



"Every time I see an adult on a bicycle, I no longer despair for the future of mankind" - H.G. Wells



News from the  
OHSU Bike  
Commuter Group

August 2004

*promoting good health for people and the planet*

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## Annual Bike Fair at BICC!

The OHSU Bicycle Commuters Group is hosting the annual Bike Fair at the BICC Gallery on August 4. The event begins at noon and will be open until 2 pm. Please stop by to watch a demonstration on minor bike repair, find out more about the FlexCar program, talk with representatives from TriMet and the City of Portland, meet fellow bike commuters, get information on how to begin a commute by bike or how to get involved with community bike groups, and of the utmost importance, take a chance at winning a prize! The Bike Commuters Group promotes health for people and the planet by promoting bicycling as a sustainable form of transportation. To get involved, write to [bike@ohsu.edu](mailto:bike@ohsu.edu) or visit our website at [www.ohsu.edu/bike/](http://www.ohsu.edu/bike/).

From Centerlines:

### WASHINGTON STATE FUNDS \$1M WORTH OF SR25 PGMS

According to a recent news release, "While school children have fun this summer, a team of Washington State agencies is working hard with schools and school districts across the state in preparation for safety improvements when students return to classes in the fall. Awards for eleven Safe Routes to Schools grants were announced in July. The Washington State Legislature approved \$1 million in their 2004 Supplemental Transportation Budget to support this Safe Routes to Schools Grant Program. The program is a coordinated effort between the Washington State Departments of Health and Transportation, the Washington Traffic Safety Commission, the Office of the Superintendent of Public Instruction and the Bicycle Alliance of Washington.

"Washington State Department of Transportation (WSDOT) is eager to support bicycling in its many forms - fitness, touring and commuting," said Secretary of Transportation Doug MacDonald. "There is nothing more important, however, than supporting the Safe Routes to Schools bicycle and walking program, which provides a

host of benefits for kids, health, communities and the environment. All of the project proposals are worthy -- and if we had more money, we'd fund more of them..." For more information, contact the WSDOT's Highways & Local Programs Office at (360) 705-7258.

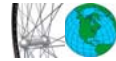
### CAR COMPANIES: BIKE/PED-FREE "SUSTAINABLE TRANS"

Earlier this month, the World Business Council for Sustainable Development (WBCSD), led by 12 international car, oil and tire companies, released their vision of a global sustainable transportation future. In a WBCSD report, entitled 'Mobility 2030: Meeting the Challenges to Sustainability,' they define sustainable mobility as "the ability to meet the needs of society to move freely, gain access, communicate, trade and establish relationships without sacrificing other essential human or ecological values today or in the future."

The authors find accessible, sustainable and affordable mobility to be compatible with auto-dependency. Sadly, bicycling and walking are not part of their vision as they see cities -- particularly those in the developing world -- continuing to grow in area and decline in density. They believe that new technology, principally road vehicles with automatic driving capabilities will create new transport systems. One quote notes "the car has radically reshaped cities because it eliminates walking almost entirely."

We are enthusiastic bike commuters who are lobbying for safe bike routes, showers, and lockers at OHSU. The BCG views cycling as an environmentally sustainable and healthy method of transport, we advocate incentive programs that reward people who cycle or use other forms of alternative transportation. We maintain a mentoring database and help riders from the same area get connected through our Bike Buddy Program. Building a community is very important to us and we aim to provide social support to new riders who are just getting started. So come join us! Everyone is welcome.  
<http://www.ohsu.edu/bike/>

In the United States, 61 percent of bicyclists are male and 39 percent female (U.S. Department of Transportation 2002).



### Smart Bikes

by Hannah Cross

Imagine walking a few blocks to a bike locker, swiping a card to open the locker, and finding yourself gliding through the wind to your destination where you will find a bike locker to return your rental bike.

This isn't too far from reality. Bike sharing programs are common in Europe, and they are getting smarter. One of the earliest was in Amsterdam, The Netherlands in 1968. They started with a fleet of ordinary white bicycles but they had no system to prevent theft and the program ended within a few days. Other programs tried using coin deposit lockers, but the problem of theft persisted.

