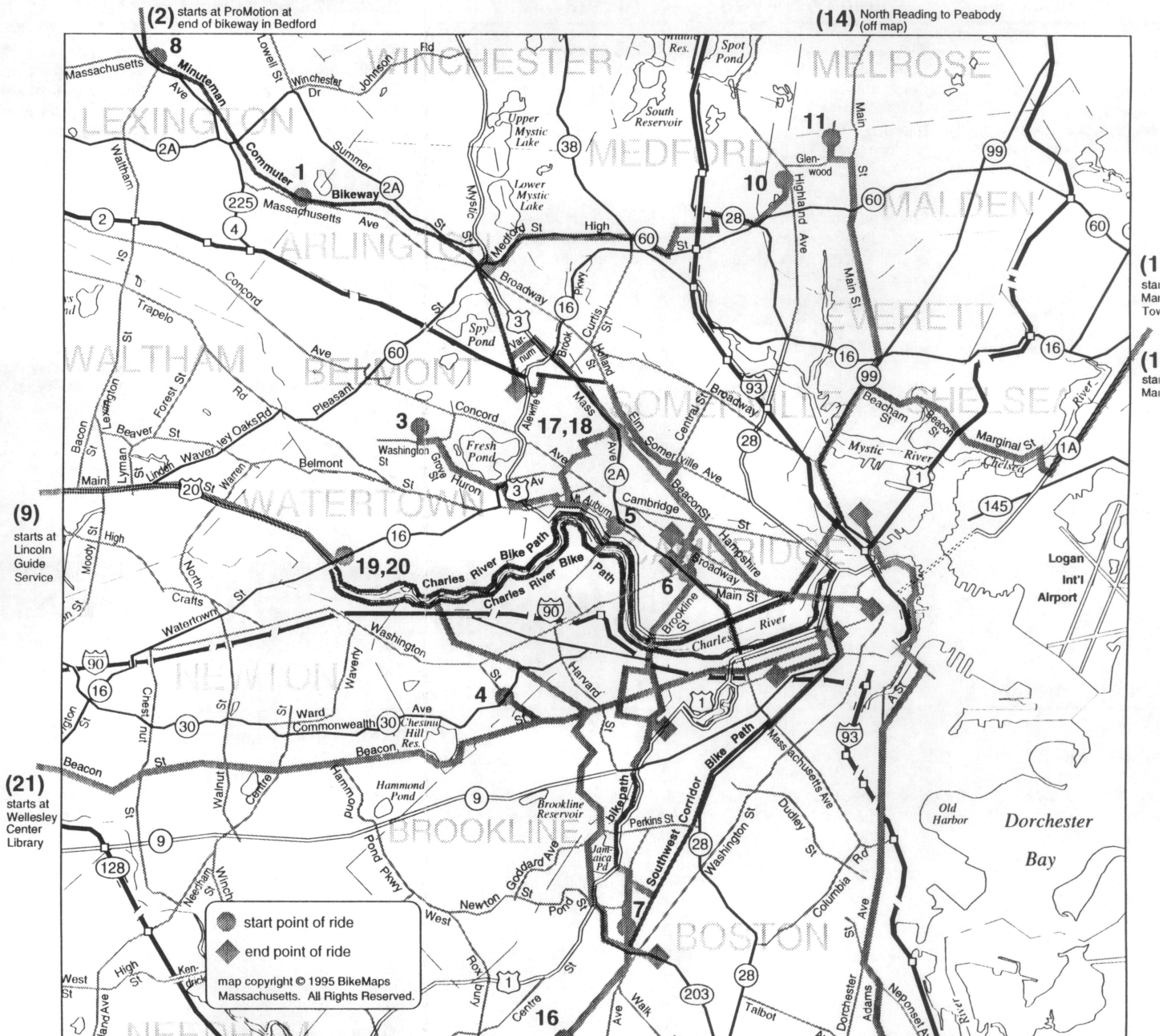
up Rides are held all week to vide new or novice bicyclists with opportunity to gain experience and fidence riding in busy city traffic. ed are group rides scheduled as /10/95.

re rides are being organized. Call itris Menemenlis (617) 666-8548 a complete listing.

ention Group Rides participants— WW pick up times have a ten ute margin of error. In other words, early and patient. Happy Riding!

uld your workplace or organization to participate in BTWW '95? We e planning guides! Contact BCOM, or EarthWorks. Their telephone e-mail addresses are on the back his flyer.



WEATHER

l rides will be held on warm, nny days.

o rides will be held if there is ice, ow or pouring/torrential rain.

Rides that will be held on rainy days will have a oud symbol next to them.

up Ride Leader: Kate Taylor
Riding: Thurs
rting Time & Point:
5 am Bow St. at Minuteman
k-up Points: 9:00 am Arlington Center Minuteman & 9:20 am Porter Sq.
stination: Central Sq.
mber: (617) 868-3392

up Ride Leader: Eric Dilg
ys Riding: Mon, Wed & Fri
rting Time & Point: 7:30 am nuteman, Bedford (Lincoln Guide Service)
stination: Alewife
mber: (617) 259-9204

up Ride Leader:
te Representative Ann and Fred Paulsen
y Riding: Mon
rting Time & Point: 7:15 am art Burbank School at School St. & rpe Rd., Belmont
k-up Point: 7:25 am Belmont Cemetery corner of Grove St. & Huron Ave.
stination: Boston Commuter Breakfast
mber: (617) 484-1965

up Ride Leader:
te Representative Ann and Fred Paulsen
ys Riding: Tues-Fri
rting Time & Point: 8:00 am art Burbank School at School St. and rpe Rd., Belmont
k-up Point: 8:10 am Belmont Cemetery corner of Grove St. & Huron Ave.
stination: Boston Common
mber: (617) 484-1965

Destination: Boston Commuter Breakfast
Number: (617) 350-0990

5

Group Ride Leader: Rusty Russell
Days Riding: Tues, Wed & Thurs
Starting Time & Point: 7:15 am JFK Memorial Fountain at the JFK School of Government, Cambridge
Pick-up Point: 7:30 am City Hall, Cambridge
Destination: Boston Commuter Breakfast
Number: (617) 350-0990

5

Group Ride Leader(s): Lisa Bogan & Rusty Russell
Day Riding: Fri
Starting Time & Point: 7:30 am JFK Memorial Fountain at the JFK School of Government, Cambridge
Destination: Boston Commuter Breakfast
Number: (617)-350-0990

5

Group Ride Leader: US Representative Joseph Kennedy, Lisa Bogan & Rusty Russell
Day Riding: Mon (Congressional schedule permitting)
Starting Time & Point: 7:30 am JFK Memorial Fountain at the JFK School of Government, Cambridge
Destination: Boston Commuter Breakfast
Number: (617) 445-1281 (Contact Jim Spencer)

6

Group Ride Leader: Betsy Thagard
Days Riding: All Week
Starting Time & Point: 7:30 am in front of City Hall, Cambridge on Mass. Ave. (Central Square)

8

Group Ride Leader: Carolyn Levi
Days Riding: Mon & Wed
Starting Point: 7:30 am, Lexington
Destination: Mon, Alewife & Wed, Kendall Sq. (Alewife if it's raining)

9

Group Ride Leader: Eric Dilg
Days Riding: Tues & Thurs
Starting Time & Point: 7:30 am Minuteman, Bedford (Lincoln Guide Service)
Destination: Boston or Cambridge
Number: (617) 259-9204

10

Group Ride Leader: Sarah Corvene
Days Riding: All Week
Starting Time & Point: 8:15 am Corner of Savin St. & Fells Way, Malden
Pick-up Point: 8:30 am Medford Sq.
Destination: Arlington Center (Minuteman & Mass. Ave.)
Number: (617) 324-6202

11

Group Ride Leader: Steve Winslow
Days Riding: Mon, Tues, Thurs & Fri
Starting Time & Point: 7:30 am Malden Sq.
Pick-up Point: 8:00 am, Rts. 99 & 16
Destination: Downtown Boston
Number: (617) 397-6893

12

Group Ride Leader: Alan Wilson
Days Riding: Mon & Fri
Starting Time & Point: 6:00 am Town Hall, Manchester
Pick-up Point: 7:25 Nahant Circle
Destination: Boston Commuter Breakfast
Number: (617) 350-0990

Pick-up Point: 6:45 am REI Store, Wakefield
Destination: Peabody Center
Number: (508) 664-0625

15

Group Ride Leader: Tom Fitzgerald
Days Riding: Mon, Wed & Fri
Starting Time & Point: 7:30 am Whitwell/Adams, Quincy
Destination: Boston Commuter Breakfast
Number: (617) 770-9519

16

Group Ride Leader: Doug Mink
Days Riding: All Week
Starting Time & Point: 7:15 am Adams Park, Roslindale Sq.
Pick-up Point: 7:30 am Ferris Wheels Bicycle Shop, Jamaica Plain
Destination: Boston Commuter Breakfast
Number: (617) 327-4489

17

Group Ride Leader: Andy Rubel
Day Riding: Thurs
Starting Time & Point: 7:45 am Porter Sq. T station
Destination: Boston Commuter Breakfast
Number: (617) 868-8948

17

Group Ride Leader: Dick Harter
Days Riding: Mon, Tues & Wed
Starting Time & Point: 7:30 am Porter Sq.
Destination: Boston Commuter Breakfast
Number: (617) 951-8415

17

Group Ride Leader: Derek Cressman

18

Group Ride Leader: Emily Gerber
Days Riding: All Week
Starting Time & Point: 8:00 am Porter Sq. T stop
Pick-up Points: 8:05 am Shawn & Co Sts. & 8:15 am JFK & Memorial Drive
Destination: Longwood Medical are
Number: (617) 232-8390 x2501

19

Group Ride Leader: Steve Robins
Days Riding: All Week
Starting Time & Point: 6:45 am Watertown Sq., Brighton (N. Beacon Parsons, Sparhawk)
Pick-up Points: 7:00 am St. Elizabe Medical Center, 7:10 am Coolidge Co 7:20 am Brookline High, Jamaica Pon
Destination: 7:30 am Franklin Park
Number: (617) 522-8110 x358

20

Group Ride Leader: Carolyn Hudson
Days Riding: Mon & Fri
Starting Time & Point: 7:00 am Watertown Bridge
Destination: Boston Commuter Brea

21

Group Ride Leader: Douglas I. Foy
Days Riding: Mon, Tues & Wed
Starting Time & Point: 7:15 am Wellesley Center Library
Pick-up Point: 7:45 am, Newton Ce (along Beacon St. inbound)
Destination: Boston Commuter Brea
Number: (617) 350-0990

Bicycle Commuting & Safety Sem
Want to host a bicycle commuting an safety seminar in your workplace or f your club or organization? A member

COMPLIMENTARY BICYCLE COMMUTER BREAKFASTS

Previews

(E FOR BTWW? Check your papers -- the Boston Auction will be held this month. 17) 343-4579

22 Saturday: 12:00 - 6:00 pm
S Earth Day Concert and Festival, h Memorial Shell, Esplanade, Boston.

play, BTWW's Grand Finale Raffle prize —A high-mance Montague bicycle. Free bicycle tune-ups ed by Montague Corp.

1 Thursday: 7:00 - 9:00 pm
st Co-operative Supermarket mbridge St., Allston, It's Movie Time! Come a classic bicycle movie. Tel: (617) 787-1416

5 Saturday:12:30 pm
Annual *Wake up the Bike Ride*, Ferris Wheels e Shop, 64 South Street, Jamaica Plain.

ored by Ferris Wheeler's Bicycle Club, it's a ride ghton Pond in the Blue Hills (18 miles round trip). ear, there will also be an optional mountain loop. Tel: (617) 522-7082

13 Saturday: 10:00 am
V Warm Up Ride, Out of Town News d Square, Cambridge

V's Group Ride Coordinator Dimitris Menemenlis ad you on a ride that includes Walden Pond, the eman, Davis Square and back to Harvard Square. 17) 666-8548

4:00 pm *Free T-Break*, Someday Cafe Square, Somerville, Tel: (617) 632-3323

Monday, May 15

7:00 - 9:30 am
Complimentary Bicycle Commuter Breakfast
City Hall Plaza, Boston

Free Bike Tune-Ups
provided by Ski Market
Tel: (617) 890-1212

6:30 - 8:30 am
Complimentary Bicycle Commuter Breakfast
Lincoln Guide Service, Lincoln
Tel: (617) 259-1111

6:30 - 8:30 am
Complimentary Bicycle Commuter Breakfast
ProMotion, Bedford
Tel: (617) 266-6540

Tuesday, May 16

7:00 - 9:30 am
Complimentary Bicycle Commuter Breakfast
Copley Sq., Boston

Free Bike Tune-Ups
provided by
Ferris Wheels Bicycle Shop
Tel: (617) 522-7082

7:30 - 9:00 am
Complimentary Bicycle Commuter Pancake Breakfast
Broadway Bicycle School
351 Broadway, Cambridge
Tel: (617) 868-3392

6:30 - 8:30 am
Complimentary Bicycle Commuter Breakfast
Lincoln Guide Service, Lincoln
Tel: (617) 259-1111

6:30 - 8:30 am
Complimentary Bicycle Commuter Breakfast
ProMotion, Bedford
Tel: (617) 266-6540

Wednesday, May 17

7:00 - 9:30 am
Complimentary Bicycle Commuter Breakfast
Boston Common, Boston

Free Bike Tune-Ups
provided by
Lincoln Guide Service, Lincoln
Tel: (617) 259-1111 and
ProMotion, Bedford
Tel: (617) 266-6540

6:30 - 8:30 am
Complimentary Bicycle Commuter Breakfast
Lincoln Guide Service, Lincoln
Tel: (617) 259-1111

6:30 - 8:30 am
Complimentary Bicycle Commuter Breakfast
ProMotion, Bedford
Tel: (617) 266-6540

Thursday, May 18

7:00 - 9:30 am
Complimentary Bicycle Commuter Breakfast
Copley Square, Boston

Free Bike Tune-Ups
provided by
International Bicycle Center
Boston/Newton
Tel: (617) 783-5840

6:30 - 8:30 am
Complimentary Bicycle Commuter Breakfast
Lincoln Guide Service, Lincoln
Tel: (617) 259-1111

6:30 - 8:30 am
Complimentary Bicycle Commuter Breakfast
ProMotion, Bedford
Tel: (617) 266-6540

Friday, May 19

7:00 - 9:30 am
Complimentary Bicycle Commuter Breakfast
City Hall Plaza, Boston

Free Bike Tune-Ups
provided by
Laughing Alley Bike and Ska
TEl: (617) 783-5832

6:30 - 8:30 am
Complimentary Bicycle Commuter Breakfast
Lincoln Guide Service, Linco
Tel: (617) 259-1111

6:30 - 8:30 am
Complimentary Bicycle Commuter Breakfast
ProMotion, Bedford
Tel: (617) 266-6540

BIKE TO WORK WEEK SPECIAL EVENTS

Sunday, May 14

pm
rm-up Ride for BTWW
er Park, Brighton
oss from WBZ and WBOS
oldiers Field Road.)
Harter of the Cambridge
Committee will lead you on
Charles River Bike Park Path.
will travel along both sides
ne river between Waltham
the Science Museum.
(w) (617) 951-8415
(h) (617) 354-3512

WW '95 Warm Up Rides—
ewide.

Monday, May 15

8:15 am
BTWW '95 Kick Off
City Hall Plaza, Boston
Massachusetts Congressman Joseph P. Kennedy, II, State Representative Anne Paulsen of Belmont and CLF Executive Director Douglas Foy will attend.

Tuesday, May 16

12:00 - 5:00 pm
CLF's Transportation Exhibit
opens at it's Boston Headquarters, 62 Summer St.

Hours:
Tues, Wed & Fri
12:00 - 5:00 pm or
by appointment

6:00 - 8:00 pm
Rebuilding Boston for Bikes
City Hall, Boston
A panel discussion highlighting projects underway that will make the metro-Boston area more bicycle-friendly.

Wednesday, May 17

State Government Day
Sponsored in part by
Massachusetts Department of Environmental Protection
Tel: (617) 292-5500

An Evening of Bikes
Bikes Not Bombs
Bicycle Recycling & Youth Training Center, Roxbury
Tel: (617) 442-0003

7:00 - 8:00 pm
Free slide show
"Biking to Work in Cuba and Latin America"

8:00 - 10:00 pm
Free Bicycle Repair Clinic:
Learn how to fix your bicycle.

Thursday, May 18

'95 Area-Wide Medical Ride
BTWW '95 festivities have caught on at the Transportation Management Associations (TMAS) at Boston area hospitals (Mass. General, Mass. Eye & Ear, Shriner's, Boston City, BU Medical Center and the Longwood Medical & Academic Area). The TMAS are CCBT, ITMA and Commuteworks.

5:30 - 6:30 pm
Bike Action Demonstration
Rt 9, Jamaica Crossing Bicyclists bring your bikes and show your support for building the bike lane on the bridge. Contact Bill Taylor (617) 983-9463 or Jeffrey Ferris (617) 522-7082.

Friday, May 19

5:30 pm
Finale Presentation
Government Center, Boston

Free Bike Tune-Ups
provided by Montague Corp
Tel: (617) 491-7200

6:00 pm
Critical Mass Bike Ride H

Encore

May 21 Sunday: 12:00 pm
Boston Urban Bike Path Connectio
Meeting Spot: Hatch Shell, Bost
BikeBoston is sponsoring an Urba Bikeway ride. This ride will cover tions of Boston's Emerald Necklac Southwest Corridor & Charles Riv Bike Path. For more details call Je Ferris at (617) 522-7082.

A BIG BTWW '95 THANKS!

behalf of BCOM, CLF and EarthWorks we would like to thank the following businesses organizations who helped make BTWW possible. For a complete listing of all contributors, us for a copy of the BTWW '95 Scrap book.

ntague Corp., Suladesign, BikeMaps New England, United Lithograph, Lincoln ide Service, Pro Motion, Beacon Hill Athletic Club, Boston Athletic Club, Fitness ernational, Metropolitan Health Club, Bagels by us, Rosenfeld Bialys Bagels Co., Inc., seum of Fine Arts Boston, Sports Museum of New England, City of Boston, partment of Environmental Protection, Governor William Weld, and the nmonwealth of Massachusetts

ston Bicycle Police, The Ultimate Bagel Co., Bruegger's Bagel Bakery, Bikes Not mbs, BikeBoston, Gnomon Copy, Bagels etc, Ski Market, Ferris Wheels Bicycle Shop, ughing Alley Bike & Skate, International Bicycle Center Boston/Newton, Broadway ycle School, Starbucks, Stonyfield Farm Yogurt, Yoplait, Ben & Jerry's, Blue Cross and e Shield of Massachusetts, Sunkist, Bread and Circus and Harvest Co-operative permarkets

Cycle, Park Sales and Service Bike Shop, Brookline Cycle Shop, Ace Wheel Works, Fitcorp, mont Bicycle Shop, The Bicycle Workshop and The Bike Stops Here

ss. Save, Boston Green Space Alliance, Clean Water Fund, Save the Harbor/Save the Bay, Environmental gue of Massachusetts, Alternative for Community & Environment, Mass Recycles and New England arium

at is Bike to Work Week?
e to Work Week (BTWW) is a statewide, week-long event designed to promote the economic, lth and environmental benefits of bicycling.

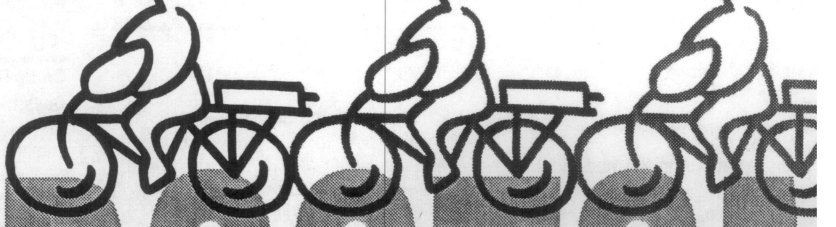
nt to get involved in BTWW?
unteers are needed. Or why not join one of the following organizations and really make a erence. For more information call, fax or e-mail.

OM is a statewide bicycle advocacy organization working to improve bicycling conditions both transportation and recreation. Tel: 617-491-RIDE Fax: 617-491-8333 E-Mail: k@CFAharvard.edu

F is a non-profit, public interest organization that uses the law to improve natural resource

MASSACHUSETTS 2ND ANNUA

BIKE TO WORK WEEK



BOSTON

MAY 14–19, 1995

organized by
Bicycle Coalition of Massachusetts
Conservation Law Foundation
EarthWorks TransportAction

Clerk –

Elizabeth Rhett Thagard

27 Pleasant Street
Cambridge, MA 02139
April 4, 1995

City Councillors
Cambridge City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Dear City Councillors,

As a resident of Cambridge, a staff attorney at the Conservation Law Foundation, and an organizer of Bike-to-Work-Week '95 -- I would like to request that Cambridge proclaim May 14-19, 1995 as "Bike-to-Work Week."

Bike-to-Work-Week '95 is a statewide, week-long program designed to promote bicycle commuting as a healthy, economical and environmentally-friendly alternative to driving. Increases in bicycle commuting will ease traffic congestion, lessen the demand for increased parking, and help the state and city to comply with the Federal Clean Air Act. Cambridge's participation in Bike-to-Work-Week '95 will demonstrate our commitment to becoming greener and cleaner.

Governor William Weld has already officially declared this week "Bike-to-Work Week" across the state, and businesses and organizations throughout the state are donating food and bicycle-related items for various Bike-to-Work-Week '95 events. I hope that Cambridge will join in the festivities.

Enclosed is a copy of the Bike-to-Work-Week '95 scrapbook and other background information for your review.

Sincerely,

Elizabeth R. Thagard

Elizabeth Thagard
Resident of Cambridge

Enclosures

RECEIVED BY
OFFICE OF CITY CLERK
1995 APR 10 PM 1:59
CAMBRIDGE MA.



Bike to Work Week 1995

Bike To Work Week in Massachusetts

As Massachusetts gears for its second Bike to Work Week (BTWW) Celebration, it is important to realize that efforts to promote bicycling as a clean transportation alternative have been underway for years.

The problem we are addressing

Two of the major environmental problems facing Boston today are high air pollution levels and excessive automobile traffic on major and secondary roadways. Automobiles are one of the leading sources of polluting emissions in urban areas. According to a 1990 survey made by the Massachusetts Department of Environmental Protection, 40% of the state's nitrous oxides and 30% of volatile organic compounds in that year came from mobile sources.

