

# Bike Month issue of Chainlinks: Promote your group with Chainlinks

Each group can have a page in the next Chainlinks to describe what you do, why someone would join and how to go about joining your group.

This issue will be available for Bike Month. Extra copies will be printed for you to give away, during Bike Month and later in the year.

The issue will also have special interest pages with information on

- ◆ CAN: the advocacy work, current projects, how and why to join CAN
- ◆ practical information for new cyclists such as
  - how to become a commuter,
  - how to cycle as a family,
  - cycling to school,
  - cycle touring,
  - overseas cycle touring.
- ◆ creating and managing cycling groups.

## Current for a year

This issue will remain current for the year, so that you can use it later in the year as well as in Bike Month. Our regular content with news and updates will resume in the second issue of the year.

## Advertisers are needed

We are looking for advertisers to support this issue — local advertisers to go on the local group page, and advertisers whose products or services match the special interest pages.

Rates for this issue  
99 x 69.5mm: colour \$80,  
full page: \$275 colour, \$175 b&w.

## November 23rd deadline

Content needs to be in by 23 November so we can go to print in January.

Each item should include a photo.  
Photos: minimum of 1024x768 pixels (medium size from a digital camera) and not less than 500kb in file size, preferably about 1mb (ie don't compress those images too much!).

## Help

There will be a planning session at the CAN Do, as well as updates on the CAN website, in order to make this happen.

<http://can.org.nz/chainlinks-bikemonth>



## DATES TO REMEMBER

**CAN Do & CAN's AGM**  
Nelson 29–30 October 2011

**National Walking & Cycling Conference**  
Hastings, 22–24 February 2012

# Chainlinks Bike Month

Articles by **23 November**

Local group promotional  
by **23 November**

Email content to:  
[chainlinks@can.org.nz](mailto:chainlinks@can.org.nz)

Pictures: >500kb, 1024 x 768 pixels  
>1mb preferred

Advertising: [chainlinks@can.org.nz](mailto:chainlinks@can.org.nz)  
by **23 November**.

## CAN: Cycling Advocates Network

PO Box 6491, Wellesley St,  
Auckland, New Zealand.

Tel 04 972 2552

[secretary@can.org.nz](mailto:secretary@can.org.nz)

[www.can.org.nz](http://www.can.org.nz)

Registered Charity no.: CC36909

## Chainlinks

ISSN 1175-9364 (print)

ISSN 1174-3409 (online)

[chainlinks@can.org.nz](mailto:chainlinks@can.org.nz)

Editors:

Miriam Richardson and Claire Pascoe

The views expressed in Chainlinks are not necessarily those of CAN.

Front cover:

xxxx

Publishing

[www.MYWEBWORKSHOP.CO.NZ](http://www.MYWEBWORKSHOP.CO.NZ)

# Land of the Free Wheelin'

Claire Pascoe

It's hard for me to go anywhere these days and not take note of the local bike infrastructure. Last month I set off on holiday to visit my best friend in the States. I swore I wasn't going to give a second's thought to bikes or transport networks for a whole month. As it turned out, I couldn't help myself.



The overwhelming impression I get every time I touch down in the USA is how everything seems to be designed around cars, mostly super-sized ones. There are drive-through banks, 16-lane highways, and, inside the cars, multiple cup-holders, air conditioning and a range of other luxuries that make getting out of the car something you avoid. There also seems to be a noticeable shortage of footpaths.

During my visit this time, I even experienced 'Carmageddon,' where they shut down the busiest highway in the whole country in order to — you guessed it, —widen it! The whole world stopped to see whether Los Angeles and the global stock market would collapse, but apparently it survived. I'm not convinced those 15th and 16th lanes are going to solve the congestion issue though.

But America is a land of contrasts. While cars seem to reign supreme, on the other hand, some of the bike infrastructure and culture is pretty damn cool. After Portland, Oregon, I think Boulder, Colorado is the most bike-friendly city I have visited in the States. It's a beautiful and pretty funky place.