Today, electronically locking racks or bike locks, telecommunication systems, and smartcards or magnetic stripe cards have reduced the risk of stolen bikes. Bike sharing programs exist in many European countries but are scarce in the U.S. This may reflect the deficiency of bike facilities in the U.S. in comparison to Europe, but in the last ten years, U.S. cities and towns have slowly become more bike friendly while the number of people taking to the streets has increased.

Although technology has reduced the frequency of theft, the problem of liability remains. Some programs include liability agreements on their website, others require that participants sign waivers. Library Bikes, a bike sharing program in Arcata, CA are marked Ride at Your Own Risk. All Bike Laws Apply.

It is likely that most bike sharing programs will operate as non-profit organizations that charge reasonable annual membership fees or rely on advertisement revenue, because few programs have actually made a profit.

Most bike sharing programs operate within a city center allowing greater mobility for people who have several "legs" in their journey. For example, if you took the MAX downtown to meet a friend for coffee at Stump Town on Third Avenue, buy a book about sustainable communities at Powell's, eat a healthy dinner at The Tao of Tea, and later catch a show at Berbat's, the trip would be fun and efficient as you pedaled to each location instead of wasting time puzzling over a Tri-Met schedule.

For an in-depth study of bike sharing programs, see Paul DeMaio's study, "Will Smart Bikes Succeed as Public Transportation in the United States?"  
<http://www.nctr.usf.edu/jpt/pdf/JPT%207-2%20DeMaio.pdf>

### Weekly Events

#### ZOOBOMB

Meet 8:00-9:00 p.m. every Sunday  
 Rocco's Pizza, 10th & W. Burnside  
 Watch the Simpsons then ride the Max to the zoo with your bike and zoobomb down.... costumes and little bikes optional. [www.zoobomb.org](http://www.zoobomb.org) for discussion, details, other days, and info about MiniBikeSummer

#### BIKE POLO

Alberta Park, NE 21st & Killingsworth  
 2:00 p.m. every Sunday  
 Colonel Summers Park, SE 20th & Belmont  
 6:30 p.m. every Wednesday  
 Played on pavement. NOT for the faint of heart or the thin-skinned. Literally.  
[www.portlandmessenger.org](http://www.portlandmessenger.org)

#### WOMEN'S BIKE REPAIR NIGHT

Every Wednesday  
 6:00-8:00 p.m.  
 North Portland Bike Works, 3951 N Mississippi Ave.  
 Free workshop open to all women; volunteers are there to provide bike repair help and good company. 503-287-1098

### Annual Events

#### MS 150 - Early August

The Pill Hill Peddlers train every year for the annual MS 150. The MS 150 is a two-day, 150 mile, fully supported bike ride. The National Multiple Sclerosis Society uses the money raised from this event to support the largest non-profit private research effort to find a treatment or cure for MS. The NMSS also supports programs for their clients and families with MS. Sometimes this money is even used to buy equipment (like wheelchairs, etc) for people who cannot afford them. The ride is fully supported. Rest stops every 10-15 miles, lunch, dinner and breakfast (and the food is good!) are included. There is even a beer garden at the end of both the first and second day! All you have to bring is a change of clothes, a sleeping bag and a tent. 2002's ride was on the weekend of **August 3rd and 4th** and started and ended in Stayton OR. The route winds through the Willamette valley, and through silver falls state park.

For more information, please contact Bruce Bebo via email at [bebob@ohsu.edu](mailto:bebob@ohsu.edu)

#### Portland Bridge Pedal - Mid August

This is a fun annual event when one can participate in a ride across all of Portland's main downtown bridges. The top deck of both the Marquam and Freemont Bridges are closed to motor vehicles so that bicyclists can take in some spectacular views of the Portland area. The ride in 2002 was on August 11. For more information, go to

[www.bta4bikes.org/act/event/bridgepedal/bp2002.html](http://www.bta4bikes.org/act/event/bridgepedal/bp2002.html)

#### Vine Ride - Mid August

A beautiful ride through the Willamette Valley Vineyards to raise money for Northwest Medical Teams.  
[www.vineride.com](http://www.vineride.com)

It would not be at all strange if history came to the conclusion that the perfection of the bicycle was the greatest incident of the nineteenth century. -Author Unknown

## Bike Injuries Increase in Summer Months

Published: July 11, 2004

By Lisa Rosetta  
The Bulletin (Bend)

For five-and-a-half years, Jane Kurzer has made her one-mile trek from home to work on a bicycle every morning. For the St. Charles Medical Center-Bend social worker, it makes sense.