Solutions to our air quality problems that reduce automobile use are increasingly necessary. In order to comply with federal the Clean Air Act, Boston and Massachusetts must take strong measures to control health hazards such as ground-level ozone and small particulate emissions which result largely from automobile emissions. The automobile is seriously affecting our health. Studies by the American Lung Association show that a substantial amount of national health care costs--billions of dollars annually--are due to motor vehicle pollution.

Why Bicycles?

The organizers of BTWW '95 believe that increased bicycle commuting will play an important part in the solutions to our urban pollution problems. Studies continue to show that bicycling is a practical, although under-utilized, commuting alternative.

The results of the 1990 Nationwide Personal Transportation Survey, revealed that 48% of all daily trips are three miles or less. Those whose commute is longer can often avoid car use by coupling bicycling with mass transit.

It is environmentally imperative that a concerted effort be made to reduce the number of automobile trips. Short automobile trips account for a far greater per-mile contribution to air pollution than do longer trips. This is because very little can be done now to control the emissions from a car when it is just turned on, and immediately after it is turned off (cooling down).

Harris Polls taken in 1990 and 1991, show that many members of the public are interested in bicycle commuting.

Sponsored by:

Bicycle Coalition of Massachusetts
P.O. Box 1015
Kendall Square Station
Cambridge, MA 02142
(617) 491-RIDE

Conservation Law Foundation
62 Summer Street
Boston, MA 02110
(617) 350-0990

EarthWorks TransportAction
42 Robinwood Avenue
Jamaica Plain, MA 02130
(617) 983-WIND

Printed on recycled paper.

Twenty percent of the adults responding to those polls said they would sometimes commute by bicycle if highways and streets had safe lanes, and 17% said they would do so if their workplaces provided secure bicycle storage facilities and showers for employees. As the bicycle commuting situation stands today, however, few bike enthusiasts put their energy into action: According to the Bicycle Institute of America, there are over 90 million bicyclists in the United States, but only 3.5 million people commute to work regularly by bicycle, for a current national rate of 1.6% of the total U.S. adult population.

Although planners need to think of ways to get people to work without using cars, bicycling is usually overlooked and underrated by state and local transportation officials as an effective means of commuting. This is so despite the fact that bicycling is healthy, economical, ecologically neutral, and efficient. *BTWW's* seeks to change this situation by calling attention to the benefits of bicycling, and working to remove the obstacles that prevent more people from using their bicycles. The truest measure of *BTWW*'s success will be an increase in bicycle commuters.

Past Bicycle Promotion Events

In 1978, BCOM (then known as the Boston Area Bicycle Coalition-BABC) hosted its first Boston Bike Week, a celebration of bicycle transportation and recreation. In subsequent years, BCOM organized Bike Days and Bike to Work Days. Massachusetts Congressman Joseph Kennedy (D-Brighton) participated in BCOM's Bike to Work Day in 1991. These programs were established as part of the Coalition's commitment to promote clean and healthy bicycle transportation in the Boston area. The activities included one-day mass recreational rides, commuter rides, bicycle raffles, rallies, and safety clinics. The BCOM Board recently voted to make a statewide bicycle commuting program one of its major goals.

Last year, EarthWorks in partnership with the Conservation Law Foundation, launched the first statewide *Bike to Work Week* (*BTWW*).

BTWW '94 began with a breakfast hosted by the Boston Park Plaza Hotel and Towers. Congressman Joseph Kennedy, Massachusetts State Rep. Anne Paulsen, and CLF Executive Director Douglas Foy, were on hand to demonstrate their support of bicycling as a clean and efficient transportation alternative. Massachusetts Governor William Weld, Boston Mayor Thomas Menino and area cities and towns proclaimed the week of May 15 as Bike to Work Week. An added highlight of the week was the May 16 release of CLF's latest transportation report, *Road Kill: How Solo Driving Runs Down the Economy*. This report examines the true costs of driving and shows that bicycles can be a cost-effective solution to our transportation and environmental problems. (A copy is attached.)

Bike to Work Week 1995

Despite damp and rainy weather, participation in the week-long celebration of bicycle transportation was high. Indeed, the weather helped to demonstrate that people can overcome this typical New England obstacle if they are committed to bicycle commuting. Over 300 bicyclists enjoyed free breakfasts and nearly 100 joined in a "Rally for the Link" bike action which drew attention to the need for safer bicycling conditions along Boston's Emerald Necklace park system--a major commuting corridor.

BTWW '94 reached hundreds of thousands of people, and showed that bicycle transportation is a popular and sensible way to get around. Pre-event and event-week media coverage included newspaper articles, spots on the major television stations, calendar listings, radio interviews, a cable television interview, and radio and public service announcements. The enclosed *BTWW '94* scrapbook provides highlights of the event.

BTWW '95

We plan to build on the success of last year's events as we prepare for *BTWW '95*. Our primary goal is to increase the overall number of participants. *BTWW '95* will include more safety education, bicycling incentives, and corporate and government outreach.

Programs like the group rides and our workplace safety seminar are essential to demonstrating that bicycling is a viable commuting alternative, especially in light of recent statistics that show that only 18% of all serious bicycle accidents involve cars. Accidents involving only one bicycle make up 50% of all bicycle accidents, and the remaining accidents involve other cyclists or dogs. These statistics point to the need to educate cyclists on the compatibility of automobile and bicycle traffic, and the importance of practicing responsible riding habits.

The overall objective is to ensure that bicycling will play a prominent role in public and private transportation planning. Events such as group rides and commuter breakfasts held in workplaces across the state, and in public places like in front of City Hall or in the Boston Common will be planned to demonstrate that bicycling is a viable means of transportation and to convince government and business leaders of to meet the needs of bicyclists.

BTWW '95 will focus attention not just on bicycle commuting but on bicycling in combination with mass transit. We want to encourage people to think of ways to get to work without using their cars. *BTWW '95* will do this by encouraging government and business leaders to increase the availability of bicycle parking throughout the city and at mass transit stops, and employee shower and changing facilities.

The *BTWW '95* program includes a Corporate Outreach Program and a Rides/Events Program.

The Corporate Outreach Program will encourage area business and government agencies to host bicycle safety seminars for their employees. *BTWW '95* organizers would like to conduct a minimum of 20 of these seminars. In addition, this program will work with businesses and government agencies to make workplaces and public areas more bicycle-friendly. *BTWW '95* would like to see more employers providing shower and changing facilities, as well as bike storage for employees. This will build on the ongoing work of co-organizers of *BTWW '95* to get cities and towns to make bicycling a convenient and practical mode of transportation, by installing more public bike racks, creating more bike lanes and paths, and encouraging links between bicycle commuting and mass-transit systems.

Our Rides/Events Program promotes bicycle commuting to the general public with incentives like commuter breakfasts and giveaways and encourages responsible bicycling with "group rides" which help new bicyclists gain confidence and competence cycling in urban traffic.

Group rides, where experienced bicycle commuters lead first-time or novice bicyclists through the twists and turns of commuting into city, are aimed at building the ranks of confident, dedicated bicycle commuters in and around the city. To ensure attendance and visibility, *BTWW '95* will be contacting corporations, government agencies, bike shops, bike clubs, health clubs, and the media to promote and participate in the Rides/Events Program.

Daily raffles at BTWW '95 events will generate interest and attendance. Bicyclists can register for these free raffles by attending *BTWW '95* activities. Donated prizes for the raffles will be sought from area sport and bicycle shops. Last spring *BTWW '94*'s top prize was a bike from Montage Corporation, a manufacturer of a full size bicycle which folds for easy storage and transport. This year, Montage Corporation has indicated an interest in donating another bike for the raffle, in addition to helping plan and organize *BTWW*.

How Can You Help

The success of *BTWW '95* depends on the help and support of many people. There are many volunteer opportunities available to help with organizing *BTWW '95* throughout the state as well as in your workplace. For more information on how you can participate, please contact one of the individuals listed below:

Mike Grant, Bicycle Coalition of MA, 617-491-7433
Bridget Chase, Conservation Law Foundation, 617-350-0990
Bill Taylor, EarthWorks TransportAction, 617-983-9463

Bike to Work Week 1995

The goals of *Bike to Work Week '95* are:

1) To heighten awareness of the need for bicycling and other clean transportation alternatives through public events, educational and promotional activities.

2) To provide a forum for public officials and Boston area residents to learn about state, city, and town efforts to promote better and safer bicycling.

3) To draw attention to the ease and benefits of bicycling by organizing group rides to commuters.

4) Expand participation in *BTWW* Employee Workshops Program on safe and effective bicycle commuting.

5) To encourage employers to support bicycling, by installing bike racks, lockers, and shower facilities at their work sites.

6) To encourage more participation from nonprofit organizations, businesses, and government agencies in *BTWW '95*.

7) To make *BTWW* material available to other groups interested in hosting events or workshops on safe bicycle commuting.

Audiences we want to reach:

1) Automobile commuters
2) Mass transit commuters
3) Government leaders
4) Business leaders
5) Bicyclists

The Commonwealth of Massachusetts

A Proclamation

By His Excellency

GOVERNOR WILLIAM F. WELD

1995

WHEREAS: Commuters who travel by bicycle employ a clean, quiet, and efficient mode of transportation while saving on the costs of fuel, automotive maintenance, and parking; and

WHEREAS: Bicycling to work incorporates a healthy form of exercise into an individual's daily routine; and

WHEREAS: Those who bicycle to work never experience parking shortages and do not contribute to traffic jams; and

WHEREAS: The Massachusetts economy is enhanced by bicycle tourism and the bicycle industry; and

WHEREAS: Bicycles can replace automobiles for short, high-emission trips, helping Massachusetts meet the requirements of the federal Clean Air Act of 1990; and

WHEREAS: Safe bicycle facilities, both on and off the road, benefit cyclists and motorists alike; and

WHEREAS: The Commonwealth promotes bicycling as a viable means of transportation by building bicycle facilities and accommodating bicycles in transportation projects when feasible;

NOW, THEREFORE, I, WILLIAM F. WELD, Governor of the Commonwealth of Massachusetts, do hereby proclaim the month of May 1995, as

BICYCLE MONTH

and the week of May 14th through May 20th, 1995, as

BIKE TO WORK WEEK

and urge all the citizens of the Commonwealth to take cognizance of this event and participate fittingly in its observance.

Given at the Executive Chamber in Boston, this twenty-third day of January, in the year of our Lord one thousand nine hundred and ninety-five, and of the Independence of the United States of America, the two hundred and nineteenth.

William F. Weld

WILLIAM F. WELD

By His Excellency the Governor

William F. Galvin

WILLIAM F. GALVIN
Secretary of the Commonwealth

GOD SAVE THE COMMONWEALTH OF MASSACHUSETTS

RECEIVED BY
OFFICE OF CITY CLERK
1995 APR 10 PM 1:59
CAMBRIDGE MA.

May 16–20, 1994

Boston Bike to Work Week

SCRAPBOOK



EARTHWORKS TRANSPORT ACTION

BOSTON PARK PLAZA HOTEL

Conservation Law Foundation

HARVEST CO-OPERATIVE SUPERMARKETS

BROADWAY BICYCLE SCHOOL LTD.

PEAK PERFORMANCE Ski Market

LAUGHING ALLEY BIKE & SKATE

Special thanks to:

Bike Nashbar
Steedman Bass
The Cycle Loft
Ultimate Bagel
Colombo Yogurt
Bike Security Racks
Bernie's Bicycle Shop
Park Sales & Service
The Bike Stops Here
International Bicycle Center
Brookline Cycle Shop
Boston Environment Dept.
Boston Transportation Dept.
Boston Parks Dept.
Boston Real Property Dept.

STARBUCKS COFFEE

BIKES NOT BOMBS

KING OF THE MOUNTAIN

the bicycle workshop

Bread & Circus
WHOLE FOODS MARKET

MONTAGUE

Bicycle Coalition of Massachusetts

Food Not Bombs

Typotech, Inc.

SOMERVILLE EXTRA

PEOPLE AND TRENDS IN YOUR COMMUNITY

City hosts Bike To Work Week

Somerville celebrated Bike To Work Week during the decidedly soggy week of May 16 to 20. The purpose of the week was to promote biking to work as a realistic alternative to the world of traffic jams, polluted air, hot tempers and traffic fatalities.

Bikers said they have more fun, save money, get exercise, keep the air clean, save space on the roads and when parked, and do not endanger people the way cars do.

"If you live too far to bike to work, you should move," Susan McLucas of the Bike Committee recommends.

Bike To Work Week was organized by EarthWorks around the Boston area and in Somerville by the Somerville Bike Committee. Davis Square was the local headquarters, with bikers meeting there Monday at 7 a.m. to ride in to the Park Plaza Castle, where a gourmet breakfast was served by the environmentally conscious Park Plaza Hotel. Speakers celebrated the joys of riding to work and talked about efforts to further the bicycling cause.

Rep. Joseph Kennedy talked about his Bike Bill, which would require states to spend 3 percent of their federal highway funds on bike facilities. Anne Paulsen, the state representative from Belmont, talked about her bill in the Statehouse requiring that all road projects consider pedestrians and cyclists in their planning. People were encouraged to contact their representatives about both of these important bills.

On Tuesday, a rally was held in Davis Square from 7 to 8 a.m., where about 15 people listened in the rain to Ward 6 Alderman John Connolly, Alan McClennen, director of planning and development for Arlington, and Greg Palmer of the Somerville Bike Committee.

Connolly introduced the resolution in the Board of Aldermen that declared this week Bike To Work Week and pledged the city to think about bikes in all its transportation planning. He told the group, "We are encouraged that the bike path will be extended as far as Cedar Street this year and our long-range goal is to take it all the way into Boston, going along beside the train part of the way. Especially with the Big Dig coming up, alternative transportation is essential."

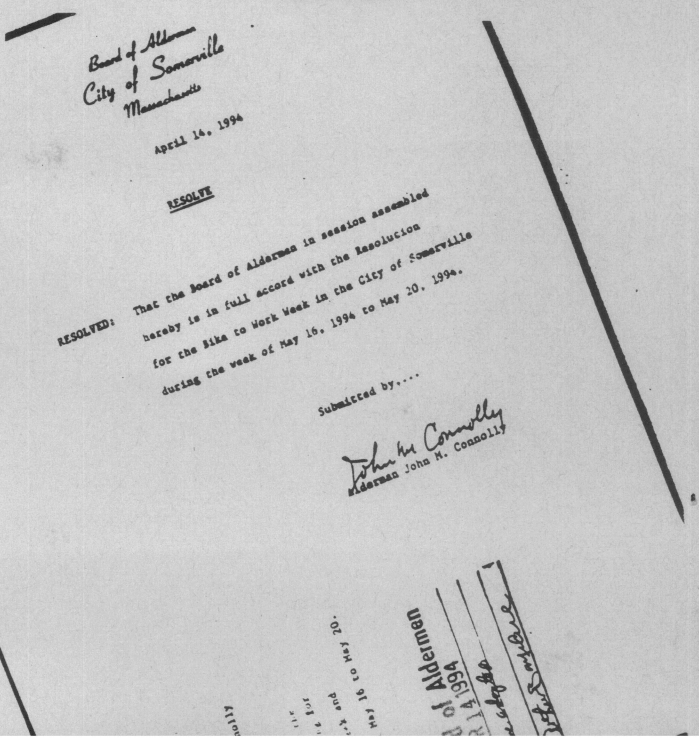
McClennen, who has been in on the planning of the Minuteman Bike Path from the beginning 20 years ago, said, "It took us 10 years to explain to the state that a bike way is a transportation facility, not a park. Now with the Clean Air Amendments and ISTEA (the Intermodal Surface Transportation Efficiency Act), the vast majority of people recognize that bicycles are an integral part of a multimodal transportation network with walkers, bikers, mass transit and cars."

Palmer invited all bicyclists to join the Somerville Bike Committee and "help us create our Bicycle Blue Print for Somerville."

From Wednesday through Friday, people met at 8 a.m. to ride to work together. The first sunny day was Friday, when a "Critical Mass" ride was held. Around 50 bikers met at Government Center at 5:30 a.m. and rode, en masse, to the Arboretum in Jamaica Plain, with a contingent splitting off and heading into Cambridge. Riders took one lane where there were two and took the whole lane where there was one.



Bicyclists gather in Davis Square last week during Bike to Work Week.



Board of Aldermen
City of Somerville
Massachusetts

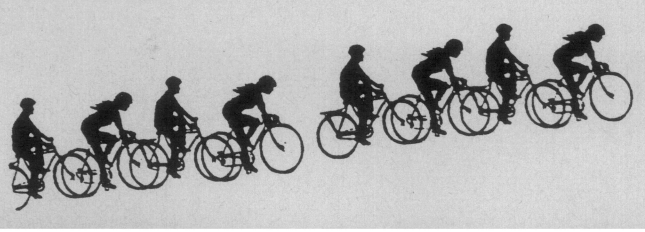
April 14, 1994

RESOLVE

RESOLVED: That the Board of Aldermen in session assembled hereby is in full accord with the Resolution for the Bike to Work Week in the City of Somerville during the week of May 16, 1994 to May 20, 1994.

Submitted by....

John M. Connolly
Alderman John M. Connolly



Lexington cardiologist has his heart set on cycling

By Pattie Antonelli
Contributing Writer

It was a dark and stormy day . . . and once again the weather had done him in. Gazing out the window as the rain made puddles of puddles, his plans had been destroyed.

It's not a murder novel, although for many bikers this week, the story was the same. With his new, green bike with 21 gears, Julian Aroesty, M.D., a 23-year Lexington resident and cardiologist at the Beth Israel Hospital and Children's Hospital Medical Care Center in Lexington, planned to celebrate "Ride Your Bike to Work" week, only to find the rain was too much to deal with.

With May designated National Bike Month, Aroesty renewed his pledge to practice what he preaches — to ride his bike to work at the Medical Care Center on the days he treats patients there.

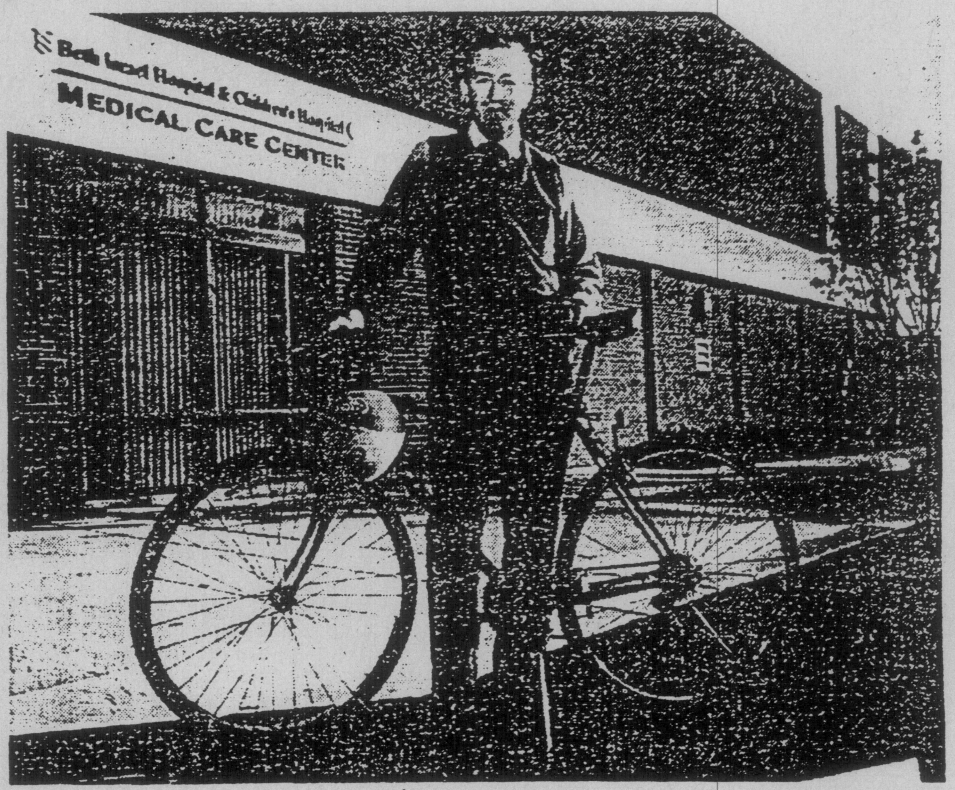
"When the new Minuteman trail opened, I was thrilled to have this wonderful opportunity to extend my recreational cycling avocation to my workday," says the 62-year-old chief of clinical cardiology at Beth Israel Hospital. Aroesty is based at the Medical Care Center one day a week. "With the weather we have had this season so far, I must sheepishly admit that my resolve has been severely tested."

Aroesty sings the praises of cycling as one of the best exercises available. Having treated patients for more than 25 years at Beth Israel Hospital, he cites two frightening statistics: cardiovascular disease is the number one cause of death in the U.S. and children today are more obese than 40 years ago. Yet, many heart problems are preventable by refraining from or quitting smoking, controlling high blood pressure, eating a prudent low-fat diet, and exercising.

"Most people need to add at least 20 minutes of endurance exercise to their daily routine to maintain a healthy heart," he explains. "Endurance exercises are those that you can enjoy for 20 to 30 minutes at a time without stopping, such as bicycling. Unlike isometric exercises, like weightlifting, these exercises benefit the heart and the waist since the body continues to increase its metabolic rate for several hours after we stop."

For his patients, Aroesty advocates biking, regardless of age, stressing that most people do not exercise because they find it boring. Admitting his own aversion to sitting on a stationary bike or exercising indoors for more than 10 minutes, he speaks of the many health benefits of biking.

"It gets you outdoors and allow you to enjoy nature's beauty while interacting with other people along the way. Cycling also frees your mind, reducing stress and anxiety; reduces environmental pollution; and achieves what Americans desire most — weight loss," he said.



Dr. Julian Aroesty is ready to hop on his bike in front of the Beth Israel Hospital and Children's Hospital Medical Care Center on Bedford Street. He commutes to the facility on the Minuteman Bikeway.

Having cycled extensively in Scandinavia during his sabbatical, Aroesty bemoans the fact that the U.S. does not make it easy for cyclers. Until the Minuteman trail was installed, he had given up biking in the Lexington/Boston area.

"In Scandinavia, cycling is very safe," he states. "Motorists are aware of bikers and are extremely careful and courteous. Cycling is so widespread in Holland that there are dozens of miles of paved bike paths running alongside the highways making travel by bike easy, quick and fun. In Europe, biking is generally more prevalent than here."

