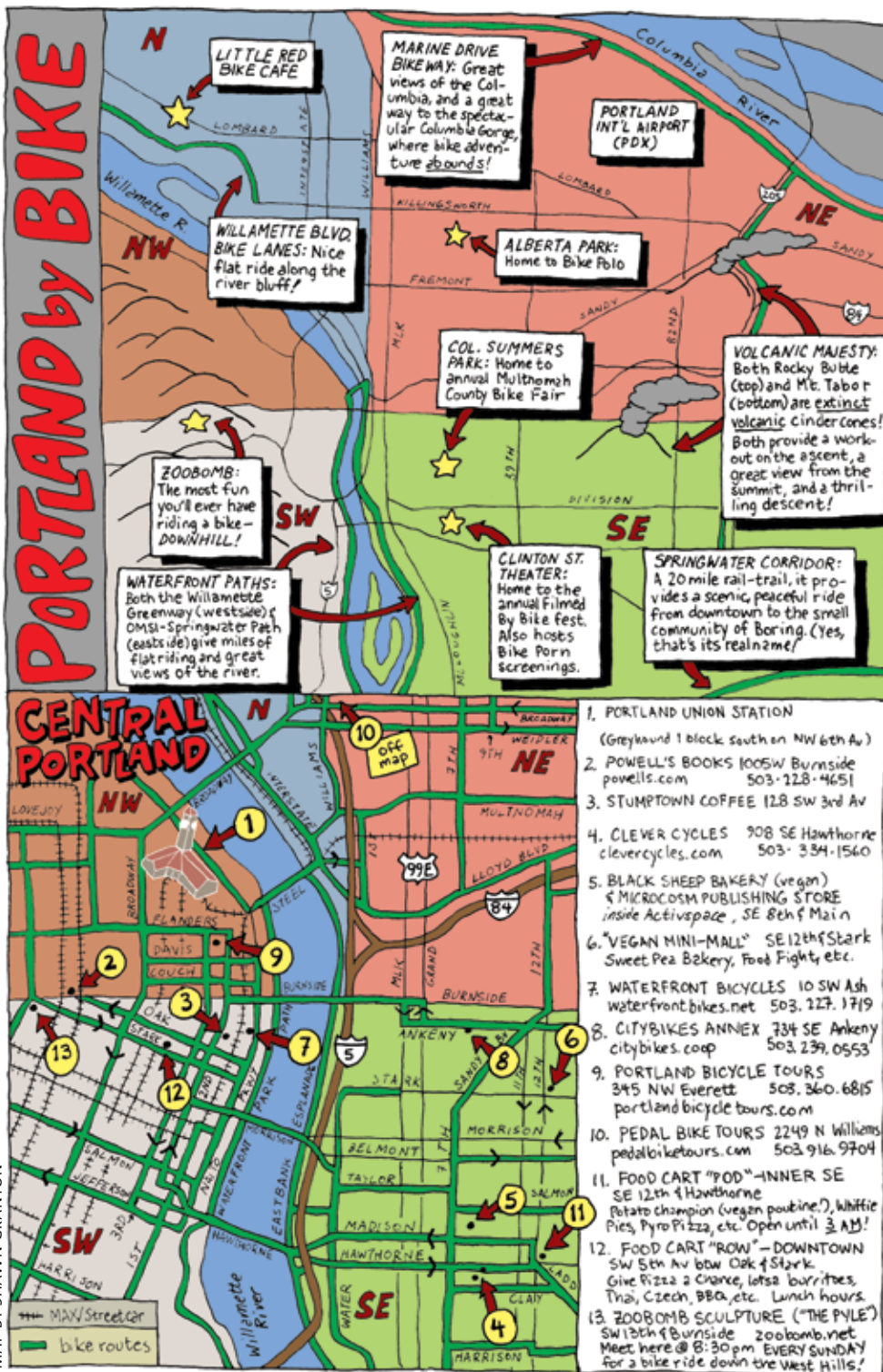
CONTINUES ON PAGE 34





"The bicycle economy is booming to the tune of \$80 million each year."

LEFT: CYCLISTS TAKE OVER THE MARQUAM BRIDGE DURING BRIDGEPEDAL 2009. THIS PAGE, TOP: AT FAMILY BICYCLE TRANSPORTATION DAY, PART OF OREGON MANIFEST 2009, FOLKS TRY OUT A CUSTOM CARGO BIKE MADE BY PORTLAND-BASED JOE BIKE. L TO R: DANICA MAUS, CARTER HAGEDORN, ELENI MAUS, JOE HAGEDORN. BOTTOM: CYCLISTS COMING OFF THE BROADWAY BRIDGE START TO OUTNUMBER VEHICULAR TRAFFIC WHILE WAITING FOR THE LIGHTS. PHOTOS BY JONATHAN MAUS / BIKEPORTLAND.ORG



"In the past year, the city has been on overdrive, building one of everything: cycle tracks, separated from auto lanes by concrete and parked cars; extra-wide lanes, separated by varying configurations of paint; and bulbous doohickies called 'channelizers'."