"I think it's a good thing to do," she said. "I don't like cars. I don't like driving. I don't like to think about parking. It takes a little bit longer and you have to think about how you dress, but sometimes it seems easier."

Summer weather coupled with higher gas prices means more people like Kurzer are parking their cars and pedaling their way around town. But in Deschutes County, it also means the highest number of bike wrecks of the year, said Deborah Hogan, traffic program safety coordinator for the city of Bend.

"In Deschutes County, there are literally more than twice as many bike injuries in July and August (as there are in other months)," Hogan said. "July and August are the months to be careful of."

Most bikers are injured when they fall off of their bike or hit a fixed object, Hogan said. Only a minority of accidents involve vehicles. Each year, roughly 20 to 25 accidents occur in Bend when a vehicle and bike collide. The number of injuries attributable to single-bike crashes though is much higher. St. Charles Medical Center-Bend reports seeing around 300 injured bikers a year, Hogan said. Those most likely to be injured are between the ages of 11 and 15, Hogan said. The next most accident-prone age group is 16 to 20. The two age groups combined, she said, represent one-third of all people in bike accidents involving a vehicle, in Bend. In Oregon, children are required by law to wear helmets while biking on streets. More importantly though, helmets save lives, Hogan said.

According to the Harborview Injury and Prevention Research Center in Seattle, wearing a bike helmet can reduce life-altering traumatic brain injuries by 85 to 90 percent.

The traffic program safety coordinator said Central Oregon Safe Kids or the Bend Police Department can provide helmets at a reduced cost to those who cannot afford to buy them.

For bicyclists, following some basic rules such as riding on the right with traffic in a predictable manner, can help prevent accidents, according to the Oregon Department of Transportation's *Bicyclist's Manual*.

"Ride predictably - don't wind in and out," said Jeff Monson, executive director of Commute Options for Central Oregon. "It's legal to ride as long as you're not impeding traffic."

Staying visible by making sure there are reflectors and lights on your bike, especially if you ride at night, is also a good idea. "Assume that nobody sees you," said Kurzer, who practices what she calls defensive bicycling to get to work safely every day.

One of the most common contributing factors to bike wrecks involving adults isn't inattentive drivers, or aggressive bikers disobeying the rules of the road. It's alcohol. Safety issues aside, there are legal ramifications for biking under the influence as well. In Oregon, bicyclists are treated like drivers. They can be arrested and charged with driving under the influence of alcohol, said Jane Paulson, a Portland attorney who represents injured bicyclists in lawsuits.

Monson, of Commute Options, said 30 businesses reported their employees taking 3,399 home-to-work bicycle trips during the first quarter of 2004 — January through March.

During commute options week this year, participating businesses reported 612 bike trips - about twice as many last year, Monson said. Monson, whose organization encourages bicycling as an alternative mode of transportation, said the city is striving to improve bike routes and lanes. "The bike facilities on the ground, it seems, are improving every day," he said.

The city just opened a pedestrian tunnel beneath Highway 20, on the Larkspur Trail, that connects the trail to Pilot Butte State Park, he said.

All new construction in the city includes bike lanes, the standard width of which are 6 feet, and sidewalks, Monson said. At least one street - Reed Market Road - even features an elevated bike lane, which helps differentiate it from the street and keeps drivers' speeds down.

Lisa Rosetta can be reached at 541-617-7812 or at [rosetta@bendbulletin.com](mailto:rosetta@bendbulletin.com).

Get a bicycle. You will not regret it if you live. -Mark Twain, "Taming the Bicycle"