Aroesty and his wife, Elaine, used to cycle in Boston, but gave it up because they found it too difficult to maneuver the busy city streets with aggressive motorists. When the new Minuteman trail opened, the Aroesty family returned to their passion.

Pointing to the road that leads to the bike trail, Aroesty says that biking is one of the few activities families can do together, regardless of age differences. Often he bikes on weekends with his wife and sons, David, 10-1/2, and Adam, 7. His older children, Steven, 32, and Marla, 29, join them when they are in town.

BIKE TO WORK WEEK PUBLIC SE

(20 Sec) Having trouble fitting in your fitness routine? Join a [illegible] through Friday May 20. Each day's rides arrive at free breakfasts. [illegible] this and other Bike to Work Week events. That's 983-WIND

(15 Sec) Tired of traffic congestion? Try a better way of commuting. Join the Bike to Work Week events. That's 983-WIND.

(15 Sec) Tired of putting your paycheck into your gas tank? Try a better way of commuting. Join the day from Monday May 16 through Friday May 20. Call EarthWorks at 983-WIND.

(15 Sec) Tired of putting your paycheck into your gas tank? Try a better way of commuting. Join the Bike to Work Rides. Every day from Monday May 16 through Friday May 20. Call EarthWorks at 983-WIND.

(20 Sec) Is your car addicted to foreign oil? Try food as fuel. Ride a bike to free breakfasts. Park Plaza Castle on Monday May 16, Government Center Tuesday and Wednesday, and the Boston Common on Thursday and Friday. For details, call EarthWorks at 983-WIND.

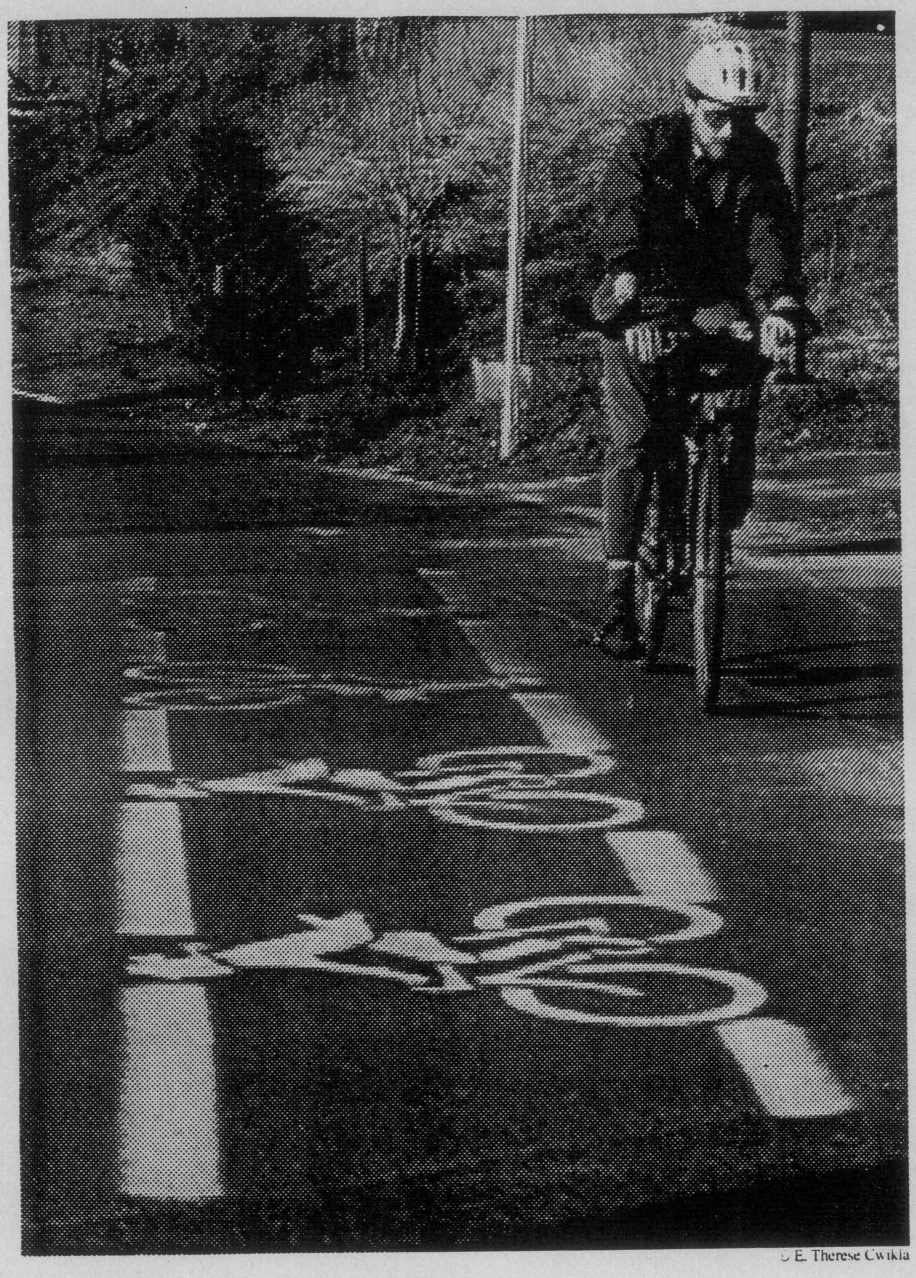
(18 Sec) Our planet is being choked to death. You can be part of the air solution when you bike or walk. Ride a bike to free Bike to Work Week events - free food all week from May 16 to 20. Call 983-WIND for details, that's 983-WIND.

(20 Sec) Do you get to work grouchy, tense, stressed out? Peace is at hand when you bike to work. Free breakfasts and showers downtown, free evening workshops and videos. Call EarthWorks at 983-WIND for details on Bike to Work Week, that's 983-WIND

(20 Sec) Would you ride your bicycle if only the streets were safer? Every morning from May 16 to May [illegible] are riding with experienced urban cyclists. For a starting location near you, call [illegible]ND. Ride to free breakfasts. Call 983-WIND

(20 Sec) Are you tired of dealing with traffic jams? Finding a place [illegible]ur daily commute costing more than you can afford? Do [illegible] join EarthWorks' morning commuter support and [illegible]s welcome. Most rides go to free breakfasts [illegible]ule on Monday May 16, Government Cen[illegible] Friday. Over 20 rides to Boston ar[illegible]





© E. Therese Cwikla

Cycling

Bike to Work Week

One of the most exciting undertakings in Boston happens the week of May 16 when EarthWorks Transport Action coordinates the Bike to Work Week. As the name implies, everyone — and that includes you and me — is encouraged to bike to work. You don't need a fancy bike, and you certainly don't have to go out and buy a brand new bike. All you need is something with two wheels and your own two feet. Need more motivation? It's fun. Keep reading.

The week-long series of biking events will include a kickoff breakfast at the Park Plaza Castle the 16th from 7:30-9:30AM. Your admission ticket is your bike, which will receive free adjustments courtesy of Ski Market. Rep. Joe Kennedy is scheduled to speak at the breakfast. Kennedy is the sponsor of House Bill 1824, which would require states to spend three percent of their federal transportation funds on bicycle and pedestrian projects.

But this is a week-long thing, remember. So keep biking because breakfast will be provided each day at a different location. There will also be mid-afternoon and evening events topped by a raffle Friday evening. Worried about being less than sweet-smelling at work? Don't be. Several area health clubs are offering free showers.

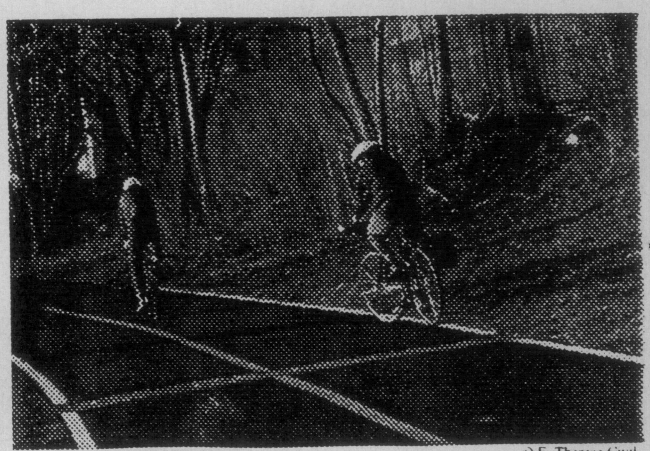
Be like Therese Cwickla, who works at Bolt, Beranek and Newman in Cambridge and who never considered bicycle commuting until recently. Now she finds her 20-mile roundtrip on the Minuteman Bikeway invigorating. Her company joined in her enthusiasm and installed showers and changing facilities, one of many businesses, organizations and institutions that are promoting fun, non-polluting transportation. For more information, contact Bill Taylor at (617) 983-9463. To lead a ride, contact Jonathan Magaziner at (617) 547-6988.

May 1994



E. THERESE CWIKLA

Bikers with briefcases and overcoats will take to the streets for Bike to Work Week May 16-20.



© E. Therese Cwik

The Boston Globe

MONDAY, MAY 16, 1994

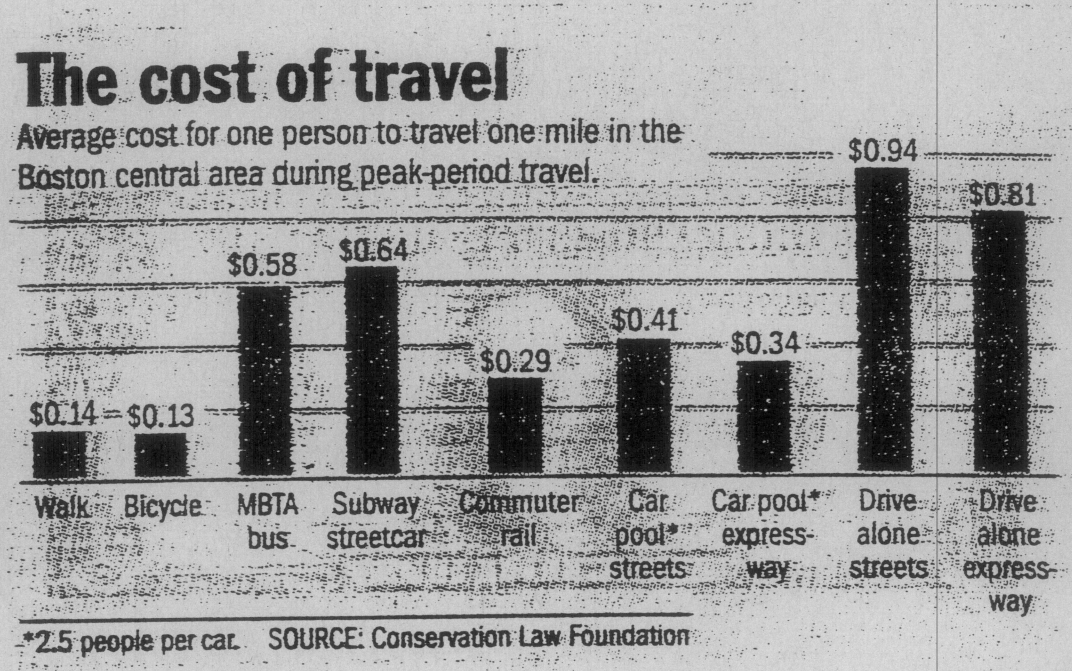
Study says costs of driving are high

By Scott Allen
GLOBE STAFF

Don't let the low price of gasoline these days fool you. If you had to pay at the pump for the cost of ambulances at traffic accidents, environmental harms from tailpipe exhaust and even government tax breaks to oil companies, you might not think driving a car was a bargain.

A study to be released today by the Conservation Law Foundation finds that the total cost for every single-occupancy vehicle crawling along Boston city streets at rush hour is 94 cents a mile, compared to 58 cents a mile if you take the bus and only 14 cents if you walk (sidewalks and shoes cost money, you know).

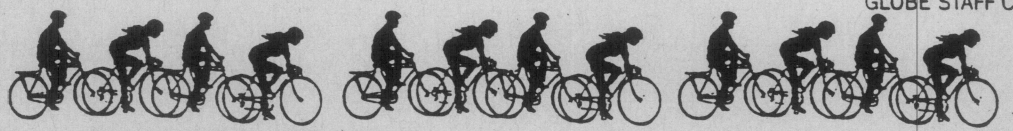
The study, one of the most detailed looks at individual transportation costs undertaken in recent years, found that Boston-area residents repay only 24 percent to 67 percent of government spending on driving. Government "hides" much of the rest by paying for car-related services from state troopers to tax breaks for employee parking lots out of unrelated revenues, the report concludes.



GLOBE STAFF CHART

'If you want to reduce the cost and size of government, you better ride your bike to work.'

DOUGLAS FOY
Conservation Law Foundation



"If you want to reduce the cost and size of government, you better ride your bike to work, or at least take the T," said Douglas Foy, co-director of the Boston-based environmental advocacy organizations. A major portion of government spending at all levels is what Foy calls "car welfare."

The report comes at a time that Americans are driving 2 percent more each year, while ridership on buses and trains is stagnant and carpooling has declined. The result, Conservation Law officials argue, is a nation of "car potatoes" who are polluting the air more, eating up open space for ever more far-flung suburbs and overcrowding the road system.

The problem, said Stephen Burrington, author of "Road Kill: How Solo Driving Runs Down the Economy," is that no one, including policymakers, has good figures about how much transportation really costs.

"There is no common set of cost data that allow people to make comparisons and act rationally," he said.

Burrington's report, however, doesn't always champion public transportation, sometimes finding it more costly than driving. Bus service in Portland, Maine, the second city that was the focus of research, costs up to $1.21 a mile, compared to up to 74 cents a mile to drive. And the study found that riding an MBTA subway or trolley car is more expensive than sharing a car with two other people, a fact Conservation Law officials attribute to the MBTA's high labor costs.

Even skeptics of past crusades to cut down on driving praised the Conservation Law study for trying to give the public a look at the complete costs of driving.

"Prices for transportation really aren't right. In particular, the costs that a car added to rush-hour traffic imposes on other drivers is not taken account of at all," said Robert Poole, president of the Reason Foundation in Los Angeles, which has come to the defense of driving in the past.

But Poole warned that driving costs, to some degree, are in the eye of the beholder. For example, the Conservation Law Foundation study estimates the effect that carbon dioxide from cars has on global warming, a subject about which there is great scientific debate.

In addition, Poole cautioned that results from Boston and Portland – East Coast cities with dense urban cores – may not be applicable to urban centers in other regions that are more sprawling and have fewer public transit options.

But Roger Dower of the World Resources Institute in Washington, an environmental think tank, said people should be able to make a choice of how to travel based on complete prices. "I think you would see over time some very significant changes in driving habits," Dower said, if people had to pay the full cost.

According to the Conservation Law study, researched by Apogee Research, driving alone at rush hour was the most costly travel choice within 6 miles of downtown Boston, at 94 cents a mile on city streets and 81 cents a mile on city highways. Bicycling was the cheapest, at 13 cents a mile.

For Portland, the total cost of bus service is more expensive than the cost of driving alone. Because relatively few people ride the bus, government bears more than half the total cost of providing the service, according to the report.

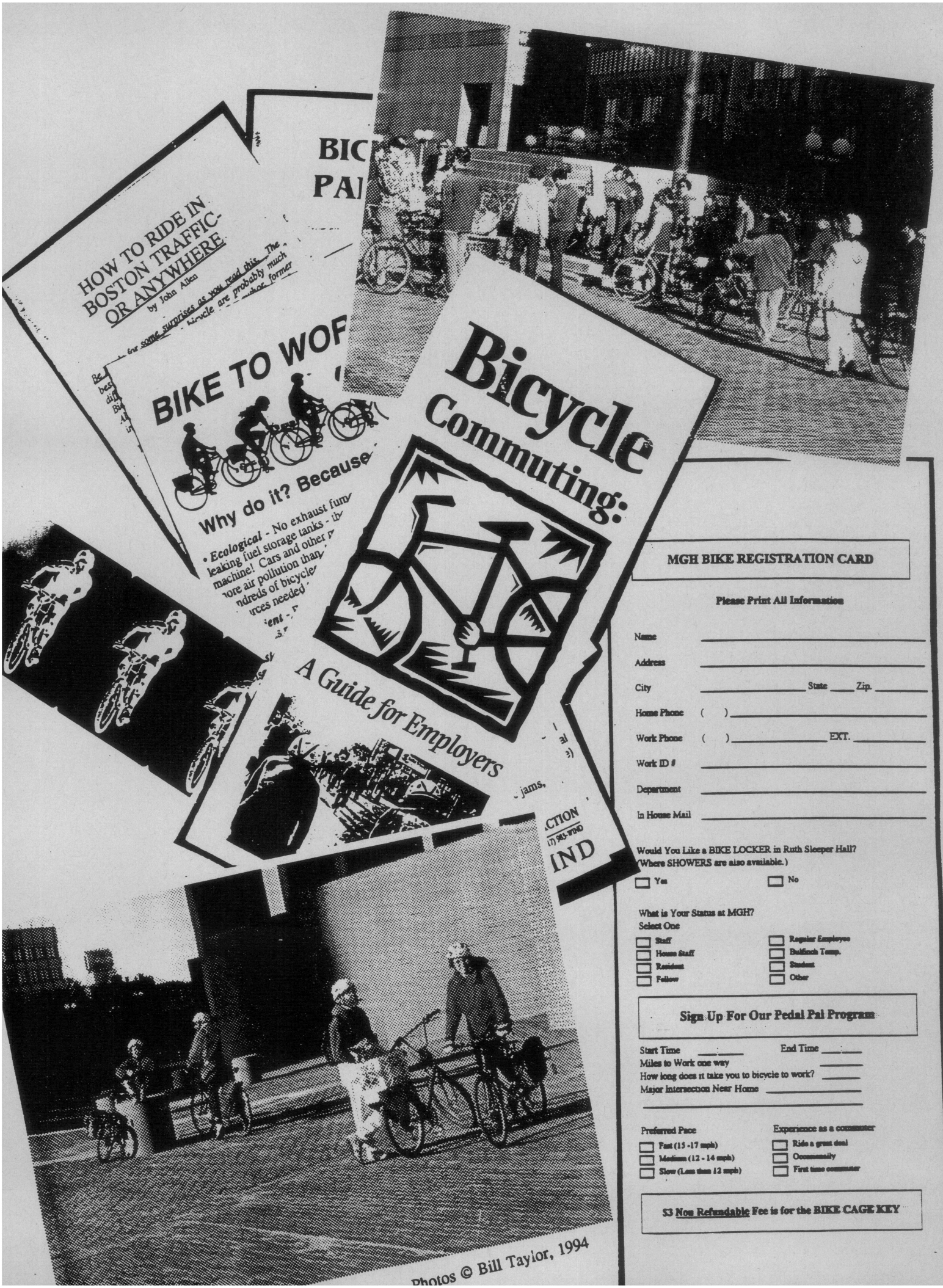
However, Burrington pointed out that, unlike driving a car, the cost of mass transportation goes down as more people use it. That's because the buses and trains travel the same routes, incurring much the same costs, whether they are empty or full.

Ultimately, Burrington said, drivers pay thousands of dollars a year to drive, making a car the second-most costly household expense behind housing. But, he said, the vast majority of the cost – purchase and insurance – is paid in lump sums that can't be reduced by driving less.

"Most of the costs that you bear as a motorist have become history when you make your daily decision about how to travel," Burrington said.

Conservation Law called for a new transportation pricing system where people get a monthly driving bill that would charge them for insurance and the other costs of driving based on the number of miles they drive.

But Burrington is realistic about the prospects for converting the highway system to something that runs like the electric or water company. "A lot of these ideas have died on the launch pad, or never even made it to the launch pad," he said.



MGH BIKE REGISTRATION CARD

Please Print All Information

Name _____

Address _____

City _____ State ____ Zip. _____

Home Phone ( ) _____

Work Phone ( ) _____ EXT. _____

Work ID # _____

Department _____

In House Mail _____

Would You Like a BIKE LOCKER in Ruth Sleeper Hall?
(Where SHOWERS are also available.)

☐ Yes ☐ No

What is Your Status at MGH?
Select One

☐ Staff ☐ Regular Employee
☐ House Staff ☐ Bulfinch Temp.
☐ Resident ☐ Student
☐ Fellow ☐ Other

Sign Up For Our Pedal Pal Program

Start Time ____:____ End Time ____:____
Miles to Work one way _____
How long does it take you to bicycle to work? _____
Major Intersection Near Home _____

Preferred Pace
☐ Fast (15 -17 mph)
☐ Medium (12 - 14 mph)
☐ Slow (Less than 12 mph)

Experience as a commuter
☐ Ride a great deal
☐ Occasionally
☐ First time commuter

$3 Non Refundable Fee is for the BIKE CAGE KEY

© 1994 David Henry

A. Going straight, do not pull to the right curb, or right-turning cars will turn in front of you. If possible, leave room for them to pass on your right.

B. With little left-turning traffic, make your left turn from just right of the center line. Before moving left, look back, signal, and get the following driver's cooperation.

C. In a lane with lots of right-t
go straight through from the
lane to avoid conflict.

D. To change lanes, look back, sig
get cooperation of the following
before moving left.
In a left-and-through lane, make yo
turn from its left side.