CULTURE

The one thing that everyone bicycling in Portland has in common is: nothing.

A recent report found that 18 percent of residents use a bicycle as their primary or secondary commuter vehicle – a whopping 28 percent in some neighborhoods – figures that leave even many European cities agape with envy.

The result: Portland has many people on bikes but no definable bike community. Yet the numbers also mean that the city's many subcultures and movements are becoming stronger – and unlikely alliances are forming.

Zoobombers still fly weekly down the West Hills on modified kids' bikes. Last spring, the mayor cut the ribbon on a golden monument created in an alliance between the city and the band of young, responsible outlaws.

At the end of the Hawthorne Bridge on a Friday morning in June, a janitor and a CEO stop to chat over coffee and donuts during Breakfast on the Bridges. Local universities and businesses mimic this model for rewarding their own bike commuters.

The fierce democracy and DIY ethic behind much of the bike scene has its roots in Critical Mass. Beginning in 1993, just as the city was starting to get serious about bikes, the movement brought people together around a new vision of car-free urban space.

Out of Critical Mass came Bike Summer in 2002 – and out of that emerged Shift, a loose-knit, non-hierarchical group that serves as an umbrella for all things "bike fun," most notably Pedalpalooza, the open-source festival of fun. This has birthed a plethora of self-organized bike events and new traditions. These include Breakfast on the Bridges, the trend of using bikes instead of vans to move house, car-free street fairs and hundreds of adventure-themed, costumed, activist, silly and serious rides each year.

Portland's bike culture is beyond varied. CHUNK 666's flaming choppers of the apocalypse still joust yearly, a decade after

there had been nowhere to ride.

The city has since built steadily on her work, increasing the lane miles, improving bridge crossings, adding wayfinding signs and installing special signals. Then, in the wake of citizen pressure after two tragic right hook deaths in 2007, came the bike box – a big, green square where you wait for the green light ahead of a line of cars.

In the past year – fueled by European examples, popular support and a clause in the

Highway Code that allows for experimentation – the city has been on overdrive building one of everything: cycle tracks, separated from auto lanes by concrete and parked cars; extra-wide lanes, separated by varying configurations of paint; and bulbous doohickies called "channelizers." Diverters to keep some streets nearly car-free are also in the works, as are sharrows on every block of downtown.

The common thread is to slow down traffic and make riding not just safe but comfortable – and fun.



PHOTO BY ELLY BLUE

PORTLAND PROFILE: KIRSTEN KAUFMAN

www.BikeRealtor.com

Age: 39. Realtor.

You're one of Portland's bicycling real estate agents. What does that mean?

I mainly do what other realtors do, but with more emphasis on the transportation component. I work primarily with people who are cyclists and use public transportation. Most of my clients are either car-free or are trying to drive less.

How did you first make the bicycling-real estate connection?

Around the time I got into real estate in 2006, my husband convinced me to ride my bike more. I got to thinking there were probably people like me who wanted to ride more and would appreciate someone who could help them make home buying decisions around that. I started doing bike tours of homes in the summer of 2008, at the peak of high gas prices.

Q: How's it all working for you?

Last year I nearly doubled my business – in the worst real estate market that we've had in recent memory.


How do you get around?

I ride a Sweetpea; it's a custom hand-built bike by Natalie Ramsland. It's really special. I worked with Natalie to buy her first house and she's an inspirational person to me.

What's your favorite thing about bicycling in Portland?