It has its own bike hire scheme 'B-Cycle' which has a very convenient Smart Phone app that lets you know all the other drop-off stations around town. The scheme is helped by not having to deal with the curly question of helmets. From this user's perspective (granted, a user who skips over all the fine print and just pushes 'ok' to everything on the com-

puter screen) the whole process was a delight.

Driving through Boulder in a car, I noticed the perfectly functional shared cycle/walking paths, but at times all the bikes would disappear completely from sight. Riding around on a bike, I soon discovered why. There's a whole alternative network of paths that go under the roads, through parks and generally in nicer places than alongside the road. Where they do come in contact with roads, they're either on a wide shared path, a separate path or a slow-speed sharrow. (pictured) Apparently bike mode share in Boulder is 8%.

In Atlanta I saw nothing that remotely resembled bike facilities, but we weren't in the city so maybe I got the wrong impression. When my friend and I set off on the 200 metre walk to the lake, our hosts recommended that we take the golf cart. I deduced from this that anything other than motorised transport is considered, well, a bit odd in that neck of the woods.

St Petersburg and Santa Monica were surprisingly bike-friendly with loads of sun-soaked bodies casually riding by on cruisers. While there wasn't always a dedicated path, there was a slower and more relaxed vibe with lots of people on bikes around and cars that seemed accustomed to driving among them.

I especially enjoyed reading the Florida "Bicycling Street Smarts" brochure. Here's a sample:

"Going through the red isn't against the law, because the light is defective. If you ever have a crash or get a traffic ticket because a traffic light won't turn green, it's the fault of whoever installed the detector."

"Dealing with Rude Drivers: Giving in to this bullying will slow you down and leave your self esteem in shambles. Stand up for your rights."

Don't let rude drivers spoil your trip. Outbluff them."

Overall, it was a wonderful month. I had a diverse range of biking experiences from mountain biking on slick rock in Moab, Utah, to riding a triple bike along a 30 mile rail trail in Florida. My friend and I even perfected the technique of riding an aged mountain bike whilst exercising two very excited puppies, making sure neither of them got bitten by a rattlesnake along the way. I love so many things about the States but, all the same, I hope New Zealand doesn't follow in its footsteps when it comes to roads and cars.. Once you've discovered that your new 16-lane highway hasn't solved the congestion problem, it's too late to turn back and then before you know it walking places is weird.

In Atlanta I saw nothing that remotely resembled bike facilities, but we weren't in the city so maybe I got the wrong impression. When my friend and I set off on the 200 metre walk to the lake, our hosts recommended that we take the golf cart. I deduced from this that anything other than motorised transport is considered, well, a bit odd in that neck of the woods.

St Petersburg and Santa Monica were surprisingly bike-friendly with loads of sun-soaked bodies casually riding by on cruisers. While there wasn't always a dedicated path, there was a slower and more relaxed vibe with lots of people on bikes around and cars that seemed accustomed to driving among them. ■

**ADVANCED BICYCLE LIGHTING**

## NiteFLUX

Model	Power	Beam	Runtime
Mini-Max 1.8	1.8W	4.3m	4h
Mini-Max 3.6	3.6W	9.3m	18h
Mini-Max 7.2	7.2W	18m	18h
Mini-Max 14.4	14.4W	24m	24h
Mini-Max 28.8	28.8W	4.8m	1h
Mini-Max 57.6	57.6W	9.6m	1h

**CWT** CONSTANT WAIT TECHNOLOGY

**ICC** INTELLIGENT CHARGE CONTROL

**CYCLERUNER NZ LTD**  
 PO Box 211 Phone: +64 4 238 0367  
 71 Alford Street Fax: +64 4 237 3192  
 New Zealand Email: sales@cycleruner.co.nz  
[www.niteflux.com](http://www.niteflux.com)