E. Pass oncoming left-turning traffic rig
side to right side.

F. For a left turn in a left-turn-only lane, stay at the right side of the lane.

G. Wait behind the first car waiting at the intersection, not next to it or ahead.

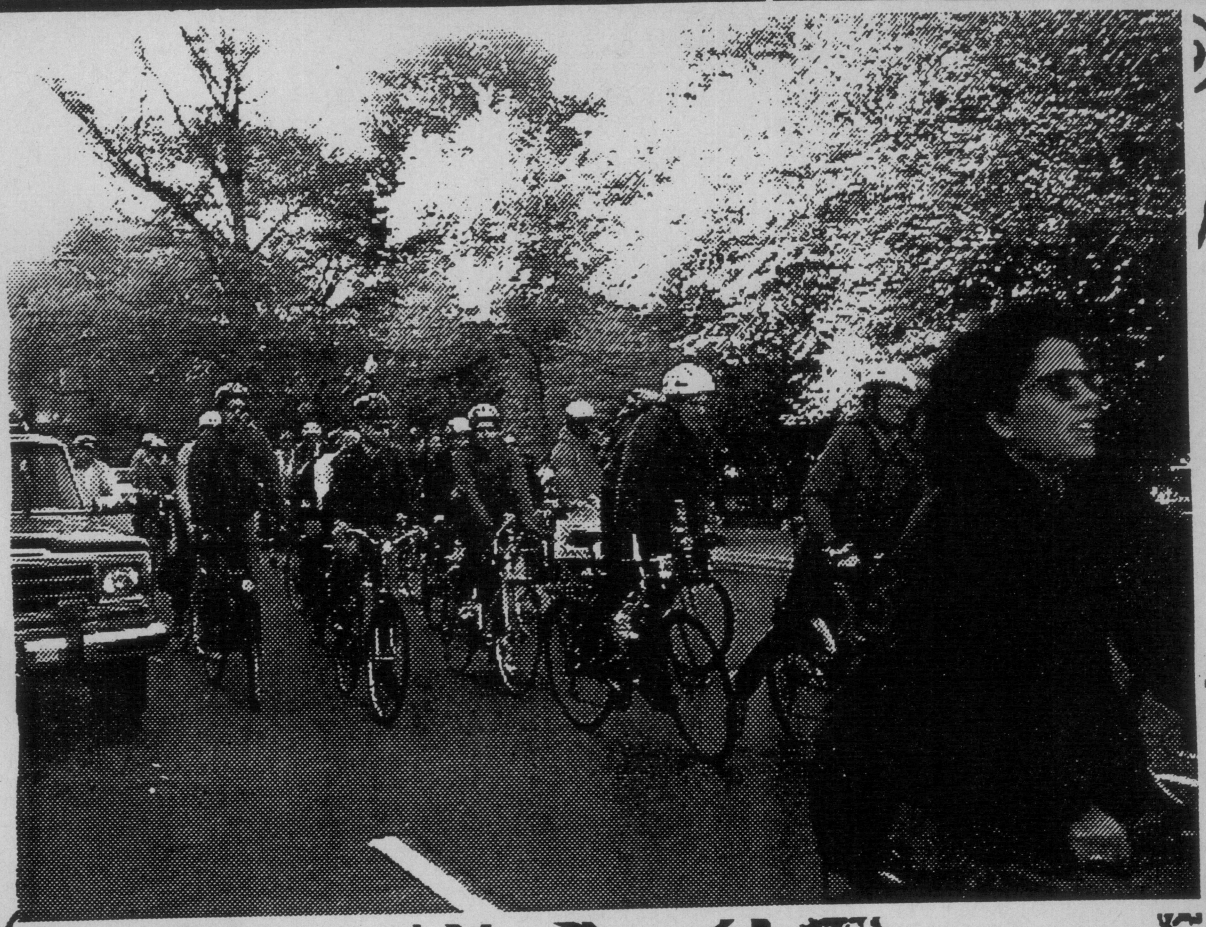
H. Left turn to the inner lane is okay; you must yield to oncoming traffic whenever turning left.

J. To out-bluff driver pulling out from stop sign, keep pedaling, glance back, and move a bit toward the center of the road where you are more visible.

K. A quick right turn is your escape route if the driver fails to yield (unusual if you've made yourself visible as oncoming traffic).

L. In a real emergency, when you're going fast, you may have to go behind the

© Boston Bike Mano



Vinchest

13

8

Cambridge

9, 10

Boston

Winthrop

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Roxbury

a Plain

20

Dorchester

1

Quincy

2

Randolph

Needham

Warm-Up Ride: Sun. May 15. 2 PM. Herter Pk.
Allston, on bikepath. Dick Harter, 354-3512h.951-8415w

To Downtown Boston (May 16-20 events) from:

Harvard Square: Mon: With U.S. Rep. Joe Kennedy: Cambridge Common 7:50-8AM - 445-1281
M-F: Cambr. Common M 7:15, T-F 8AM. JFK&Mem Dr. M 7:30, T-F 8:15. Rusty Russell, Betsy Thagart, Veronica Thiebach 350-0990x112 (Bridget Chase)

Belmont/Cambridge: M, 7:15 Burbank School. 7:40 Grove & Huron. 7:55 Mem Dr. & JFK. Rep. Anne Paulsen. 722-2140w

Roxlindale/J.P./Roxbury: M-F, 7 AM W. Rox. Pkwy & Washington. 7:15 Adams Park. Ros.; 7:30 Forest Hills; 7:40 Rox. Crossing T. Leader: Doug Mink 495-7408w

Randolph: MWF, 6 AM: S. Main&Oak (Friendly's). Bruce Caplain 248-3225w

Wellesley/Newton/Brookline: MT, 6:50 AM Wellesley Ctr. Libr., 7:20 Newton Ctr., 7:35 Coolidge Corner. Leader: Doug Foy 350-0990x112 (Bridget Chase)

Porter Sq: M-F, 7:30AM T Sta. Broadway Bike Sch. 7:55 Dick Harter 354-3512h, 951-8415w

Davis Sq: 6:45M, 7:45T-F, T Sta., 7:10/8:10 Inman Sq. Dave Allen 666-0813h

Winchester/Arlington/Davis/Inman: M 7 AM "The Green", 7:25 Arlington., 7:40 Alewife, 8 Davis, 8:10 Inman. Paul Angiolilo 729-0305h

N. Reading/Stoneham/Medford: M-F 6:45 Rte. 28 by Spot Pond, 7:35 City Cycle, Stoneham. Scott 508-664-0625

Malden/Medford: M,Th 6:45 AM Oak Grove T, 7:15 Rtes. 99&16. Steve Winslow 397-6893h

Marblehead: M 6:30 AM Atlantic & Ocean. Peter Shelley 350-0990x112 (Bridget Chase)

Other Rides (call for details):

Cambridge-Longwood Medical Area: Walter 876-7665h
Quincy-Boston City Hospital: W Th Tom 770-9519h
Forest Hills-Newton: 7:15 M-F Tom 965-0220x2373
Newtonville/Watertown-Kendall Sq.: MW Clara 965-8068
Arlington-E. Cambr.: MW Paul Cronk 648-7462h
Lexington-Alewife-Kendall Sq.: M-F Carolyn Levi 862-6343
J.P.-LMA-Cambridge: T Th Terrill Waldman 868-3392w
Brookline,Newton, Cambr., J.P. to Charlestown:
M-F several rides. Louise Bergeron 739-6333h

SPECIAL CRITICAL MASS RIDE
AND RAFFLE DRAWING
FRI. MAY 20, 5:30PM
at Gov't Ctr.!

(The regular May 27 ride will happen, too!)



BIKE TO WORK WEEK VOLUNTEERS NEEDED!
NOW THRU MAY 16-20, 1994

- Lead a ride
- Participate in visibility events
- Help with posters, media, breakfasts
- Organize your workplace or group
- Sell raffle tickets

Join in the Fun - Today!



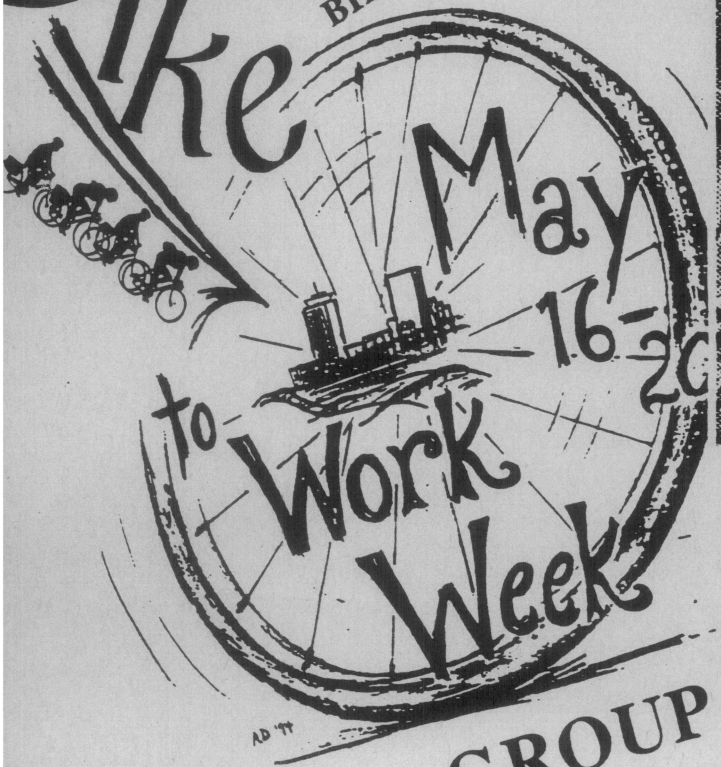
© 1994 Susan McLucas

Bike to Work Week

BIKE BUDDIES!!

EVENTS!!





GROUP RIDE...

Helmets recommended. Rides will meet at scheduled time and depart 15 minutes later. Meet at pickups on time.

Start: _____ Time: _____

Pick-ups at: _____ **Time:** _____

_____ **Time:** _____

Destination: _____ Time: _____

Ride Home: _____ **Time:** _____

Days & Leader _____ Phone: _____

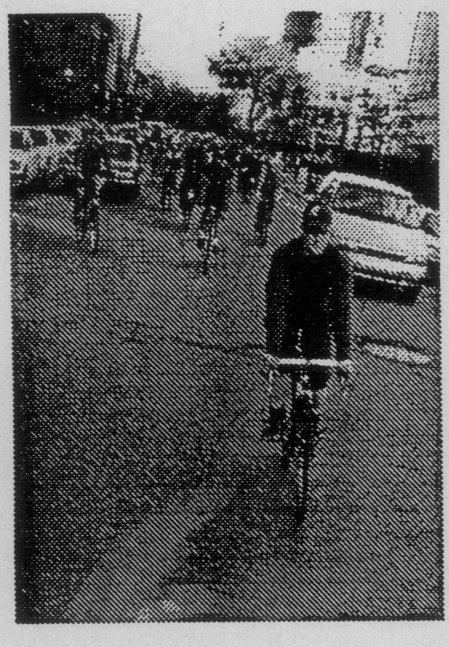
(circle one): Rain or Shine If not pouring rain If not raining

...ons of other routes. For info, contact: ...Rides Coordinator, 617-547-6988

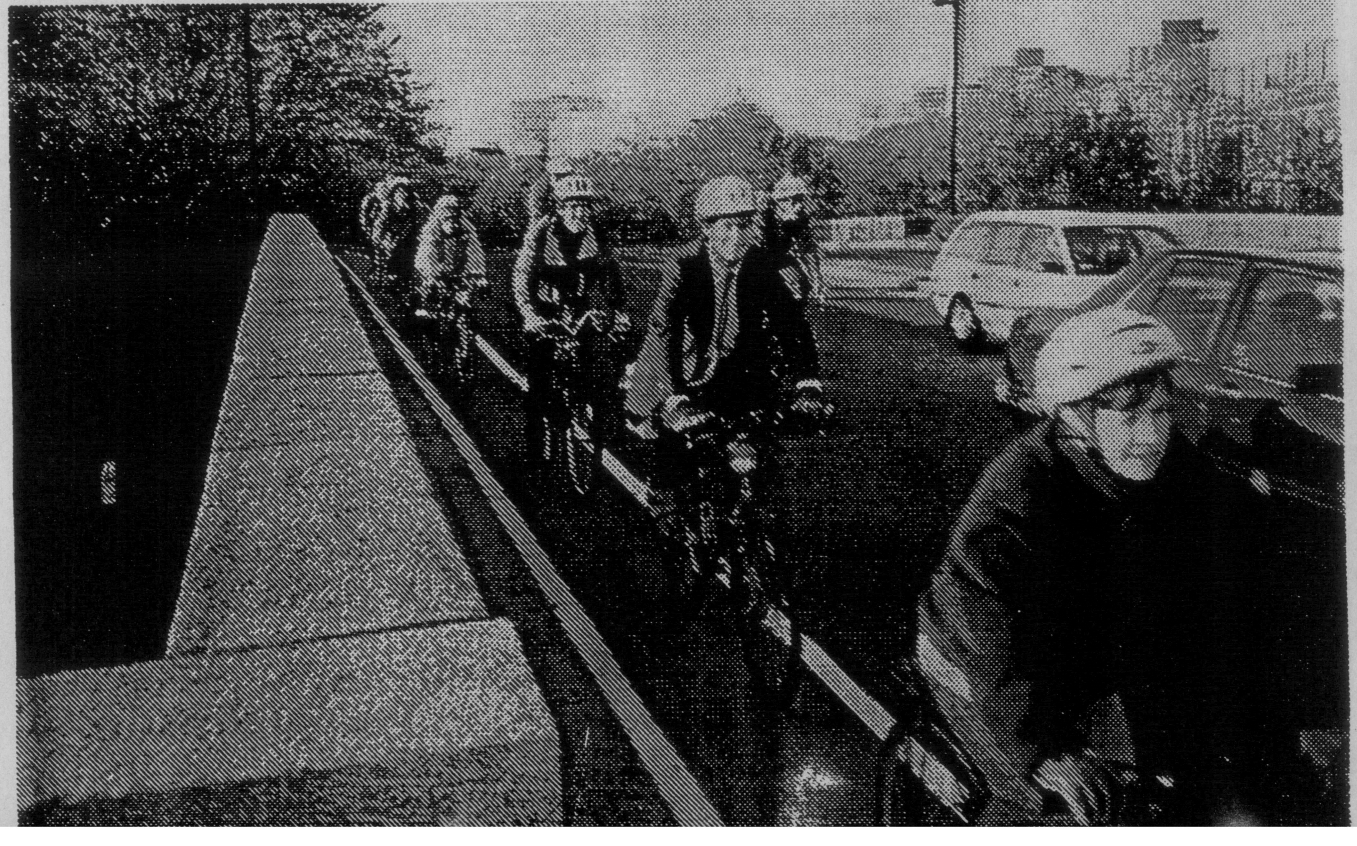
FRIDAY MAY 20:

• 7:30-9:30 AM, Bike breakfast at Boston Common.
Free coffee by Starbucks. At corner of Beacon & Charles St.
• 5:30-6:30 PM, Government Center: Raffle & Ride.
Raffle drawing (bike, other prizes) and Special Edition Critical Mass Ride Home.

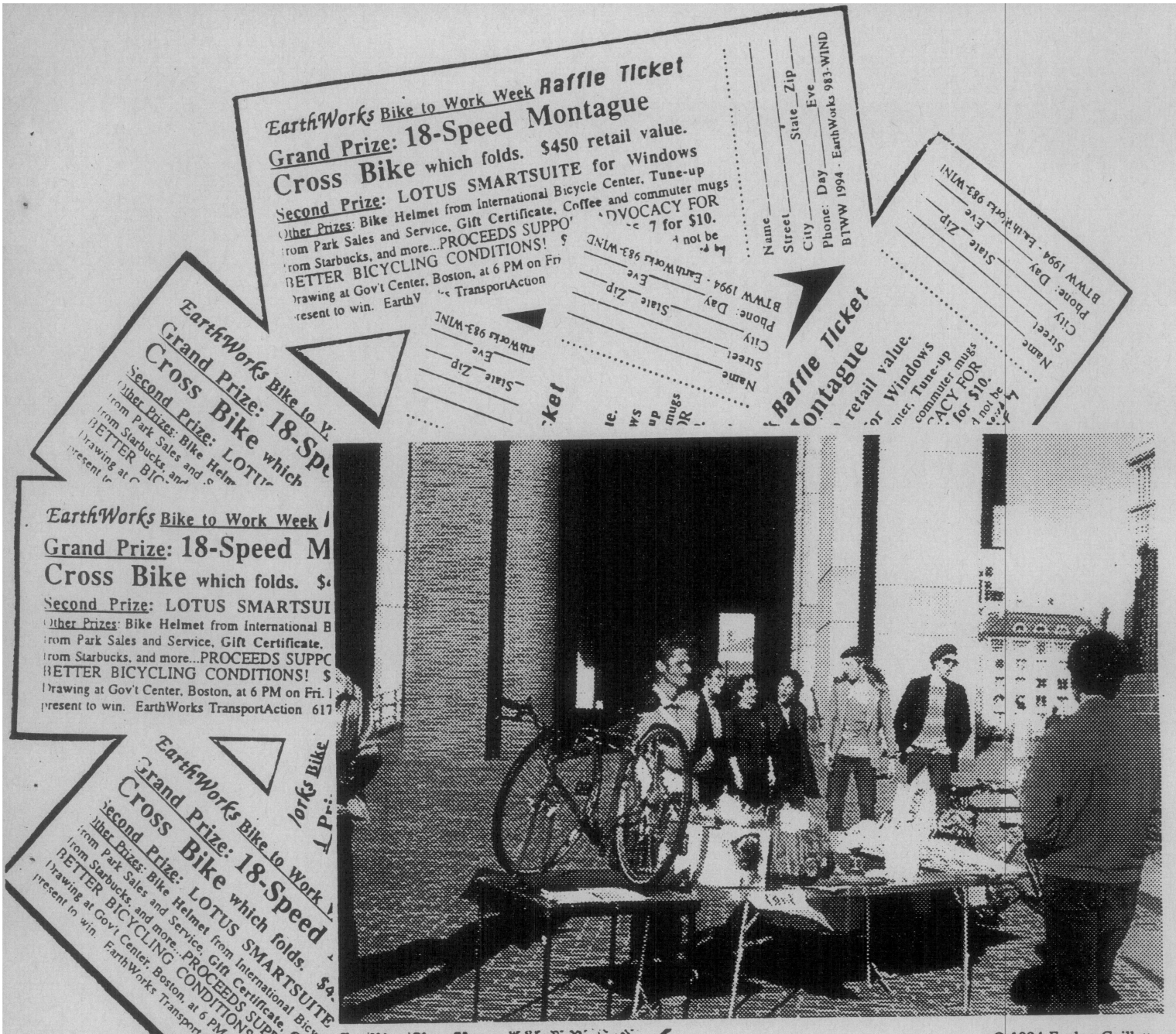








Photos © Doug Mink, 1994



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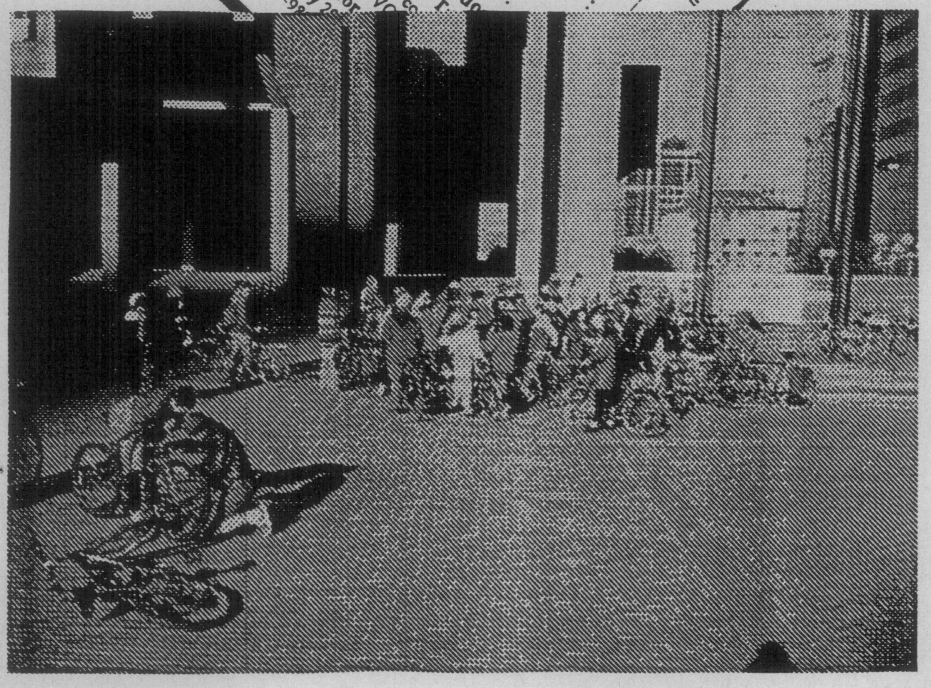

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Boston Sunday Herald
May 22, 1994

Bikers push to override traffic on Brookline path



© 1994 Bill Taylor

By LAURA BROWN

Bicycle activists are pushing the Metropolitan District Commission to close the "missing link" in the Jamaicaway bike path by finding a safe way for cyclists to cross Route 9 in Brookline.

Bikers who use the Emerald Necklace Bike Path between the Fenway and Jamaica Pond have a clear ride on a path that parallels the Riverway-Jamaicaway until they hit Route 9, where the path ends abruptly on either side of the road, at least 50 yards from the nearest intersection.

"It's a critical missing link and it would be easy to fix," said Andrew Fischer, president of the Bicycle Coalition of Massachusetts.

The way most cyclists make the crossing now is to weave their way across the heavy Route 9 traffic, bumping their bikes over the raised median strip in the center of the road.

Some riders cut over to the Jamaicaway before they get to Route 9 and cross over the highway on the Curley Bridge, alongside traffic.

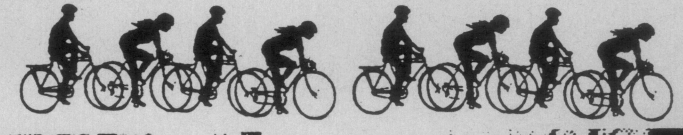
But there is now only a 4-foot-wide space for cyclists to use next to the traffic lanes, and no barrier to keep bikes separated from the traffic.

Fischer and Earthworks Director Bill Taylor would like to see a two-way, 8-foot-wide bike path on the bridge, separated from traffic by a barrier, so cyclists would have a straight shot over the highway from the other sections of the path.

But one option being eyed by the MDC calls for a grade crossing on Route 9 instead, which would allow cyclists to activate a stop light to cross the road.

Some officials have argued that the historic bridge is not wide enough for a two-way bike path and that the plan would call for bike traffic across on- and off-ramps to the bridge.