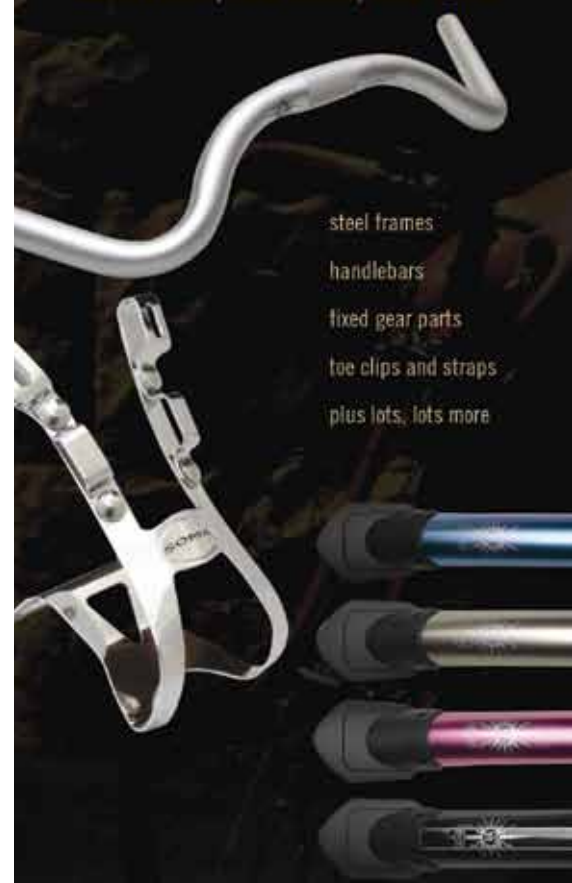
Bike boulevards. Learning about them and actually using them gave me so much confidence. A lot of people aren't aware of them. I wouldn't have thought that I could ever feel safe and happy riding all over the city like I have been able to.

What's your least favorite thing?

There's still room for improvement. I'm a middle aged mom who's slightly overweight and I think there are a lot of people like me who are afraid to ride their bikes on a regular basis. The more we can do to create safe passage for people like me, with my kids and my groceries, the better off we'll be. 



build them, ride them, love them



www.somafab.com

pushing off. The monthly Midnight Mystery Ride is hundreds strong, as is the annual Filmed by Bike festival. Zoobomb has spun off its own grassroots scene, including two mini bike dance troupes and the Mini Bike Winter festival that takes place each February.

New affinities are turning up everywhere. The Bicycle Business League unites people who ply their wares by bike. The Community Cycling Center has reworked its mission to reach out to the communities of color that

"...punks and planners alike converge for important testimonies at city hall, doff their clothes for the World Naked Bike Ride and come out to enjoy their neighborhood during the Sunday Parkways Ciclovias in summer."

of its operations devoted to teaching kids to ride through the Safe Routes to School program. Similarly, the bike shop Clever Cycles has so successfully banked on the appetite of Portland's would-be car-free families for imported cargo bikes that other shops are scrambling to catch up.

You may have two kids and an office job and have only been riding for a couple of months, but you can still go everywhere by bike, join a cheerful parade of short-shorts clad riders in Scandinavian garb during Pedalpalooza and



Portland has heretofore had a reputation of ignoring. Some new group, scheme, ride or committee is constantly forming, as people cross between multiple worlds and teach each other how to get things done.

Some events bring everyone together around common threads of openness, empowerment and fun – punks and planners alike converge for important testimonies at city hall, doff their clothes for the World Naked Bike Ride and come out to enjoy their neighborhood during the Sunday Parkways

Ciclovias in summer. And then there's BikePortland.org, the blog that brings the entire cacophonous diaspora together to debate each other under one digital roof.

If we needed a poster child, consensus would likely elevate the image of a parent with kids and groceries strapped to an Xtracycle pausing their conversation with a friend as they chug up the Alameda Ridge.

Portland's largest advocacy group, the Bicycle Transportation Alliance, has invested itself heavily in this vision, with nearly half

learn to be a world-class advocate in the city university's free Traffic and Transportation class.

Maybe it's the plethora of possibilities, or maybe it's all the exercise, but Portlanders, when not completely overwhelmed, seem happy. Whatever missteps we make – complacency is a common one and a fear of advocating bold ideas is another – it's never, ever boring.

With the next generation growing up on two wheels and with civic involvement in their bloodstream, there's no reason it can't stay that way. 🐝

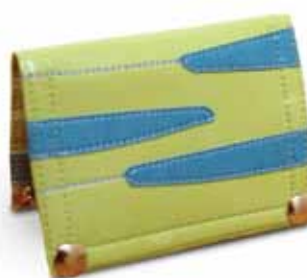
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PEDALPALOOZA RIDE. PHOTO BY JONATHAN MAUS / BIKEPORTLAND.ORG

PORTLAND VISITOR'S GUIDE!

LIVE HERE LONG enough and the activist spirit of the place will rub off on you, with its sometimes overwhelming utopian visions and the long list of projects yet to be tackled. But when you first roll your steed off that train, you'll feel you've entered another dimension. To most visitors, Portland is all it's cracked up to be and more.

Here you'll find the fabled bike boulevards. The bridges. Bike boxes. Bike signals. Bike corrals. Bike-friendly businesses. Bike traffic jams! You'll ride past city employees constructing boulevard enhancements. You'll see bikes and cars stopping at red lights at a rate that will amaze anyone but a cynical local.

Hills and rain abound – but rarely seem to faze the majority of the city's bicycling population. As you ride around, you'll still need to keep your wits about you – for all Portland's progress, cars are still king and there are plenty of problem areas. The law requires a front white light and a rear red light or reflector when riding at night and the police can be zealous about enforcing stop signs and lights – the fine is \$242.

Your first step in Portland should be to swing your leg over a bike [see resources sidebar]. After that, you can't really go wrong. Every place in town is quickly becoming a bike-friendly place. Casual tourists and bike infrastructure wonks alike will find more than enough to take in.

I do recommend heading straight to the famous **Powell's Books**, a giant new and used bookstore that takes up an entire city block. Park at either their famous book rack or at the on-street bike corral and pick up a \$5 copy of *The Zinester's Guide to Portland* (by none other

than **MOMENTUM's** resident cartoonist Shawn Granton). This is the best local guidebook available for exploring Portland by bicycle on a budget and with fun in mind.

An excellent place to relax and plan the rest of your day is **Stumptown** on Southwest 3rd Avenue and Pine Street. Grab a window seat with your scientifically brewed, beyond-fairly traded espresso. You'll be treated to a parade of bikes and riders headed by on Southwest 3rd Avenue and, ready or not, a first-class education in fixed gear fashions at the bike corral out front.

After that, the sky's your limit. Take a loop around the waterfront if the weather's nice and then head across the Hawthorne Bridge to browse wool fashions and test ride a bakfiets at **Clever Cycles**, the center of the city's family cycling revolution. Then head two blocks north on Southeast 9th Avenue to grab a vegan muffin from **Black Sheep Bakery's** bike-thru window and browse the shelf of bike zines at the **Microcosm Bookstore** in the same building (833 Southeast Main Street).

A short ride north and east takes you to the bike-friendly vegan mini-mall on Southeast 12th Avenue and Stark Street; or head east up the Salmon Street bike boulevard to the bustling Hawthorne district; or south for a cruise along the scenic Springwater Corridor Trail. Or take a longer spin to St John's in the far north for a salted caramel milkshake at the aptly named **Little Red Bike Cafe** (4823 North Lombard Street).

End your day with a beer and a \$3 movie at one of the city's cinema pubs like the **Laurelhurst Theater** at Northeast 28th Avenue and Burnside Street. *☺*

WHERE TO RENT A BIKE IN PORTLAND:

WATERFRONT BICYCLES

10 SW Ash / waterfrontbikes.net / 503 227 1719

CLEVER CYCLES (for cargo, family, or folding bikes)

908 SE Hawthorne / clevercycles.com / 503 334 1560

CITYBIKES WORKER-OWNED COOPERATIVE

734 SE Ankeny / citybikes.coop / 503 239 0553

PORTLAND BICYCLE TOURS

(rentals and bike culture tours)

345 NW Everett / portlandbicycletours.com

503 360 6815

PEDAL BIKE TOURS

(rentals and themed tours)

2249 N Williams / pedalbiketours.com

503 916 9704

RESOURCES:

BIKE FUN EVENT CALENDAR shift2bikes.org/cal

NEWS AND INSPIRATION bikeportland.org

ESSENTIAL BICYCLE MAP OF THE CITY

gettingaroundportland.org / 503 823 CYCL

BICYCLE CAMPING cyclewild.org

SLEEP CHEAP

portlandhostel.org, acehotel.com/portland

TAKE YOUR BIKE ON THE TRAIN amtrak.com

REGULAR EVENTS:

WEEKLY

BIKE POLO Sundays, 2pm, Alberta Park (NE 20th & Killingsworth) / axlesofevil.org

ZOOBOMB Sundays, 9pm, Zoobomb Pyle (SW 13th & Burnside) / zoobomb.net

PEDAL POTLUCK PICNICS

every other summer Tuesday

MONTHLY

CAR-FREE HAPPY HOUR

third Thursday 5pm- 7pm

Floyd's Coffee Shop (118 NW Couch)

MIDNIGHT MYSTERY RIDE

second Friday 11pm / yeabikes.net

VEGAN DINNER RIDE

first Friday, 6pm, Colonel Summers Park

(SE 20th and Belmont) twitter.com/veganride

YEARLY

PROVIDENCE BRIDGE PEDAL

(20,000 bicyclists riding across Portland's bridges) Sunday, August 8, 2010

www.providence.org/bridgepedal/

PEDALPALOOZA

2 + weeks of bike fun June 10-26, 2010

pedalpalooza.org

MULTNOMAH COUNTY BIKE FAIR

June 26th, 2010, Colonel Summers Park (SE 20th and Belmont)

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MUFFIN MAKEOVER

A Flexible Recipe for all Regions

BY KATE MCCARTHY

IT'S TIME FOR your muffin to have a make-over! Most store-bought varieties don't offer what you really want – good taste and wholesome ingredients. Instead, the plastic-packed variety offers little more than white flour, oil and refined sugar. They do however offer the convenience of a ready-made muffin.