The MDC expects to complete a final study of the crossing options in about two weeks, said MDC spokeswoman Rhonda Bartlett. □







© 1994 Susan N

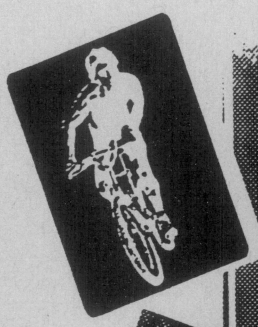
Bike commuters rally for new lane

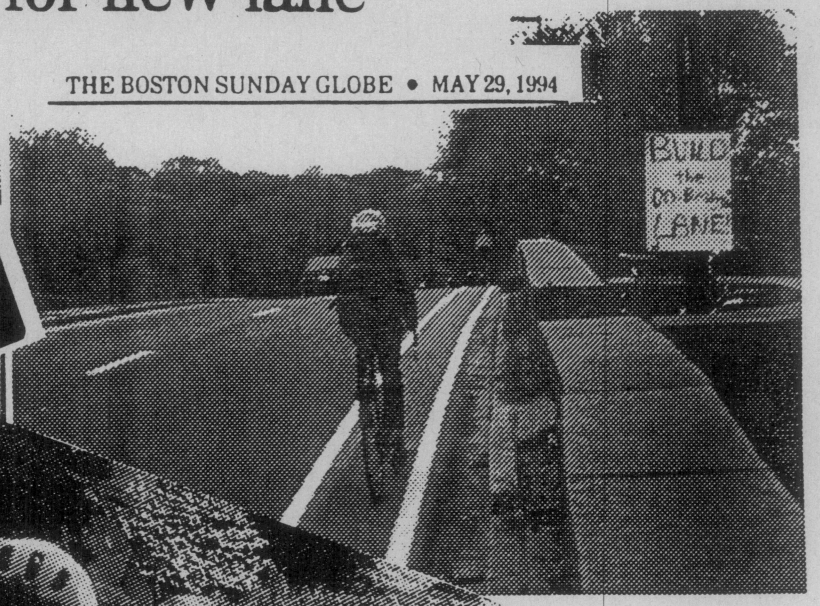
THE BOSTON SUNDAY GLOBE • MAY 29, 1994

As the region celebrated Bike to Work Week, a coordinated series of events designed to promote the benefits of commuting by bike, two-wheel enthusiasts rallied May 19 to highlight a gap in the city's bike path system that runs alongside the Jamaicaway. About 90 cyclists gathered where the newly repaired Jamaicaway bridge crosses over Route 9 to call for redesign of the bridge to accommodate bicyclists.

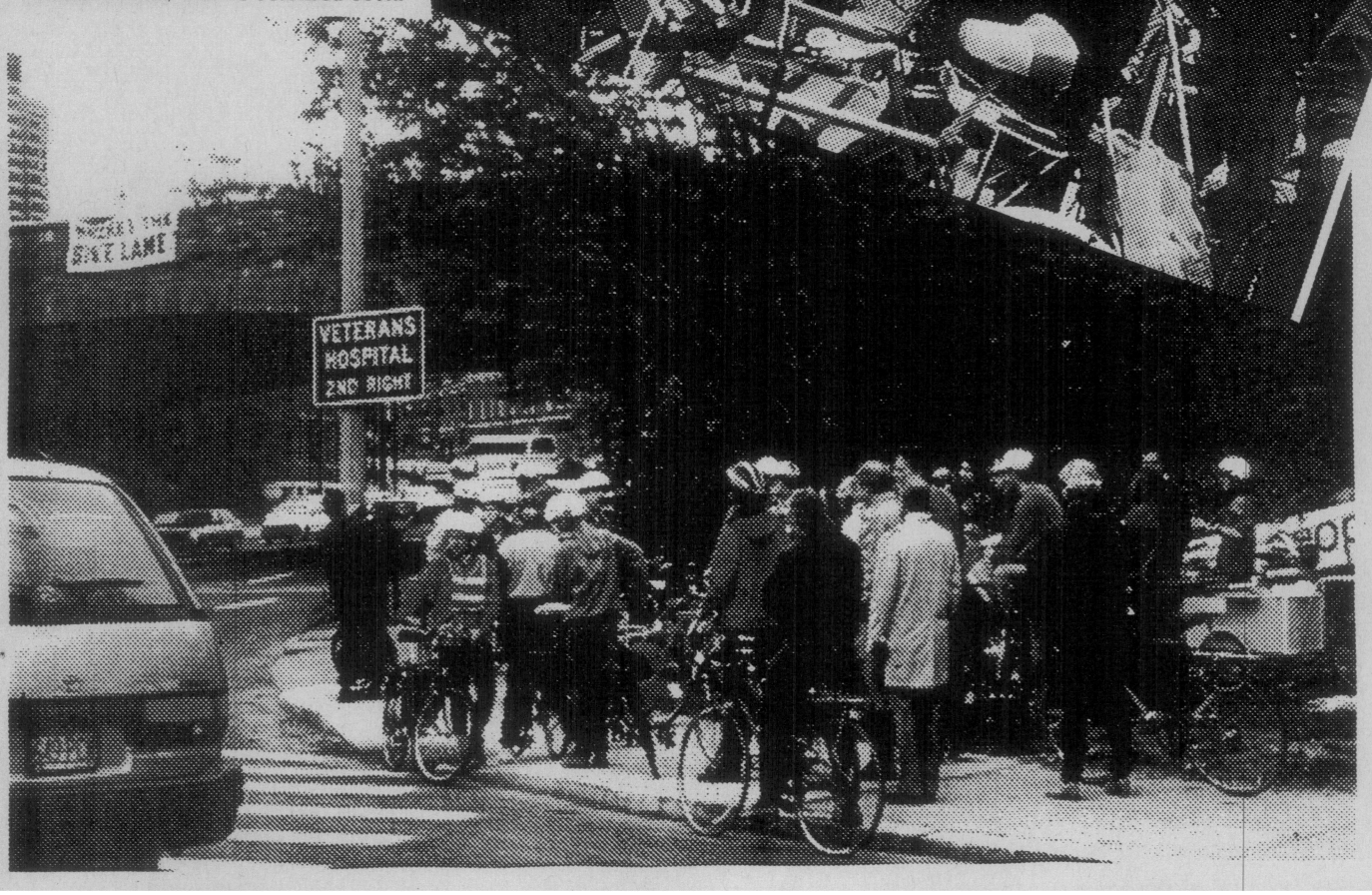
Bill Taylor, director of Earthworks Transport Action, a bicycling advocacy group, said his organization and others pushed for the Metropolitan District Commission to incorporate a bike lane into the original bridge renovations, which were completed in December. Instead, the MDC commissioned a study of the various options for linking the bike paths that run on either side of the overpass. A draft of the report released in November recommended that the bike route continue at ground level with the installation of a crossing signal on Route 9. Boston and Brookline transportation officials oppose the signal, which they say will further snarl traffic along an already busy stretch of the road.

A revised version of the MDC report, with the commission's final recommendation, will be released soon.

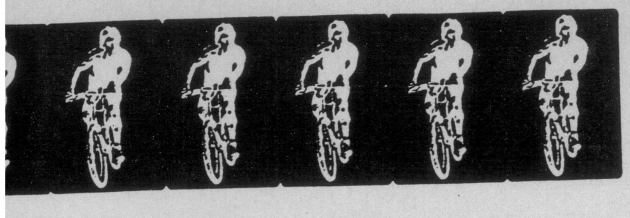








Photos © Bill Taylor, 1994





Cyclists want a safer bridge

Jamaica Plain Gazette, 6-3-94

By Hugh Edward Sansom
Special to the Gazette



Rush-hour drivers on the Jamaicaway encountered a strong show of bicyclist solidarity on Thursday, May 19. Some 90 cyclists gathered at the bridge over Route 9 to demonstrate in favor of a bike lane. Demonstrators rode in a rough oval on the bridge from 5:30 to 6:30 p.m., when an average of almost 3,000 cars cross each hour. Despite a brief appearance by Brookline Police, there were no arrests and no serious altercations.

The bicycle activists sought to raise public awareness, according to Jeffrey Ferris, one of the demonstrators and owner of Ferris Wheels bicycle shop in JP. On the whole, he said, "Drivers showed respect and an appreciation for bicyclists' concerns and efforts." Ferris and others fault the Metropolitan District Commission (MDC), which manages the bridge, for failing to make bicycle and pedestrian crossing safer in a recent resurfacing of the bridge, when they had ample opportunity.

In an interview this week, MDC spokesperson Ronda Bartlett said that the MDC is now waiting for a revision of 1993 feasibility study by the consulting firm of Bruce Campbell & Associates (BC&A). The MDC, she said, does support "alternative modes of transportation."

Crossing Route 9, either by foot or by bike, is widely recognized to be risky. A 1993 feasibility study described the current crossing of Route 9 beneath or near the bridge as "extremely hazardous." The report examined two possible solutions: a traffic light and crossing at the street level, and a lane on the bridge.

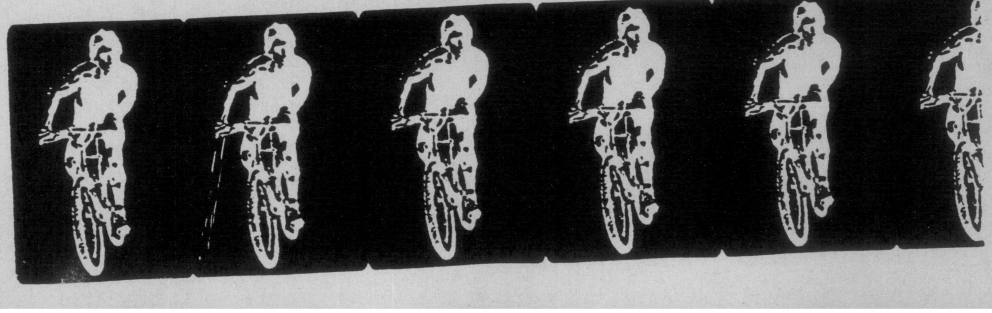
While bicyclists favor the second solution, they would welcome either as a marked improvement, according to Ferris. Neither, however, appears likely in the near future, though the MDC does favor the first, which is significantly less expensive. While the MDC may have made allowances for implementing either option, little progress has yet been made toward actually solving the problem.

Furthermore, width constraints on the bridge will likely make a bike lane impossible, allowing only a sidewalk for pedestrians, Bartlett said.

On an average day, according to the consultants hired by the MDC, the Jamaicaway south of Route 9 bears the traffic of nearly 40,000 cars. The MDC, bikers, and others agree that something must be done, both to improve safety and to make some progress to restoring the unbroken string of park land originally envisioned by Olmstead.

Breaking down the task into manageable factors has proved more difficult. Bruce Campbell & Associates, in their report to the MDC, identified several factors: safety and accident reduction. Not surprisingly, construction cost emerges as the probable deciding factor in weighing two solutions.

The MDC has examined the two alternatives to address the problem: an on-bridge bike lane, and an at-grade crossing with a traffic light. The study done for the MDC concluded that, ignoring cost, the at-grade alternative is somewhat favorable, particularly with respect to automobile safety, bike path standards, and handicapped access standards. With money factored in, the bridge bike lane is the clear loser, costing an estimated $562,000, over $400,000 more than the at-grade crossing.




BIKE ACTION!
Thursday, May 19
5:30 – 6:30 P.M.
Rt. 9 at the Jamaica Way
FACT The Emerald Necklace was built 100 years ago as a continuous park around Boston. Over the years it has been chopped up for the automobile. The MDC has just passed by another opportunity to reconnect the park at this intersection.
BUILD THE 10 FT. WIDE PEDESTRIAN-BIKE LANE ON THE BRIDGE AND RECONNECT THE PARK!!
COME BIKE FOR THE OVERPASS BICYCLE CONNECTION!!!

THURSDAY MAY 19:

• 7:30-9:30 AM. **Bike breakfast at Boston Common.** with free coffee by Starbucks. Boston Parks Dept. and State Dept. of Enviro. Protection (DEP) are cosponsoring. Brewer Fountain, near Park St T. Free adj. by Laughing Alley.

• 5:30-6:30 PM: **Rally for the Link** to connect Olmsted bikepaths at the Jamaicaway Bridge/Route 9 intersection, Brookline/Boston. Meet at Brookline Ave/River Rd intersection by entrance to Jamaicaway, north of Rte. 9. (video on this project shown on Tuesday)

• 7:30-9:30 PM: **Clinic and video.** Free bike wheel repair clinic and "Return of the Scorcher" bike video at Bikes Not Bombs new Youth Training and Repair Center, 59 Amory St., Roxbury (Jackson Sq. stop on Orange Line). Call 617-442-0004.









Photos © Steve Winslow
and Jim Paterson, 1994





PRESS ADVISORY

BIKE TO WORK WEEK (MAY 16-20)

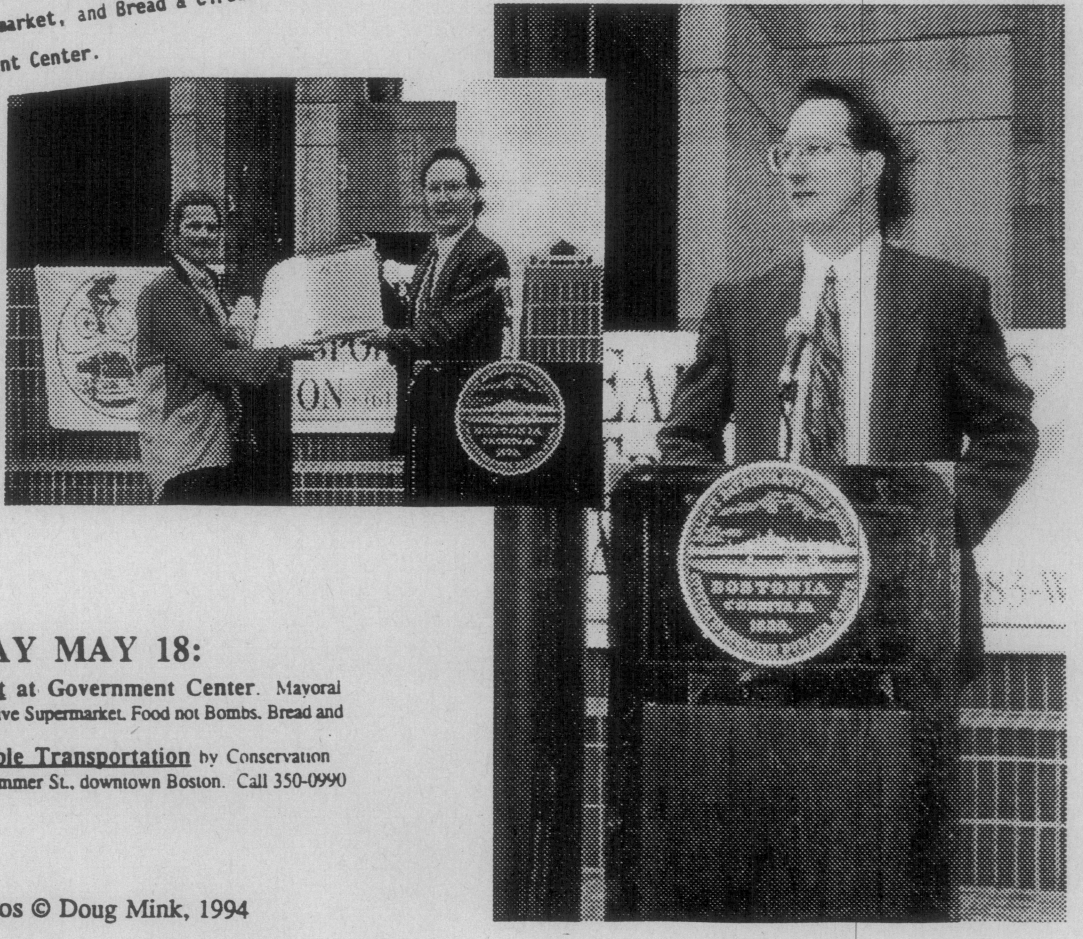
EVENTS ON MAY 18

WEDNESDAY, MAY 18

7:30 AM - 9:30 AM BIKE BREAKFAST at GOVERNMENT CENTER!!

FREE bicycle commuter breakfast organized by EarthWorks. The mayor's office will present EarthWorks (the primary organizer and sponsor of Bike to Work Week) with a certificate proclaiming that May 16-20 is officially BIKE TO WORK WEEK in Boston. Food provided by Food Not Bombs, Harvest Cooperative Supermarket, and Bread & Circus.

City Hall Plaza, Government Center.



WEDNESDAY MAY 18:

- **7:30-9:30 AM. Bike breakfast at Government Center.** Mayoral Proclamation, food from Harvest Cooperative Supermarket, Food not Bombs, Bread and Circus, and others.
- **Noon-1PM: Talk on Sustainable Transportation** by Conservation Law Foundation's Steve Burrington. 62 Summer St., downtown Boston. Call 350-0990 for info. Ask for Marisa Carter.

Photos © Doug Mink, 1994



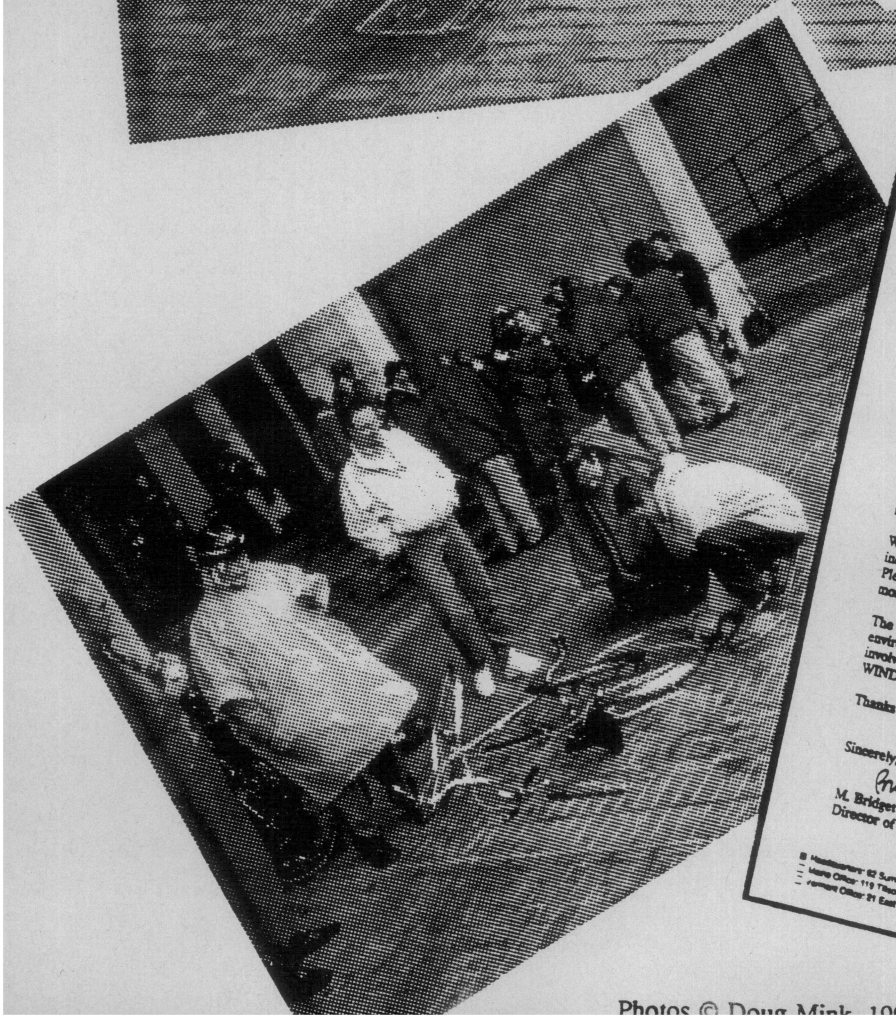
TUESDAY MAY 17:

• **7:30-9:30 AM. Bike breakfast** event at Government Center. Ultimate Bagel. Colombo Yogurt, free adj. by Montague. CLF, EarthWorks.

• **7-8 AM: Rally in Somerville** at Davis Square with Alderman John Connolly, free coffee by Someday Cafe. Som. Bike Comm., Dave Allen 666-081

• **7:30-9 AM. Bike commuter pancake breakfast** at Broadway Bicycle School, 351 Broadway, Cambridge (just W of Prospect St.) 617-868-3392.

• **5:30-7 PM: Videos and Workshop.** Cycling videos, vegetarian potluck and bike commuting info workshop, Central Square Library, 45 Pearl St., Cambridge (Central T stop). EarthWorks TransportAction, 617-983-9463.



CLF Conservation Law Foundation

May 4, 1994

Dear Biking Friend,

The Conservation Law Foundation (CLF) is helping EarthWorks organize Boston's (and the state's) first 'Bike to Work Week.' Enclosed you will find a general poster promoting the week, maps indicating the paths of scheduled group rides for the week, plus a flyer on CLF's activities. We are asking for you to display these prominently and contribute what you can to our efforts to encourage biking as a mode of transportation in Boston.

I would like to focus your attention on the opening event and encourage you to get people to participate. On Monday, May 16th from 7:30 a.m. to 9:30 a.m. The Boston Park Plaza Hotel and Towers is hosting a Salute to Biking Kick-Off Breakfast at the Castle . This breakfast, featuring the hotel's new, healthy Lifestyles Cuisine menu, is complimentary to all cycling commuters. At 8:15 a.m. U.S. Rep. Joe Kennedy (D-Brighton), State Rep. Anne Paulsen (D-Belmont), and CLF Executive Director, Doug Foy will be on hand to discuss their efforts to increase and improve New England's bike and pedestrian pathways.

The main focus of this week is to get as many people as possible to consider cycling as a means of commuting to work. All rides end with a free breakfast donated by various bicycling supporters. The more bikers the better. We are continuing to sign up new group leaders and rides so for the most up to date listing keep in touch with us. In addition to the group rides, many bike shops are participating by offering free tune ups.

We are also raffling off a number of donated gifts. This raffle is to help pay for the expense incurred with producing 'Bike to Work Week'. Tickets are one dollar or ten for seven dollars. Please let us know if you would like to help us sell these tickets. We are always looking for more raffle prizes.

The message for this year's 'Bike to Work Week' is that biking to work is not just good for the environment; it is good for the commuter too. If you have any questions, or want to get more involved please feel free to contact either CLF at (617) 350-0990 or EarthWorks at (617)983-WIND.

Thanks for making Massachusetts first 'Bike to Work Week' a success.

Sincerely,

M. Bridget Chase
Director of Individual Giving

Bill Thyler
EarthWorks

Headquarters: 62 Summer Street, Boston, Massachusetts 02110-1008 • (617) 350-0990 • Fax (617) 350-4030
Maine Office: 119 Main Avenue, Rockland, Maine 04841-3632 • (207) 594-8107 • Fax (207) 596-7706
Vermont Office: 21 East State Street, Montpelier, Vermont 05602-2132 • (802) 223-5992 • Fax (802) 223-6080

Photos © Doug Mink, 1994

CITYSPEAK

Divine right of biker vs. driver

'Better day for bicycling!" Jerry calls to me as a beautiful spring day pushes back the memories of a long, snowy winter. "Hey!" I yell back. "Every day is great for biking!" We biking diehards look forward to the daily commute whatever the weather. If it's raining or snowing or blowing a half-gale, the challenge itself is something to face and conquer. If it's fresh and sunny, we soak it up as does a cat.