For the best of all worlds – convenience, taste and nutrition – there is an alternative: A homemade muffin that is packed with whole ingredients, low in fat and easily adaptable. In this recipe, a blend of whole wheat and quinoa flour offers loads of fiber and protein, while incorporating white flour for that luscious texture. Rather than relying on oil for moisture, apples take center stage. Honey provides a whole food substitute for white sugar and goji berries add a powerful antioxidant punch.

The result is a light and moist muffin that will make your taste buds dance while giving your body the energy it needs to go the extra mile.



PHOTOS BY NEIL WYSOCKI – ENTHIRTY.COM

SUNRISE MUFFINS

adapted from a recipe by
nutritionist Rebecca Sutherland
Makes 12 regular-sized muffins

- 1 cup whole wheat flour
- $\frac{3}{4}$ cup white flour
- $\frac{1}{4}$ cup quinoa flour
- 1 tablespoon baking powder
- $\frac{1}{2}$ teaspoon salt
- 2 teaspoons cinnamon
- 1 teaspoon ground ginger
- $\frac{1}{2}$ teaspoon grated nutmeg
- $\frac{3}{4}$ cup dried goji berries or raisins
- 1 large egg
- 2 egg whites
- 1 cup buttermilk (you can also use
regular milk, curdled by adding 1
tablespoon of cider vinegar)
- 1 cup honey
- 1 cup grated apple
- 1 teaspoon vanilla extract

Preheat your oven to 400 degrees Fahrenheit. Place the baking rack in the middle of the oven.

In a medium bowl, combine the whole wheat flour, white flour, quinoa flour, baking powder, salt, spices and dried fruit.

In a large bowl, lightly beat the egg and egg whites. Add the milk, honey, grated apple and vanilla. Mix. Gently fold the dry ingredients into the wet ingredients.

Line your muffin tin with paper muffin cups. Plop the batter into your muffin tins, just below the edge of the paper cup. Bake until light golden, about 15 minutes. To test doneness, insert a wooden toothpick into the middle of a muffin. If it comes out dry, it is ready!

Cool the muffins on a cooling rack and enjoy. If you like, seal them in a bag and throw them in the freezer for later. You can take them out, one at a time, as needed for packed lunches. ☘

To contact the Food Editor, Diane Eros,
email food@momentumplanet.com

FOR THE CONVENIENCE OF STORE-BOUGHT MUFFINS...

Try making a master-mix. A master-mix is a prepared blend of dry ingredients, kept in an airtight container. Think store-bought muffin mix, only homemade. Here's how:

Multiply the dried ingredients by five (5 cups whole wheat flour, $3\frac{3}{4}$ cups white flour, $1\frac{1}{4}$ cup quinoa flour, 5 tablespoons baking powder, $2\frac{1}{2}$ teaspoons salt, 10 teaspoons cinnamon, 5 teaspoons ground ginger, $2\frac{1}{2}$ teaspoons grated nutmeg and $3\frac{3}{4}$ cups dried fruit). You are now looking at a master-mix.

Anytime you want to whip up a quick batch of muffins, all you need to do is combine $2\frac{3}{4}$ cups, plus 2 tablespoons of master-mix with your wet ingredients.

FOR A LOCALLY SOURCED TWIST...

If you live on the West Coast, consider using locally grown apples; Granny Smiths or Macintosh work wonderfully.

If you live in the Central Plains, try using sunflower seeds instead of berries. You can also use cornmeal instead of quinoa flour.

If you live in the Eastern regions of Canada or the States, maple syrup makes a fine substitute for honey. If there are cranberries in your region, try them instead of raisins or goji berries.

If you live in the Southern states, add a little local orange or lemon zest to the wet ingredients.



PHOTO BY ROBYN GESEK

Review: **SE LAGER**

BY SHANE JORDAN

IT'S BEEN SNOWING a lot here in Boston, the slush is ankle high, the salt trucks have been busy and the roads are falling apart under the strain, the perfect environment to find out if the Lager is really a good match for urban riding. I almost feel bad for what I am about to put this bicycle through.

The Lager from SE is their middle-of-the-road fixed/single speed city bike (MSRP \$650 USD). The frame has a classic horizontal top tube geometry that harkens back to steel bikes of yesteryear. The chromoly frame, while solidly built, is not super heavy (21.5 lbs). I have no trouble carrying it up the three flights of stairs to my office every day.

It comes with good, but not amazing, stock components (I neglected to install the top tube protector, chain guard or back brake, but they come standard with the bike). After a couple days in the snow and salt, I noticed that the Wellgo Alloy pedals were seizing up, but the Tektro 316 dual pivot caliper brakes did great even in the nastiest of conditions. There are mounts for bottle cages and full

fenders. The seat also comes with a bottle opener... just in case.

The Lager is not the prettiest bike (one friend remarked that it has the same color scheme as wedding invitations from the mid 2000s). None of the colors match, the wheels don't match the frame, the frame doesn't match the seat, the seat doesn't match the headset, the headset doesn't match the bar wrap. I fixed this problem by giving the whole bike a nice even coating of slush, salt and Boston city street grime.

The bike rides smoothly, the Kenda Kwick Roller Sport 700 X 28c tires and the chromoly frame really help take the vibration out of the huge potholes that are popping up all over town; the bullhorn handlebars allow me to get down when the wind hits, but also allow for a comfortable upright stance when I want. The geometry is perfect for quick turns and I don't have any trouble with toe overlap or pedal strike. The tires cut through the snow well and the slight tread keeps me rubber-side-down through some very slick conditions. ☺

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Chrome Loop Knickers

by Jonathon Reynolds
MSRP \$140 USD

I put them on and forgot they were there — as comfortable as wearing nothing at all... but with pockets. The four-way stretch fabric seems incredibly tough, the thin chamois is good for a few hours in the saddle and they look good enough to wear to the pub. I found the lock pocket only works if I also wear a belt, but the belt loops are in all the right spots. These may become my favorite biking knickers.



Cutters Knickers

by Jonathon Reynolds
MSRP \$149 USD

Stretchy fabric combined with a relaxed cut makes these good riding knickers. They look good enough to hang out in at the pub after a ride and will compliment your toned calf muscles. Comfortable as is, but, for long hauls, they would benefit from a liner short.



Harlot Knickers

by Lily Yumagulova
MSRP \$80 USD

A stretchy waistband combined with a fleecy liner makes these very comfy bike knickers — the most comfy I have ever owned. The mesh back panel breathes on long climbs, but the knickers keep me warm as well; much more stylish than Lycra and more comfortable as well. Only downside was the back pockets have no way of being fastened; I would like zippers — little discreet zippers — to close them while riding.



B. Spoke Tailor Knickers

by Amy Walker
\$150 - \$200 USD

Shpantz! aka short pants, or knickers, lovingly made by Nan Eastep in Oakland. Mine — sewn to fit my measurements — are made of gray on grey stripe summer weight wool with a saucy magenta topstitching. Designed for cycling, these shpantz feature a gusseted crotch (no sitting on stitching) and a handy cell phone pocket. I wore them throughout the summer in casual and business settings and they were my favorite, most comfortable thing to wear!

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Bags & Shoes



PHOTO BY DAVID NIDRIE

Women's Coronado Cruiser Shoes

by Mia Kohout

MSRP \$80 USD

KEEN's new casual cruiser shoe is great for riding (and walking). The hard bottom soles are sturdy on a bike pedal and the added rubber sole under the ball of the foot prevents any possible slipping. Made from breathable canvas, these shoes are comfortable and cute and will definitely make it into rotation in my spring/summer wardrobe.

Keen Austin Pedal Shoes

by Jonathon Reynolds

MSRP \$120 USD

Stylish shoes that work well both off and on the bike. Surprisingly comfortable right out of the box, these shoes have quickly become a favorite of mine. The stiff sole (with a recessed SPD compatible plate) makes them great for riding and their understated good looks make them perfect for casual business meetings. They are warm — too warm for warm weather riding — but perfect for cooler commutes.

Chrome Citizen Messenger Bag

by Jonathon Reynolds

MSRP \$160 USD

It's sleek, stylish and fits like a dream — no it's not an article of clothing, but a messenger bag that feels like you're wearing it. From the super tough construction — which seems to have no manufacturing flaws — to the super comfy shoulder strap, you can tell these bags are designed by folks who use them. The bag within a bag system keeps your stuff dry and the extra features (such as the stabilizing strap holder) make for a slick, long-lasting bag. The buckle is big and flashy but the great bottle opener is worth it.



Green Guru Messenger Bag

by J. Reynolds with Justin Berger

MSRP \$130 USD

Although green guru is not the only company that makes messenger bags from recycled inner tubes, they get a lot of things right on this bag: handy pockets, a kind of kinky look and a padded back. And they do it all in the USA, from recycling to finished product. We did notice a few missing bar tacks on the stitching and it was not waterproof, which is an issue on the West (wet) Coast, but would not be an issue everywhere. Overall a good bag that gets the job done — we are looking forward to seeing what Green Guru does next.