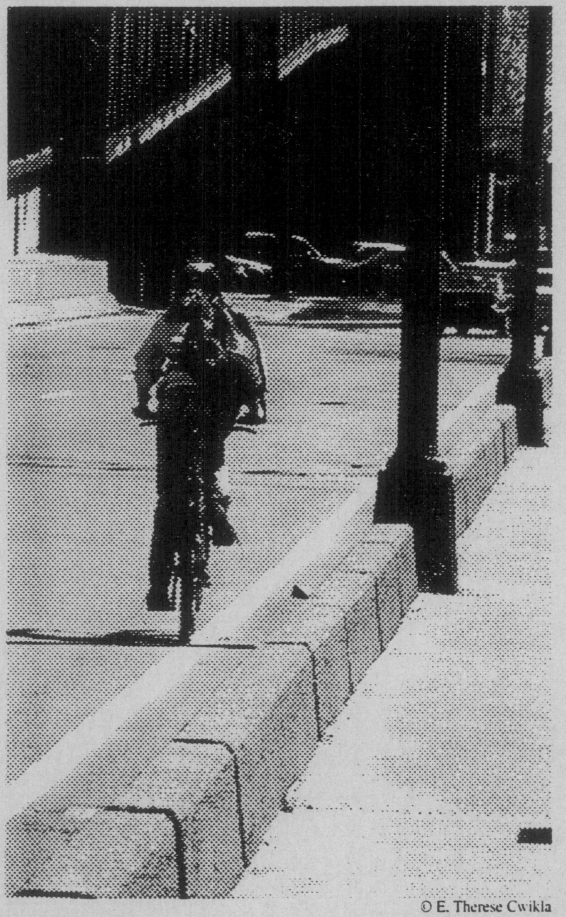
My parents, perhaps wisely, wouldn't let me bicycle until I was 9. One consequence was that the wish of every small British boy in those days to become an "engine driver" (locomotive man), or later an airline pilot, was replaced in me by the intense desire to have a bicycle. Dad gave me a heavy, one-speed, much-used Hercules that had lain under coal in the cellar, but I thought that it was a gift from the gods.

I grew up during World War II. There was no gas for private cars, and moving around by train was discouraged. Conditions for biking were therefore heavenly. I led a trip of 600 miles when I was 14, and a 1,000-mile trip to Scotland a year later. The few other road users seemed unfailingly friendly.

David G. Wilson

When I visited the United States in 1955-57 on a postdoctoral fellowship, I found that biking was not regarded in the same tolerant way. In Britain, the history that was rammed into me at school seemed dominated by the assumption by English monarchs of the "divine right of kings." This was an attempt to clothe absolute dictatorship in the pretense of godly sanction. Kings could, they maintained, break any law, going as far as theft, rape and murder. The English civil war was fought partly to change the king's mind (this step being accomplished eventually by removing his head).

It was a surprise, therefore, to find another divine right in full sway in the United States. In this case it was the divine right of pickup drivers – in fact, of the drivers of all motorized vehicles – over lesser breeds who had the effrontery to try to use the roads on vehicles powered by human muscles. And this divine right extended, as did that for English kings, right up to murder. It would be difficult to put any other interpretation on the actions of many drivers who deliberately aimed their vehicles, or occasionally missiles thrown from their vehicles, at me and other bicycling friends.



© E. Therese Cwikla

I returned to the sanity of bike-commuting in Britain, and then went to West Africa to teach for two years, commuting generally by bicycle. Apart from being chased by two large loping cats in the dark one night, I never had an anxious moment. But in 1961 I returned to New England, a decade before the "bicycling boom" started. There were practically no adult bicyclists on the road other than Dr. Paul Dudley White. So those who maintain that motorists' anger toward bicyclists is caused by the latters' own antagonistic behavior have to explain that anger in the virtual absence of bicyclists.

I was left bloodied in the road by two hit-and-run motorists. Countless others hurled bottles, punched at me from the windows of their fast-moving cars, and practiced cutoff maneuvers. One fellow tried to lasso me from the back of a convertible. The surrounding drivers and pedestrians did absolutely nothing.

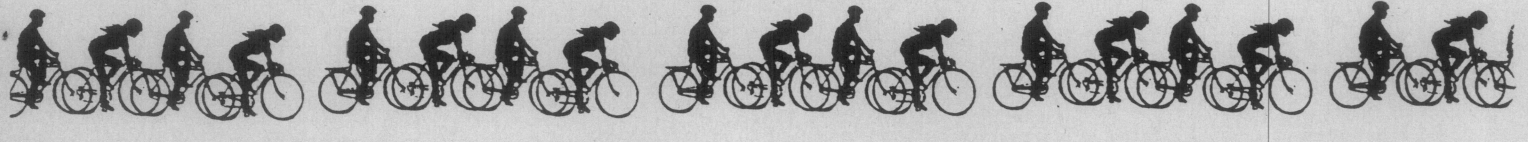
The Canadian national long-distance bicycling champion became a quadriplegic after venturing on American roads and becoming a victim of a hit-and-run driver. A family of four, riding at the extreme right of the road on bikes equipped with tall orange flags, was killed by a driver searching in the back seat for a new tape for her tape player. The judge let her off without charge on the grounds that the bicyclists shouldn't have been there, even though the highway was fully and legally usable by bikes.

Experiences of this type, common to all regular bicyclists, have led to another divine right in this country: the divine right of bicyclists to flout every rule of the road. They weave around cars in traffic jams, ride through red signals, and travel on the wrong side of the street and the wrong way on one-way streets. If you ask one of them or one of the antagonistic motorists why he behaves in such a violent way toward fellow human beings, you will be told in lurid detail what one of the other group has done to him or his family. And so the guerrilla war continues on the roads of our nation.

There are signs of improvement. Madison Avenue has discovered bicycling. Every possible item of chic merchandise seems to be advertised with a bicycle in the scene. Attacks on bicyclists have decreased. Another sign of the power of the media: A group of rowdy high school youths outside Cambridge Rindge & Latin was jeering at me not so long ago when one of them said: "Shut up! He was on TV!" Immediately, a respectful silence fell, followed by some kind of cheer. We cannot, alas, think any longer for ourselves. That being so, why can't the governor or president issue a proclamation welcoming responsible bicycling? Attitudes would change overnight.

Even with the antagonisms and the danger, which come from a tiny proportion of drivers, bicycling is a wonderful way for ordinary people to get to places at distances from 1 to 10 miles. It's usually faster than any alternative; parking is less expensive; and one feels fit. The fuel costs may be higher: One can eat twice as much while losing weight. If that's a disadvantage, avoid bicycling!

David Gordon Wilson is a professor of mechanical engineering at the Massachusetts Institute of Technology, co-author of the book "Bicycling Science" and editor of the technical journal Human Power.



Drips drop number, but not dedication of bike commuters

By Thomas C. Palmer Jr.
GLOBE STAFF

Rain and gusty winds dampened the numbers but not the spirits of bicyclists yesterday, on the first day of Boston's first Bike to Work Week.

About 70 wringing-wet bike commuters gathered at the Park Plaza Castle, insisting two wheels are better than four.

"I'm not going to extoll the virtues of riding in the rain and a 15-mile-an-hour east wind," admitted Douglas Foy, who rode in from Sherborn and who heads Conservation Law Foundation, a co-sponsor of Bike to Work Week. But he rides in almost every day and insisted he could beat any automobile commuter from Wellesley Center to Boston.

This is Boston's first Bike to Work Week. Bike to Work Day had been held in previous years, often in better weather than is forecast for the next few days.

"We're nature-friendly people – you'd think nature would treat us better," said Andrew M. Fischer, president of the Bicycle Coalition of Massachusetts.

The group is hoping to sign a contract with the state early next month to conduct an inventory of existing and proposed bicycle facilities statewide, such as paths and parking areas.

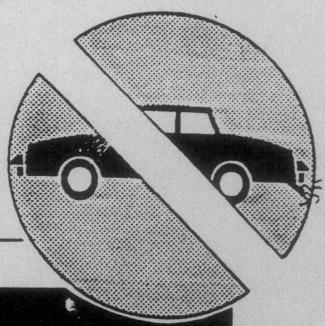
Those who brave the rain that is expected this morning are scheduled to meet at City Hall Plaza. Yesterday, not even a roof over their heads and a layout of fruit and muffins attracted the hoped-for numbers of 300 or so riders.

"I came out of my way for the food," said Erik Moore, an engineer who lives in Charlestown and commutes by bicycle daily to Cambridge. Moore missed only 10 or 15 days even during this past heavy winter, he said. "It bugs me to take the T."

There were several complaints about what riders said was the MBTA's unfriendly attitude toward bikers. Permits are required for bicycles on the MBTA, and use is restricted to after 8 p.m. on weekdays; 5:30-8:30 a.m. and after 8 p.m. Saturdays; and all day Sundays. And never on the Green Line or on buses.

It takes Molly Magoon of Brighton about an hour to commute to her job at the Environmental Protection Agency on Congress street. Biking is a recent commitment she made to herself. "I put city tires on my mountain bike," she said, "but it hasn't helped much."

Rep. Joseph P. Kennedy 2d arrived in wet biking gear from Cambridge, promoting "healthy air, healthy bodies" and his "3 percent solution," which would dedicate that portion of federal highway trust funds to nonmotorized forms of transportation.





Bikers push pedal power

By LAURA BROWN



ROLLING JOE: U.S. Rep. Joseph P. Kennedy II wheels in to work yesterday along with Jim Spencer of Cambridge and 25 others from his area to promote biking to work. Staff photo by Brian Walski

The Boston Herald, May 17, 1994

About 100 bicyclists shrugged off foul weather yesterday to kick off Bike to Work Week at the Park Plaza Castle in the South End.

Regular bicycle commuters and a few novice riders joined U.S. Rep. Joseph P. Kennedy II, state Rep. Anne Paulsen (D-Belmont) and Conservation Law Foundation Director Douglas Foy, who led groups of cyclists into Boston from their own communities.

EarthWorks Transport Action of Jamaica Plain has organized a series of early morning breakfasts and other events throughout the week to encourage commuters to pedal to their jobs.

Today the group will offer a bagel and yogurt breakfast to bike commuters at Government Center Plaza, from 7:30 to 9:30 a.m.

Hard data on bicycle commuting is difficult to come by, but Earthworks Director Bill Taylor estimates 20,000 people in the Greater Boston area use their bikes to get to work.

The Conservation Law Foundation released a new study on transportation costs yesterday that concluded biking to work is the cheapest method of commuting into Boston — beating out walking by a penny a mile.

The study set the figure for solo driving at 79 to 94 cents per mile and biking at 13 cents per mile.

Commuter rail came in at 29 to 69 cents per mile, car-pooling at 33 to 43 cents per mile, and MBTA rapid transit at 61 to 95 cents per mile.

The study calculated many of the "hidden costs" of transportation, such as air pollution, police and fire coverage, and the cost of maintaining the oil supply.

For more information on Bike to Work events, call EarthWorks at 617-983-9463.

A week's worth of activities to encourage cycling

For anybody who currently commutes or wants to commute to work by bicycle, Earthworks Transport Action, the local organizers of Bike to Work Week, have a full slate of activities this week.

May 15 through 21 has officially been proclaimed "Bike to Work Week" by Gov. William Weld.

The events begin today with a warmup group ride led by Richard Harter of the Cambridge Bicycle Committee.

The weeklong festivities are being coordinated by Earthworks, Bikes Not Bombs, and the Conservation Law Foundation.





Today, the workweek opens with a "Salute to Biking Kickoff Breakfast" at the Boston Park Plaza Castle, Arlington Street and Columbus Avenue, from 7:30 to 9:30 a.m. Breakfast will be served to all bicyclists. Between 8:15 a.m. and 8:45 a.m. ride leaders US Rep. Joseph Kennedy, State Rep. Anne Paulsen and the Conservation Law Foundation's Doug Foy will make appearances. A bike is all one needs for admission.

On **Tuesday**, Somerville Alderman John Connolly will host a bicyclists' rally from 7 to 8 a.m. at Davis Square. There will also be a bike commuter pancake breakfast at the Broadway Bicycle School on Broadway in Cambridge. An Earthworks cycling video and commuting workshop will be held at the Central Square Library in Cambridge from 6:30 to 7 p.m.

On **Wednesday**, Steve Burrington of the Conservation Law Foundation will speak on sustainable transportation from noon to 1 p.m. at 62 Summer St.

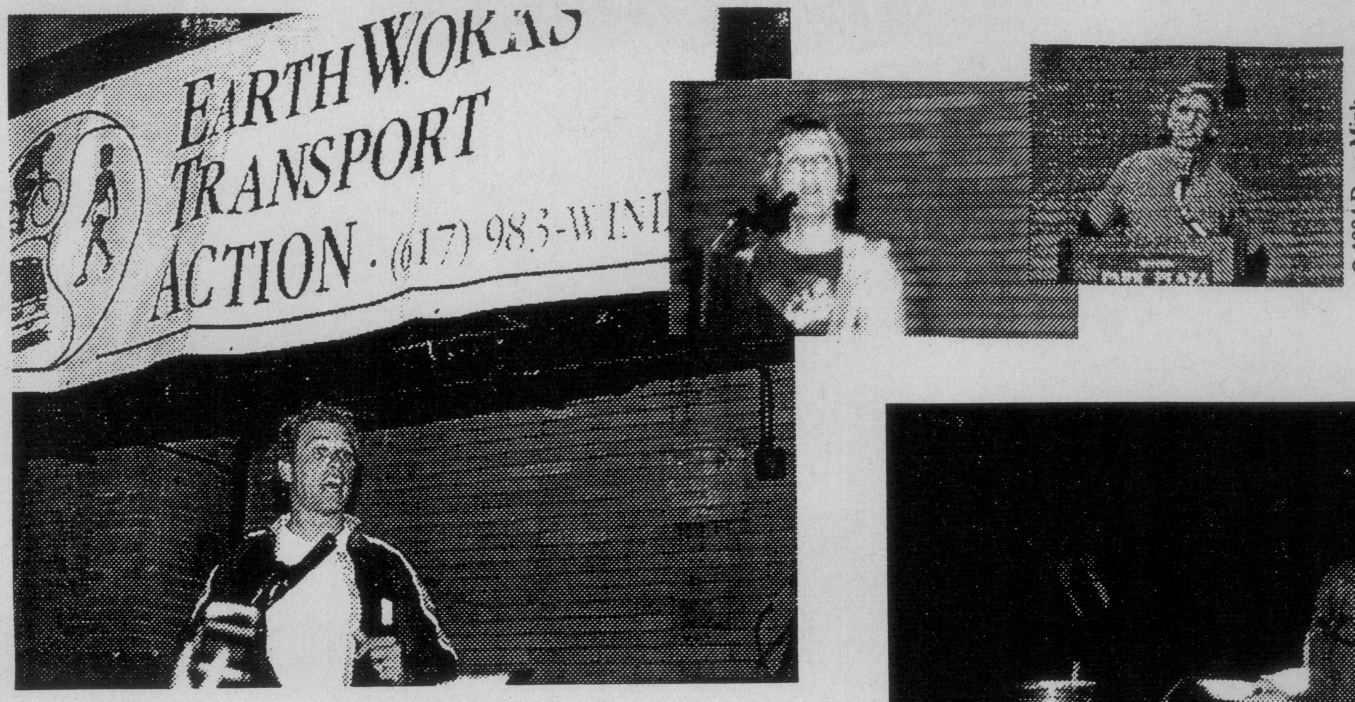
On **Thursday**, from 7:30 to 9:30 a.m. there will be a bike breakfast on Boston Common co-sponsored by the Boston Parks Department and the state Department of Environmental Protection. At 5:30 p.m. there will be a "Rally for the Link" to call for the connection of the Olmsted bikepaths at the Jamaicaway Bridge and Route 9 intersection. At 7:30 p.m. there will be a wheel repair clinic at Bikes Not Bombs' Youth Training and Repair Center, 59 Amory St., Roxbury.

On **Friday**, from 7:30 to 9:30 a.m. there will be another bike breakfast on Boston Common. From 5:30 to 6:30 p.m. at Government Center, there will be a raffle drawing. There will also be a special edition "Critical Mass Ride" to Cambridge.

Also during the week, group rides have been organized for thousands of commuters to learn about cycling in the Boston metropolitan area. There are 20 routes for both morning and evening commutes. The morning commutes start in Quincy, Randolph, Roslindale, Forest Hills, Wellesley, Brookline, Newtonville, Belmont, Harvard Square, Porter Square, Davis Square, Arlington, Lexington, Winchester, Malden, North Reading, Malden, Marblehead and Jamaica Plain, with most rides ending in Boston and Cambridge.

For more information on any events in Bike to Work Week, call (617) 983-WIND.





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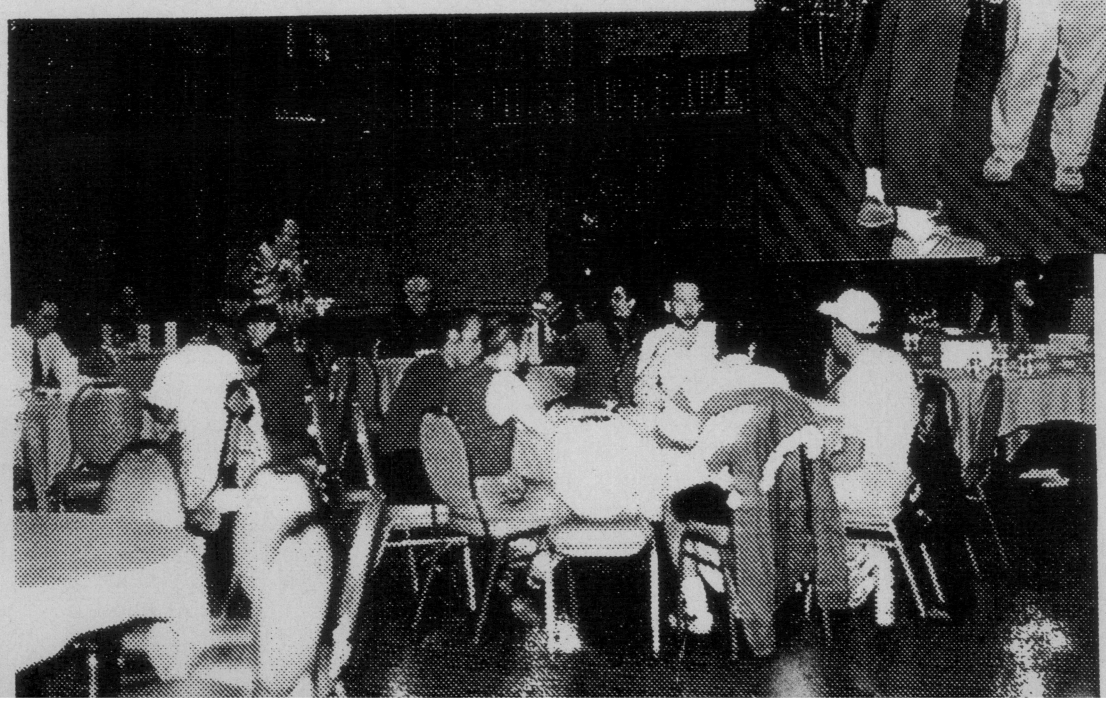
A Salute to Biking Kickoff Breakfast. 7:30-9:30 AM, Park Plaza Castle

at Arlington St. & Columbus Ave., cosponsored by the Boston Park Plaza Hotel and Towers and organized by Earth-Works and the Conservation Law Foundation (CLF) with appearances (8:15-8:45 AM) by U.S. Rep. Joe Kennedy. CLF's Doug Foy, State Rep. Anne Paulsen (D-Belmont), and many others. Free adjustments on brakes and derailleurs by Ski Market! As part of the Boston Park Plaza's environmental commitment, breakfast will be served to all bicyclists, with selections from the hotel's new Lifestyle Cuisine menu + Starbucks coffee. Your admission ticket is your bike.

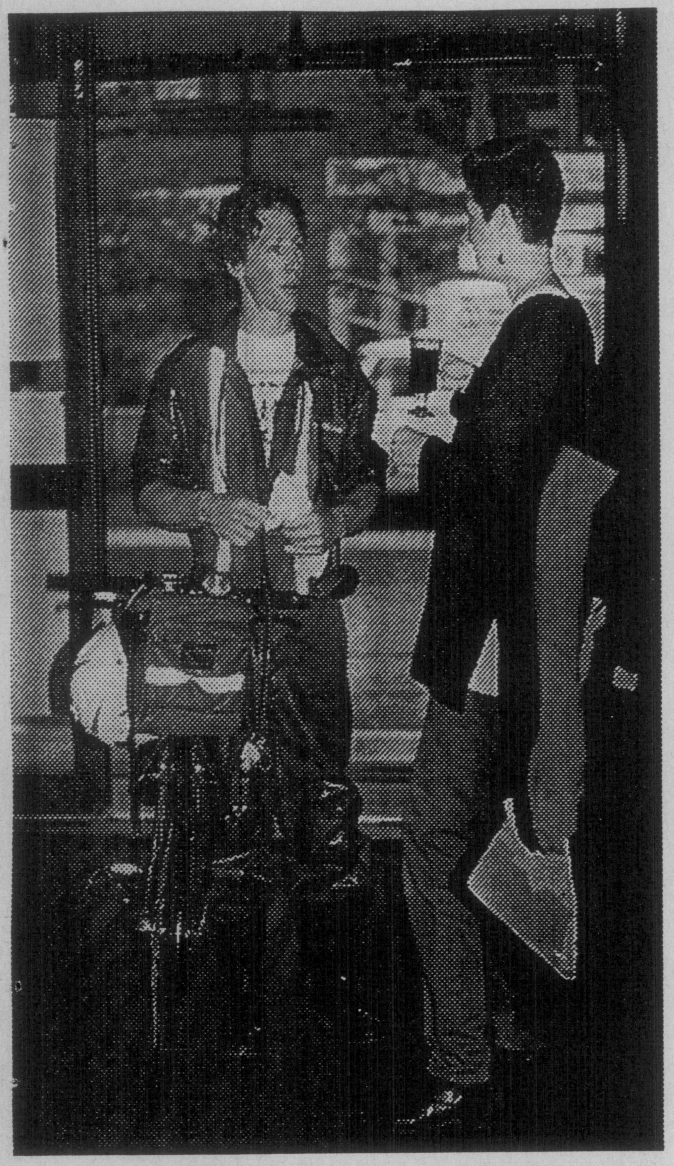
Kennedy is the sponsor of H.R. 1824, the national "3% Solution" bill which requires states to spend 3% of their federal transportation funds on bicycle and pedestrian projects.