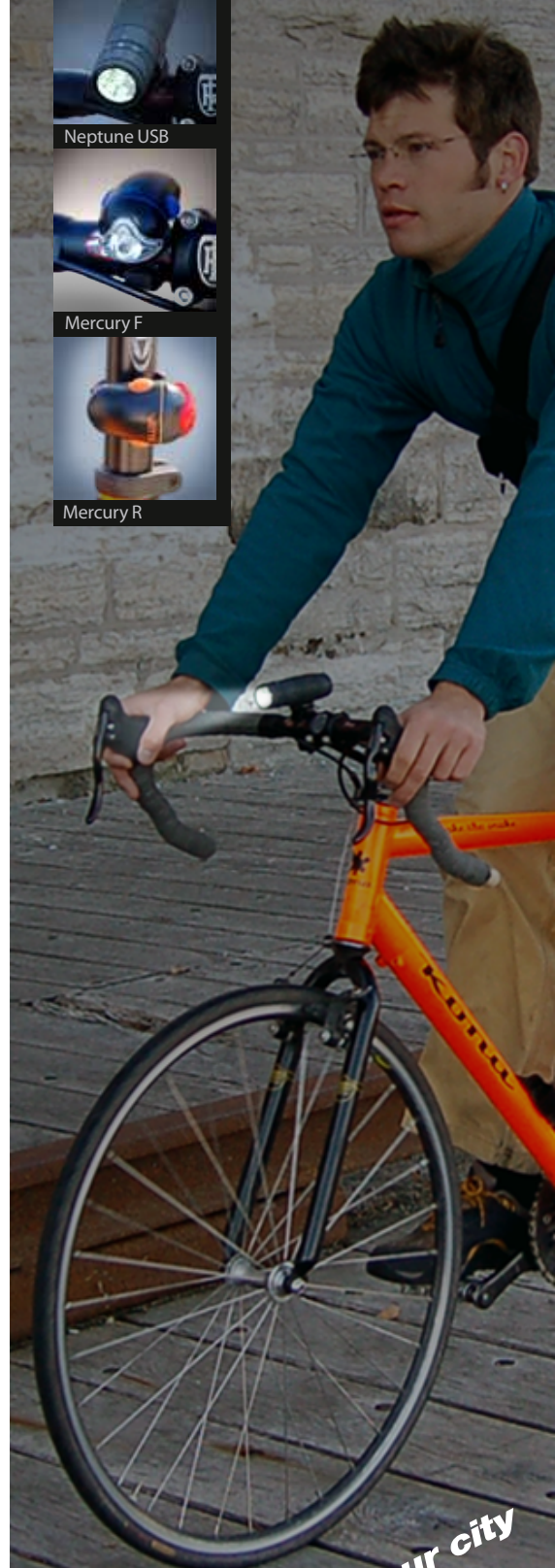
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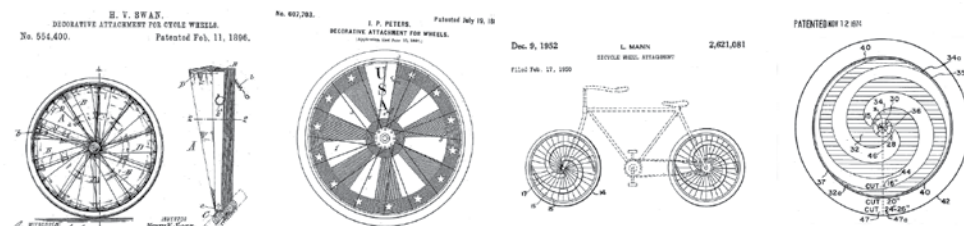




Party Like **IT'S 1895!**

LIVING IN OAKLAND, you can't miss the Scraper Bike phenomenon. Local Tyrone "Baby Champ" Stevenson is generally credited for popularizing the style. Baby Champ advocates the scraper bike as "a way of expressing your creative side... it's a do-it-yourself thing." Now that's a philosophy I can get behind! The past two summers, Baby Champ and his crew have led a large ride through the city. You can bet I didn't miss it!

I think it can be said of all great ideas that every new generation re-invents them for their own. The year is 1895 and bicycles are enjoying a brief 20-year explosion of popularity before being thrown under the (belching Diesel-powered) bus. All but lost to the sands of time, Henry V Swan of New York is looking for a way to stand out in the crowd and invents a decorative wheel attachment. His design calls for colorful cloth that unfolds like an oriental fan to fill the disc of the wheel.



FROM LEFT TO RIGHT: THE WHEEL DESIGNS OF HENRY V SWAN 1895; J.P. PETERS 1897; LESLIE MANN 1935; 1949.

Just two years later, the patriotic J.P. Peters of Philadelphia has another method. By 1950 we entered the Age of Plastics and Leslie Mann of Detroit suggested its use. By the 1970s another new generation had found their rides – and how to pimp them.

Nowadays, available methods and materials are the key to a good scraper bike, as is a good sense of color and a practiced spray-can-finger. A scraper bike typically has a color theme that includes both frame and wheels. There are several ways to do

the wheels and the methods are evolving. In 2008, the prevalent method was to wrap aluminum foil around some of the spokes and spray paint the foil wedges. This looks great but it gets trashed pretty fast. By 2009, the most common style uses colored tape wrapped around the spokes. This method is clean, durable and easy. As an experiment, I made two of my own wheels using other methods, but the result wasn't much better than the packing-tape method.

Now let's build some rockin' wheels!!

1 COLORED TAPE



PHOTOS BY DAN GOLDWATER

For this, you just need tape. Duct tape, floor marking tape and packing tape are all good choices and available in eight or more colors. If you can't find your color at a home improvement store, try this website: fast-pack.com/colored_tape.html, or else this one has them: mcmaster.com – item number 6031T897 or 7769A14. Tape in hand, just start wrapping around your spokes! You can make triangle wedges, rectangle wedges or more complex wrapped shapes. These photos should give you some inspiration. You can also tape in some found materials like your favorite candy wrapper.

2 PAINTED CARDBOARD



First make a template the same size as your spoke wedges. Cut out cardboard pieces to match. When you insert the cardboard, the spokes should slide a bit into the edge of the cardboard.



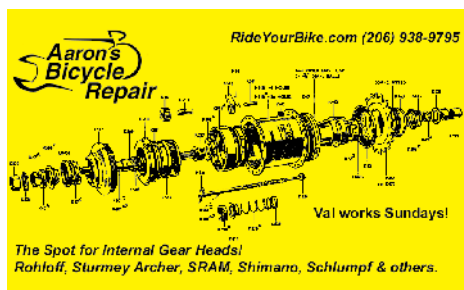
Then just paint it with some oil-based paint. The paint will waterproof, glue and color the cardboard nicely. 🚲

More construction and inspirational photos are online at instructables.com/group/momentum

To get in touch with Dan, email dan@monkeylectric.com

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PHOTO BY TOM LABONTY

BABY ▲ BAKFJET

TOM LABONTY OF Portland, Oregon created this tiny cargo bike (which he calls “Kidfiet”) from a ‘Little Princess’ bicycle, to which he added a bit of steel, paint and a Goodwill laundry basket.

That’s the ticket – get the little urchins to “carry their weight” while they are still young. They can participate in getting the groceries, bringing home the library books or whatever else needs to be transported back and forth.

Not the finely finished craftsmanship of a European Bakfiets – instead a low-cost, basic machine. Just like the adult cargo bikes that Tom builds and sells at tomscargobikes.com, where you can learn to build your own, if so inclined.

Sadly, this little bike was the victim of a modern urban reality – it was stolen from Tom’s garage within a couple of weeks of it being completed. It takes a special kind of scum to steal a kid’s bike.



PHOTOS BY DYLAN KENTCH, EPIC DESIGNS

UNUSUAL MULTI-MODAL ▲ BIKE TRAVEL

LIGHT, PORTABLE, BUT capable of carrying significant loads – bikes are versatile and so are inflatable boats. Put the two together and – wow! Just ask Eric Parsons of Anchorage Alaska, seen paddling his Surley Pugsley across Icy Bay. Self-propelled on land and water.

Once out of the water the Pakraft (tinyurl.com/yeppau5)

deflates, gets rolled up and rides on the bike’s handlebars. With this combination, getting away from the hustle and bustle of downtown Alaska is just a matter of using your arms and legs.

The Pugsley (tinyurl.com/y87osac) is an unusual bike. Riding on 3.7 inch wide tires, it floats over sand, mud and snow that would be impassable

for the average cycle. And if you happen to drop it into the water, the huge tires make it float there too.

Not a mountain bike, nor a conventional road bike. Let’s call it a Utility Bike for extreme conditions.

When not riding or paddling Eric makes impressive adventure cycling gear at Epic Designs (epicdesignsalaska.com).



PHOTO BY CORBIN DUNN

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MAKE WHAT YOU will of his wheeled creation, but Corbin Dunn is the real deal. He won the world championship 27 mile marathon unicycle race in New Zealand at UNICON (uniconxv.co.nz) and has toured in Africa and Vietnam by unicycle.

More info, construction details and a video at tinyurl.com/y9rwmnr if you want to get into this more deeply or build one for yourself and a friend.

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