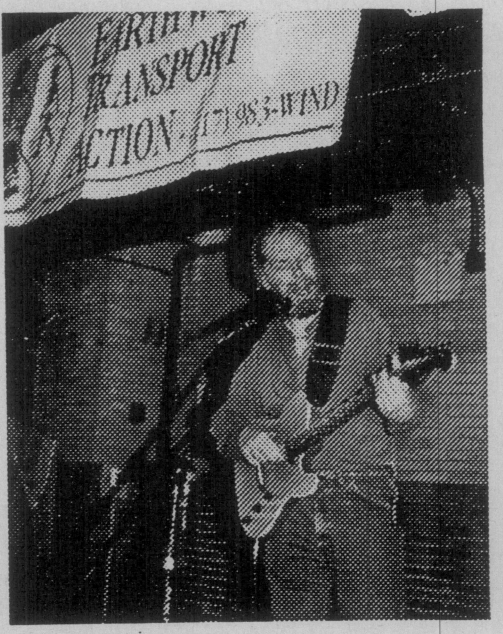
Foy, CLF's executive director, will be talking about CLF's committment to bicycling and other alternatives to the one car-one person mode of transporation.

Paulsen is the sponsor of (H. 1030), incorporating bicycle and pedestrian planning, design, and construction into all relevant projects. Gardner/Durand's H. 2348/S. 1393 require that 1% of gas tax funds be used for bicycle projects (lanes, paths, routes, parking).













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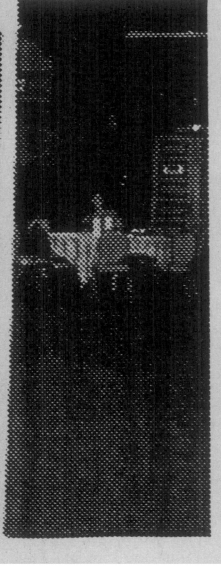


Photos © Evelyn Guillette, 1994

Bike path eased way to commitment

By James D. Miller
SPECIAL TO THE GLOBE

Last year I began part-time commuting to work by bicycle from Billerica to Downtown Crossing in the heart of Boston. I would bike one way, from home to the office – a total of 27 miles – then do the return bike trip another day, working up to four trips a week.

Although it got me into condition, I didn't really enjoy the ride, given that the route was over many roads that are congested, and in some cases, downright dangerous, especially during rush hour. By the time I got to work I didn't need caffeine to wake up; the close shaves and potential altercations provided a lasting adrenalin rush.

All that changed this year with commu-

I've considered the question several times – one of them on that stormy night in October when my headlamp went dead midway on the ride, shorted out by the rain. I made it through 8 miles of darkness, but now I carry a spare lamp.

One answer to the question is commuter boredom, after 10 years of taking the train to Boston. It takes me just 30 minutes longer to bike – so much for quick, efficient mass transportation.

Another answer is exercise. I'm a recreational cyclist and enjoy 40- to 60-mile weekend rides, but the only way to be in shape for them is to train during the week. If you are spending 40 hours at work and 15 hours commuting, you do not have a whole lot of time for training, so I try to work it into the commute.

pollen-induced allergies can do it, then most people of reasonable health and of any age can also do it. Attitude is the key.

Some things I've enjoyed while commuting the Minuteman include wildlife sightings, especially early in the morning, although I did see a red fox one night last fall.

The trail goes through lots of conservation/undeveloped land, including wetlands in Bedford and Lexington, so it is common to see rabbits, ducks, hawks and songbirds. There is even a beaver colony visible from the trail. These areas are alive with the calls of spring peepers in the evening and even the occasional call of a cock pheasant at this time of year.

Then there are the people – folks of all ages out there doing all kinds

course, there are the road surface problems, like the tons of sand laid down this winter that have been swept into the bikers' lane.

This is why the bike rail trails are of such potential value – they provide a safe, enjoyable transportation alternative, not to mention additional recreation. We have just begun to utilize these abandoned railways as corridors of transportation and recreation. Think of it, there are literally hundreds of these throughout the state which could be linked into an extensive network of transportation/recreation corridors – a manmade heritage just waiting to be utilized.

James D. Miller is a resident of Billerica and a member of the Nashoba Valley Peddlers bike club.



GLOBE STAFF PHOTO / JOHN BLANDING

Week dedicated to commuting by bike

tion of the Minuteman Trail, a bike path extending from the center of Bedford to Alewife Parking Garage in Cambridge.

I now drive to the trail head in the morning, have a relaxing and safe ride along the 11-mile trail, wend my way through Cambridge to the Charles River and follow the river trails to the Public Garden and Boston Common to the office. Reversing the route in the evening, I now can ride round trip – and enjoy it, at least most of the way – two or three days a week.

Why would a 46-year-old decide to commute by bicycle?

While bicycle commuting isn't for everyone, it is a whole lot easier than most people think. The moderately priced bikes available today are lightweight, have comfortable seats (unlike the instruments of torture we grew up with) and favorable gear ratios that enable even the weakest-kneed folks to engage in hill climbing.

If a wannabe bicyclist like myself, with two gimpy knees about ready to go under the knife, arthritis in my lower back and a proclivity to

of activities. Casual evening strollers, roller bladers, dog walkers and dads encouraging kids on trainer wheels, and with all of this, lots of smiles and laughs and people just genuinely relaxing and enjoying themselves away from the noise, hustle, bustle, fumes and danger of auto traffic.

Unfortunately, Massachusetts isn't a bicycle-friendly state. In metropolitan areas especially, the roads are often too narrow and without an adequate shoulder. They are overcrowded with traffic and that traffic is usually moving too fast. And, of

The Boston Sunday Globe, May 15, 199

What's in store if you pedal to work

By Sharon Britton
SPECIAL TO THE GLOBE

Get out your bike. Pump up your tires. Grease your chain. Adjust your brakes. Strap on your helmet. It's Bike to Work Week.

Cyclists of all abilities, well-seasoned commuters as well as riders new to the experience, are being encouraged to hit the traffic-clogged byways on two-wheelers this week as part of Bike to Work Week, May 16-20, an event celebrating and promoting bicycle commuting in Greater Boston.

Earthworks Transport Action, along with the Conservation Law Foundation, is coordinating group rides from a number of NorthWest Weekly suburbs as well as offering bike repair clinics, showers at area health clubs, and free coffee and muffins for participants. Both groups advocate cycling as a "zero emissions" transportation alternative.

Tomorrow, cyclists will start out with group leaders from at least 20 locations and head toward Boston. Participants are invited to attend a free kickoff breakfast at the Park Plaza Castle, at the intersection of Arlington Street and Columbus Avenue, Boston, from 7:30 to 9:30 a.m. Free brake and derailleur adjustments will be available at that location, as well.

"I'm guessing we'll have about 300 (on Monday) but I'd love to see thousands," said Jonathan Magaziner, a volunteer who has been coordinating routes. He advised people who want to participate but haven't been out on their bikes recently, to make sure that their tires are properly inflated, chains are lubricated and brakes are adjusted properly. Also, "wear bright colors," he suggested.

Leaders will keep cycle groups together and provide riders with handouts on how to commute safely with automobile traffic. A group ride is especially helpful for inexperienced riders learning to deal with traffic, said Magaziner.

"Boston is not known as a place where people cooperate on the roads. It's known as a place where people want to get there first," said William Taylor, executive director of Earthworks Project, a five-year-old nonprofit environmental action group based in Jamaica Plain. This event will "celebrate bicycling and create awareness," but most of all, it will stress the idea that "anyone who uses the road space has to abide by the same laws," he said.

No one knows for sure how many people routinely bicycle to work in the Boston area, said Taylor. The most avid commuters, however, travel the roads not only in good weather but throughout the winter, he said. One bike advocate he knows who works at Massachusetts General Hospital claims that there are routinely 300 bicycles parked there during warm weather and as many as 50 bikes during the winter, said Taylor.

Years ago, Taylor said, he thought he would never try to ride a bike through downtown Boston. But tips offered by John Allen, an Waltham author of cycling books taught him commuting safety. "Anyone who can ride a bike can learn to ride in traffic," he said.

"What I advocate is riding lawfully, obeying the traffic laws," said Allen whose booklet, "Street Smarts," is available for $2 through the Bicycle Coalition of Massachusetts (617) 491-RIDE. "But obeying the law isn't the whole story; skill is the other part of the story," he said.

Allan logged 3,000 miles in the Boston area last year, he said. Safe cycling practices include: "riding with, not against traffic, maintaining a comfortable lane width away from roadside hazards such as sand and car doors; riding straight without veering in and out of traffic; taking the proper lanes from which to make right and left turns, and knowing how to make an effective "panic stop."

Public perception is that cycling is extremely dangerous, but bicycle fatalities are going down not up, said Allen. Twenty years ago, when there were far fewer bikes on the road, there were about 1,200 to 1,500 cycling fatalities annually nationwide, he said. That number is down to about 800 now, reduced, in part, through the use of helmets, he said.

A warm-up ride **today**, will take cyclists on a 17-mile ride from Herter Park in Allston, across from WBZ-TV station, through Boston to acquaint riders with good commuting routes and safe cycling practices. The ride will leave at 2 p.m. from the park on Soldiers Field Road and will be led by Dick Harter of the Cambridge Bicycle Committee.

BIKE TO WORK WEEK EVENTS

BELMONT TO BOSTON – Monday only. Burbank School (School and Sharpe) 7:15 a.m. Route: Washington-Grove-Huron-Fresh Pond Lane-Brattle-Lowell-Foster-Willard-Charles River Bikepath-JFK Street-Lart Andersen Bridge Bikepath-Fiedler Footbridge-Arlington Street. Group leaders: Fred and Anne Paulsen. (617) 722-2140. Cancelled if raining.

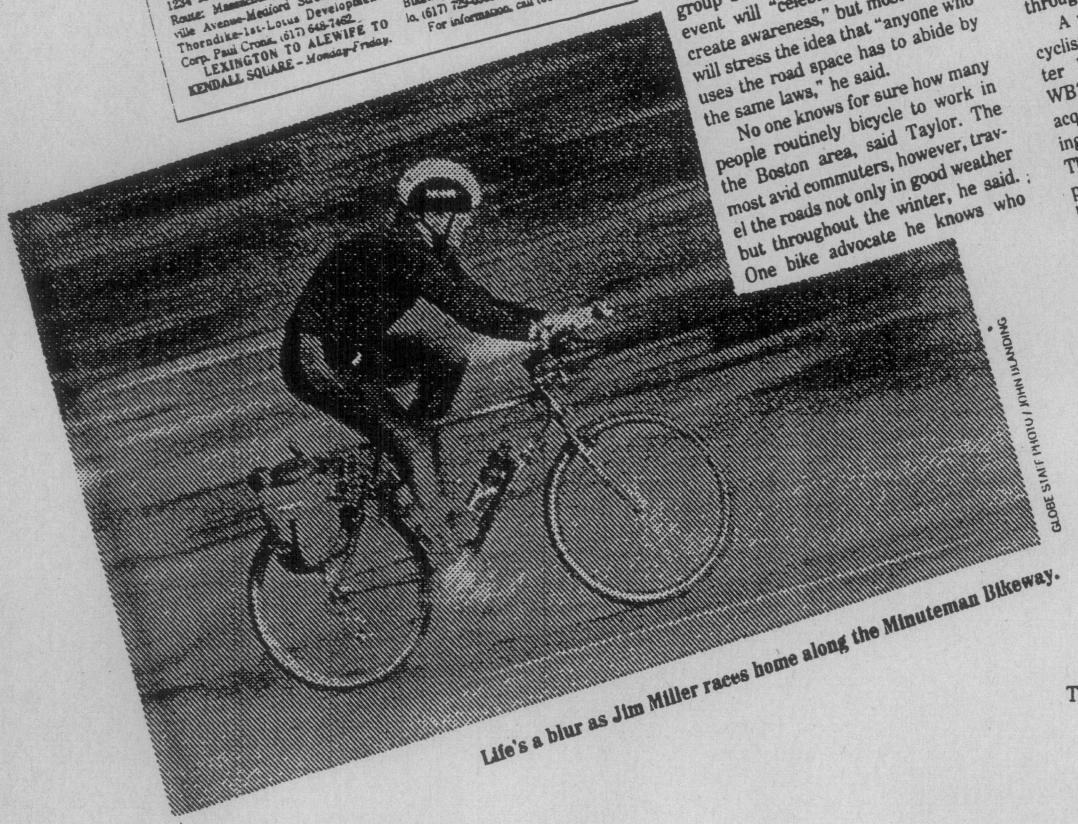
ARLINGTON TO EAST CAMBRIDGE – Monday and Wednesday. Arlington Heights (Dunkin' Donuts, 1234 Massachusetts Ave.) 7:15 a.m. Route: Massachusetts Avenue-Somerville Avenue-Medford Street-Corp-Thorndike-1st-Lotus Development Corp. Paul Crona. (617) 648-7462.

LEXINGTON TO ALEWIFE TO KENDALL SQUARE – Monday-Friday. Depot Square, Lexington, 7 a.m. Route: Minuteman Bikeway to Davis Square-Elm-Somerville Avenue-Park-Beacon-Hampshire-Broadway-Main. Carolyn Levi, home (617) 862-6343. (If raining, trip will go only to Alewife.)

NORTH READING TO BOSTON – Monday-Friday. Start at Route 28 by Spot Pond, 6:45 a.m. Route: Route 28-Summer-Pond-Woodland-Highland-Fellsway-East/Route 28-Charles River Dam-Charles Street. Scott Jenny, (508) 664-0825.

WINCHESTER TO BOSTON – Monday only. Start at Winchester Center on the green, 7 a.m. Route: Mystic Valley Parkway-Route 60-Minuteman Bikeway-Alewife-Boston. Paul Angolillo, (617) 729-0906.

For information, call (617) 983-9463.



GLOBE STAFF PHOTO / JOHN BLANDING

Life's a blur as Jim Miller races home along the Minuteman Bikeway.

Cambridge's bicycle coordinator pushes pedaling

By Pamela Ferdinand
SPECIAL TO THE GLOBE

CAMBRIDGE – Cara Seiderman traces the roots of her vision to Denmark, where as a bicycle commuter she whizzed along special lanes between pedestrians and cars.

Years later, in a city so reminiscent of Europe, she gets to put her experience in motion as Cambridge's first bicycle and pedestrian coordinator.

Bike to Work Week, which begins tomorrow, celebrates the conveyance that she has seen nearly squeezed out of congested streets and narrow paths. It also heralds significant changes in the way Cambridge has begun to address its cyclists, from installing state-of-the-art bike racks to providing bicycles for city employees.

"There's a changing perception about how transportation works in this city," says Seiderman, who often rides a three-speed purple-and-white German Kalkoff bicycle to work. "A lot of people would like to bicycle if they felt it was safe."

According to Bicycle Institute of America statistics, more than 4 million Americans bicycled to work regularly in 1992, a nearly threefold increase from a decade ago. Bicycle commuters describe their daily two-wheel pilgrimages with the fervor of religious zealots. Fresh air, nature, an invigorating workout – once you try it, you'll not only like it, you'll be addicted to it, they say.

Cantabrigians, who reportedly have more bicycles than cars, figure prominently in their ranks. Of 24,100 people who live and work in Cambridge, roughly 1,000 commuted by bicycle in 1990, census figures show.

"I bicycle as often as I possibly can; it's just too costly driving a car," [illegible]-old Rod Collins, who [illegible] daily around Boston and [illegible]ge by bicycle. "I would have [illegible]hen people leave their cars at [illegible]e and have to ride bikes. Cambridge is a bike city."

Seiderman agrees. The city's density, flat terrain, and tree-lined residential streets make it perfect bicycle territory, she says. Not to mention the lack of parking. But Seiderman adds that obstacles to a bicycle-friendly community remain, namely, safe, accessible pathways, adequate bicycle racks and education.

In Denmark, where she studied planning and landscape architecture, one-third of all daily trips are made by bicyclists, who have their own designated space. By comparison, the Charles River bike path is too narrow for safe, two-way traffic, and Cambridge bike paths generally do not link with one another.

"The city is already built, so we have to figure out how to retrofit it," says Seiderman, who wrote her graduate thesis on the topic of streets as public spaces, and who previously worked as an associate planner for Cambridge. "There's not one solution that's going to fit every road in the city."

On a case-by-case basis, Seiderman takes her opportunities as they come. Plans are under way, for example, to build bike lanes in either direction on Massachusetts Avenue between Memorial Drive and Main Street during street reconstruction work. Similarly, a pilot project coinciding with utility work on Follen Street off Cambridge Common may result in a new paving surface such as cobblestones to calm traffic. Changes suggested by bicycle committee members have also included designating Harvard Street a bicycle priority street.

"When you do these things, it's also safer for bicyclists," Seiderman says. "We can show that we are able to look at the street environment and make it safer to ride. We can make it work."

Since August, Seiderman has produced biking-up brochures and has been preparing a safety pamphlet for bicyclists, motorists and pedestrians as part of a broader education effort.

Cambridge is also seeking to buy seven bicycles and helmets for city employees, including inspectors, public works staff, the park ranger at Fresh Pond reservation and the recreation director at Danehy Park, some of whom now use their own bikes. In addition, the city has purchased 45 new bicycle racks, called "post rings." The silver posts with circular rings and a single bolt are leaving some bicyclists slightly bewildered.

'There's a changing perception about how transportation works in this city. A lot of people would like to bicycle if they felt it was safe.'

CARA SEIDERMAN
Bicycle coordinator

Bike lock in hand on a recent weekday, Collins eyed the new gizmo outside City Hall. "How in the heck did some civil engineer genius figure this out?" he asked. "Everyone wants to try something different."

Seiderman says she isn't out to bully people into bicycling. For her, jumping on a bike is often simply the quickest way to cover the two 2 miles to work. Making the city traveler-friendly is her goal. She says it's all a matter of having the option to safely ride your bike, walk, drive or take the bus. After all, she adds, "Choosing another mode of transportation doesn't mean you need to always do that."



GLOBE STAFF PHOTO / TOM LANDERS

Cara Seiderman, Cambridge's bicycle and pedestrian coordinator, often rides her three-speed to work.

Commuters put mettle to the pedal

Cyclists tout fun, exercise as part of trek to work

By Nancy Walser
SPECIAL TO THE GLOBE

People who commute to work by bicycle say they have no illusions: They are but a small minority in a vast sea of motorists, – most of whom seem to care more about drinking coffee, brushing their hair or getting to work on time than watching out for the lowly biker.

That accepted, biking to work can be fun, healthy, relaxing and sometimes even quicker than other means of transportation in a busy metropolis, they say.

"It's much more relaxing to cycle in to work than go by car," says John Frampton, a Northeastern University math professor and die-hard bicycle commuter from Newton who resorted to his car for a few weeks this winter only because of record snowfalls.

"Driving in on Route 9 is a drag," Frampton says. "You're always wondering what lane to be in to get there the fastest. With cycling, you go out and get a nice breeze in your face and wake up. I look forward to it. I never look forward to driving."

Beginners can see for themselves by taking advantage of two rides being organized this week by Earthworks Transport Action and the Conservation Law Foundation. The rides are part of a series of activities celebrating the state-declared Bike to Work Week. Experienced bike commuters will lead rides from Newtonville to Kendall Square in Cambridge on Monday and Wednesday, and from Wellesley to Boston on Monday and Tuesday. The Newtonville ride begins at 7:15 a.m. at Dunkin' Donuts on the corner of Walnut and Washington streets. The Wellesley ride begins at 6:50 a.m. from the Wellesley Center Library.

Even as they list the benefits of biking to work, though, seasoned commuters agree that it isn't always as simple as it sounds. Most say they work in places that have flexible hours or that make it easy for them to change or dress casually.

Fred Seibel, a software development manager for Bolt, Beranek & Newman, bikes 8½ miles between Lincoln and Cambridge every day that he doesn't have to be at work "bright and early and dressed up." Employees at his company wear everything from jeans to suits, he says, and there is a recreation room with showers and lockers so "people don't look at you and say you're a weirdo" for biking.

Although his first love is riding 50 to 75 miles cross-country on the weekends, commuting is an easy way to fit in training rides, he says. It also keeps his blood pressure low, his weight in check, and his conscience light. "You actually feel a little better about the fact that you haven't burned gas," he says.

Still, there are substantial psychological barriers that prevent others from joining them on the road.

"It's too easy to drive, and people don't feel safe bicycling," says Andrew Clarke, project manager for the Bicycle Federation of America. Census figures show that the percentage of commuters who bike has dropped from about .7 percent of the work force in 1980 to about .5 percent in 1990. But those numbers may be low because the Census is taken in the winter when most people don't bike, Clarke says.

Bike sellers in the area say they believe the number of people commuting to work is growing, judging by brisk sales of equipment popular with commuters like lights and "hybrid" bikes – a cross between lighter touring bikes and off-road mountain bikes.

But safety on congested suburban and urban roadways remains a major concern for experienced and would-be commuters – not just the fear of accidents, but because relations with drivers don't seem to be improving.

"It is true that in the Boston area drivers are flagrantly ignorant of how to treat cyclists," says Diego Gonzalez, a former bike commuter who teaches bicycle safety in the Newton schools. He also straightens out bikes crumpled in car accidents at the Harris Gallery bike shop where he works.

The morning commute seems to be the most dangerous, he and others agree. "They're five minutes late for work, drinking coffee, brushing their hair, and – zoom," he says of the drivers. "I think in many cases they see [the bikers], but it's a case of them believing the bicycle doesn't have the right to be there.

"It would be nice for the state to step in and do ads on sharing the road."

Experts and experienced cycling commuters say the safest way to bike in traffic is to wear a helmet, use hand signals, and behave as if you are driving a car, staying off sidewalks and the gutter. More than half of bike-car accidents occur when bikers disregard logical rules of the road, says John Forester, a California cyclist who compiled the results of bike accident research in his book "Effective Cycling," now in its sixth edition from MIT Press.

The most dangerous situations are posed by drivers who turn left in front of a bike going straight, who run stop signs, or who speed up to pass a bike and turn right suddenly in front of the bike, Forester says. What most people seem to fear most – being hit from behind by a speeding car – seldom occurs, he says. And contrary to its name, a bike path filled with pedestrians, dog walkers, joggers and skaters is not safe for bikers going at a good clip.

An average of 11 bikers are killed and 1,600 injured in Massachusetts each year in collisions with cars, according to the Governor's Highway Safety Bureau.

Still, dedicated bike commuters tend to shrug off the potential danger, saying the pleasure they get from biking is greater than the risks.

"I like to ride in the mornings when it's fresh and cool," says Clara Thompson, who often takes the bike path along the Charles River in Newton to her office at a calligraphy software company in Kendall Square. "You hear birds, see flowers and gardens, see people crewing."

Drivers have tried to run her off the roads, and she has been "harassed" by men driving up beside her, but Thompson says she takes these incidents "wtih a grain of salt."

"I think if you draw on the fear, you don't do anything in life," she says.

In his daily commute from Framingham to Weston Middle School where he teaches science, John Stasik says he has never had a hostile encounter with a driver. He was hit once by a driver on Route 30, who crumpled his bike and knocked him over on the grass. The young driver was so shaken that Stasik, who was uninjured, drove him home. Since then, however, Stasik has avoided riding Route 30.

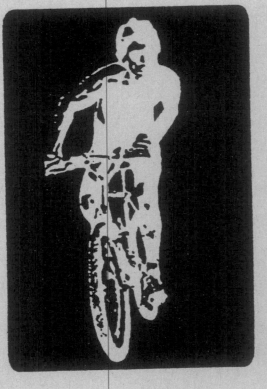
A member of the Framingham Planning Board who is running for state representative, Stasik says he bikes mainly for the exercise and to keep his weight down. He started in 1968 after his students suggested riding on a field trip from the middle school to a Dairy Queen in Natick, not far from where he lives. To his surprise, it took only 20 minutes and involved only one small hill.

"It was almost like being hit over the head with a rock. I says, 'Why don't I do this every day?' "

Now he gets a kick from beating his motoring colleagues home from work. He also likes to joke that he paid less for his used 1964 Cadillac ($1,700) than his custom-made bicycle ($2,200).

A local task force for which he works, the bicycle/pedestrian task force of the Metro West Growth Management Committee, is working on a map to be released this summer that will rate roads in nine communities according to how safe they are to bike. Towns with a disproportionate number of "unacceptable" roads will be urged to do things to make them more bike-friendly, such as widening shoulders or marking them better.

"I really believe more people would cycle or commute to work if they really felt it would be safe," he says.





Cyclists gear up for Bike to Work Week



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There are showers, plus a locked room where employees can store their machines. "We absolutely encourage our people to bike to work," Powers said.

Typically, cyclists prefer to roll out of bed and hit the road; if possible they'll complete their dressing at work. "You just get the routine down," said Powers. "You learn to keep a suit at work. You keep a clean shirt. You pack extra socks.

"I tend to go early enough to where I can shower and change clothes. About a year and a half ago I moved to Newton (from Arlington). That made my trip in about 12 miles. Whenever you move, you have to find a new route. That's a little frustrating at first, but that becomes fun, too."

Powers notes that he's hardly as hard-core as other staff members. He's often forced to drive to out-of-town meetings. During bad weather he uses mass transit.

"It would be great to be able to put your bikes on the T," Powers said. "I think a lot more people would ride their bikes then. Something like reserving the last car of the train for bikes would work."

Currently bicycles are allowed on MBTA trains, but only with a special pass.

"When I lived in Hingham, I took the boat. They're really friendly to bikes," Powers said. "It was terrific. They managed it. It took some creativity."

Carilli rarely resorts to mass transit.

"I've commuted every winter I've ever lived in Boston," said Carilli, who has lived here most of the last 10 years. "Maybe if it's really awful – icy, or, like 33 degrees and rain – I'll take the T."

"This winter was a tough one for cyclists," said Dr. Alan Aisenberg, a 67-year-old oncologist at Massachusetts General Hospital who regularly makes the ride to and from his home on Beacon Hill. "I rode an indoor trainer. That kept me going."

The cyclist in the city today is a common sight. But when Aisenberg started commuting and running his errands by bike, he definitely appeared odd. "I don't think it ever bothered me. I've always tended to march to my own beat," he said.

Aisenberg downplays his riding as simply a sensible way to move around the city. "I bicycle back and forth," he said. "It's really not that far. We only have one car. I've been riding bicycles for 30 years. They are a part of my life."

Back in the early 1960s, the young doctor could have been picking out fast convertibles. Instead he developed an affection for the Raleigh DL1, the black stalwart ridden by the bobbies of London.

"I started doing a lot of riding when we took a summer place in Manchester," he said. "The train went right up there and I figured all I needed was a bike. So I got a DL."

There are definitely some setbacks to expect for cycling commuters. "A flat tire can be frustrating," said Powers. "But I buy those Kevlar bands now. Those are great. But it's a drag showing up at the office with grease on your hands."

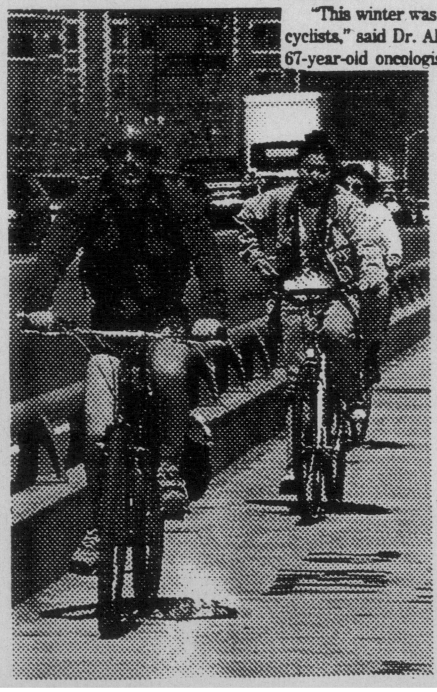
Even if Powers has a meeting with the governor that day, however, he still prefers to cycle. And all of those interviewed agreed that learning to swim in the turbulent waters of Boston traffic is daunting to a beginning cyclist.

"You don't like to hit the pavement," said Aisenberg, who once broke his collarbone in a spill.

But they also agreed experience is the most important part of safe commuting.

"You have to do it enough to be confident around the traffic," Powers said.

"I've got a sixth sense about riding in traffic," said Carilli. "The more time you are on your bike, the better your bike-handling skills become. It's a comfort thing. Like being able to hop potholes. I just do it. I have this roommate who's a total victim on a bike. She's riding scared. It's something you can't teach someone. You just have to ride a lot."



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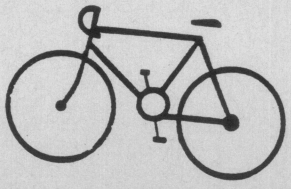
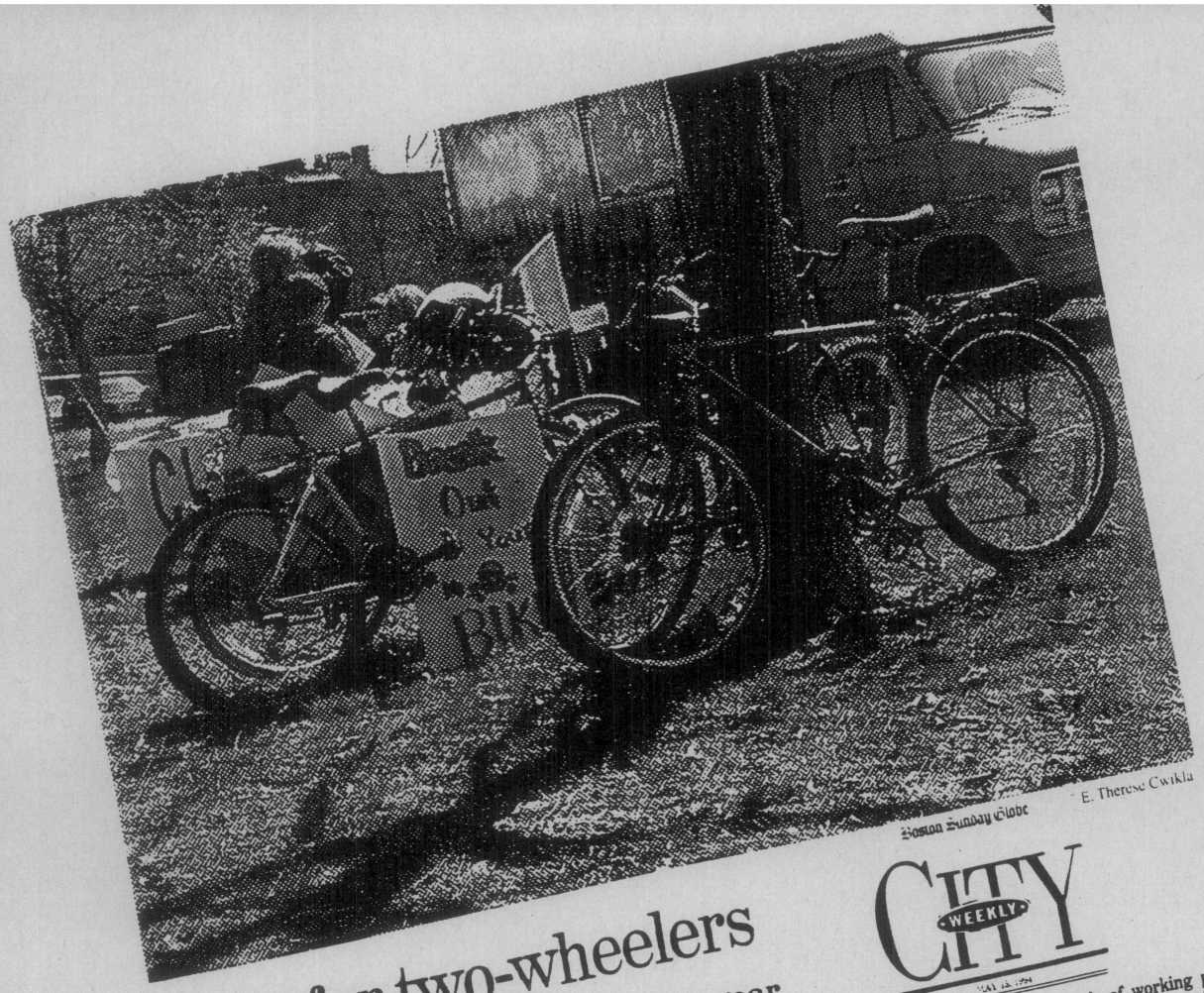


Bicycle Use in the US

	1983	1992
Total US bicyclists	72 million	99 million
Adults riding regularly	10 million	31 million
Bicycle commuters	1.5 million	4.3 million
Adults who race	40,000	250,000
Mountain bike riders	200,000	25 million

Source: Bicycle Institute of America



Boston Sunday Globe

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CITY WEEKLY

A week for two-wheelers

Bicycling aficionados put their passion in gear

By Richard Fries
SPECIAL TO THE GLOBE

With spring weather luring people out of doors, out of cars and up from the subway tubes, bicyclists present a transportation alternative: This is Bike to Work Week.

But for some people, every week is bike-to-work week. And they really aren't fanatics. Every day, cyclists join you in meetings, provide service to you across counters, treat you in hospitals and make your public policy. They're normal folks of every age, stripe and gender, who choose not to run in the motorized herd of cof-fee-clutching horn honkers.

"My idea of hell is having to drive a car in traffic every day," said Christine Carilli of Brookline. "It drives me nuts to be in a car. You can't go anywhere."

Carilli, 23, just completed nursing school, which included internships throughout Boston. She bicycled to every job. "I've finished all my clinical rotations at Mt. Auburn, Boston City, the VA, Brigham and Women's and Spaulding Rehab," she said. "Whenever they say, 'Here's where you start,' I say, 'Where do I put my bike?' "

Each spring thousands of working people consider cycling to work. They weigh the outdoor experience against the vulnerability to rain; the healthy exercise against the unhealthy prospect of crashing; the savings in gas, repairs, tolls and parking against the possibility of a flat tire.

But few realize this mode of transportation is not one of sacrifice and suffering. "You're in the recreation mode the second you make that transition onto the bike – and I just love being outdoors," said Thomas B. Powers, 45, the acting commissioner of the state Department of Environmental Protection. "And you don't have to be in great shape; you don't have to go all that fast."

When Powers, an attorney who has been with the DEP for most of his career, took the top position at the agency, he already had a workplace familiar with bicycle commuters.

"There's a lot of people who ride to work here who are avid about it," said Powers, who has bicycled to work for the past 15 years. "They're pretty hard-core."

The Department of Environmental Protection could certainly be classified as a bike-friendly workplace.



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Metro/Region

THE BOSTON GLOBE • MONDAY, MAY 16, 1994

Cyclists to kick off downtown commute

By Patrick McGee
CONTRIBUTING REPORTER

Starting today, thousands of bicyclists are expected to converge on Boston during the morning commute, following 21 team leaders along routes leading to the city's office towers and other commercial buildings.

The first Massachusetts Bike to Work Week is an initiative spearheaded by environmental groups to bring attention to the economical, pollution-free form of transportation. Earthworks, a non-profit group that works on urban ecology issues, is the main sponsor of the event.

"It's to build more awareness between motorists and bicyclists and really show that bicycling is a viable commuting option for a lot of people," said Bill Taylor, the executive director of Earthworks.

Earthworks is lobbying state and federal legislators to designate 1 percent of the gas tax to bicycle needs, including new bicycle routes, bicycle lanes on streets and space for bicycles in public parking garages.

Earthworks members Bill Nittler and Mykol Laruie found the lack of these facilities even more prevalent than they had believed when they tried on Friday to recruit people to bike to work this week.

"It seems, from talking to people, that there are sufficient obstacles to riding a bike downtown," Laruie said.

Nittler and Laruie said they heard complaints there were no places for people to shower and change into their work clothes, no safe routes (sometimes no routes at all), and few places to store bicycles.

"Everything is set up for driving," Nittler said, noting that employers don't encourage their workers to come by bicycle, either.

Taylor said he expects most participants in Bike Week to be people who already pedal to work.

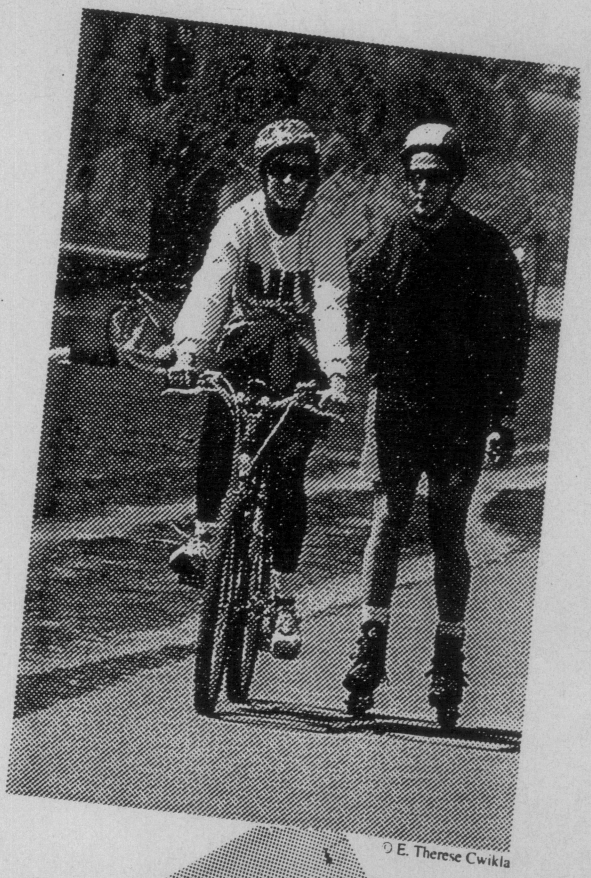
"The majority of people that ride into downtown will be people who have at least tried it," he said.

Some of the leaders of the event share the views of the Conservation Law Foundation, which is helping Earthworks organize the week.

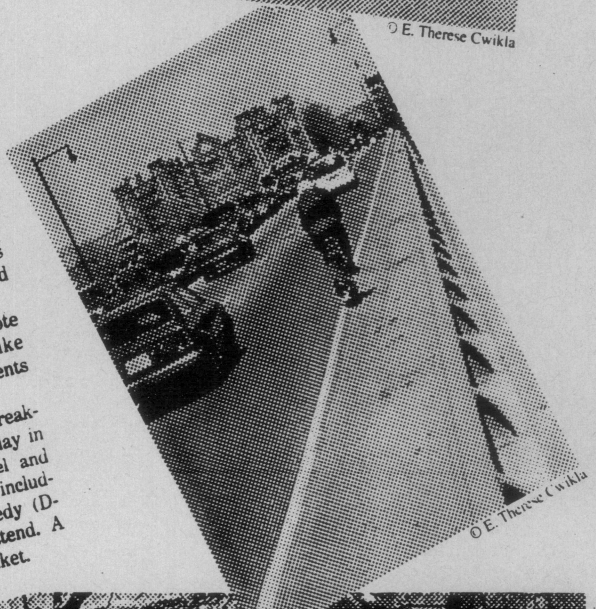
"We're very anti-car here," said the foundation's director of individual giving, Bridget Chase, who said most employees there bike to work. The foundation's offices are the type that Bike to Work Week organizers would like to inspire other employers to build. The organization is equipped with showers, lockers and a bike rack.

Bike to Work week will promote commuting on 21 different bike routes and a number of free events for cyclists.

The main event is a free breakfast from 7:30 to 9:30 a.m. today in the Boston Park Plaza Hotel and Towers. About 300 bicyclists, including US Rep. Joseph Kennedy (D-Mass.), are expected to attend. A bike is the only required ticket.



© E. Therese Cwikla



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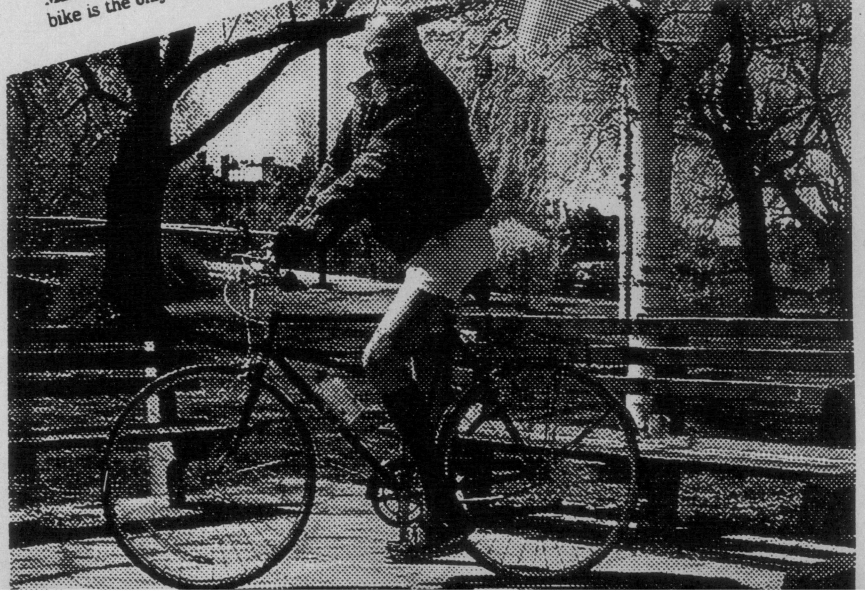






Boston

PROCLAMATION

WHEREAS: The City of Boston has long advocated the use of alternatives to the single-occupant automobile as the most effective way to cleaner air, less traffic, and a better quality of life; and

WHEREAS: Bicycling, whether for recreation or commuting, is a viable transportation alternative that can provide a significant step toward clearing the air and the streets here in Boston and elsewhere; and

WHEREAS: Boston has a long and proud history in the cycling industry and will prove to be the "Hub" of the new generation of bicycle technology and related manufacturing; and

WHEREAS: As part of Transportation Week, the City of Boston hopes to bring attention to bicycles as another viable transportation option to be included in the design and construction of buildings, roadways, and parkspace in Boston; NOW

THEREFORE, I, THOMAS M. MENINO, Mayor of the City of Boston, do hereby proclaim the week of May 16-20, 1994 as

BIKE TO WORK WEEK

in the City of Boston and I urge all my fellow Bostonians to join me in recognizing this special event for its contribution in adding to the quality of life in our City

Thomas M. Menino

MAYOR

Massachusetts House of Representatives

Resolution

LEGISLATIONS ON THE OCCASION OF BIKE TO WORK WEEK AND BICYCLE MONTH.

WHEREAS, THE MONTH OF MAY, 1994 HAS BEEN PROCLAIMED AS BICYCLE MONTH AND THE WEEK OF MONDAY MAY 16 - FRIDAY MAY 20 HAS BEEN PROCLAIMED AS BIKE TO WORK WEEK; AND

WHEREAS, BICYCLES ARE A CLEAN, QUIET, AND EFFICIENT FORM OF TRANSPORTATION; AND

WHEREAS, COMMUTING BY BICYCLE ELIMINATES THE HUNT FOR A PARKING SPACE AND FREES COMMUTERS FROM TRAFFIC JAMS; AND

WHEREAS, THE BICYCLE INDUSTRY AND BICYCLE TOURISM ARE IMPORTANT TO THE MASSACHUSETTS ECONOMY; AND

WHEREAS, BICYCLING TO WORK MAKES EXERCISE A PART OF A PERSON'S DAILY ROUTINE; AND

WHEREAS, BICYCLE COMMUTERS SAVE ON FUEL COSTS, AUTOMOBILE MAINTENANCE, AND PARKING FEES; AND

WHEREAS, PROVIDING SAFE BICYCLE FACILITIES ON AND OFF THE ROAD IS OF MUTUAL BENEFIT TO BOTH MOTORISTS AND CYCLISTS; AND

WHEREAS, BICYCLES CAN REPLACE AUTOMOBILES FOR MANY SHORT, HIGH-EMISSION TRIPS, HELPING MASSACHUSETTS MEET THE REQUIREMENTS OF THE FEDERAL CLEAN AIR ACT OF 1990; AND

WHEREAS, IT IS THE POLICY OF THE COMMONWEALTH OF MASSACHUSETTS TO PROMOTE BICYCLE TRANSPORTATION BY INCLUDING ACCOMMODATION OF BICYCLES IN ALL TRANSPORTATION PROJECTS WHERE FEASIBLE AND BUILDING BICYCLE FACILITIES; THEREFORE BE IT

RESOLVED, THAT THE MASSACHUSETTS HOUSE OF REPRESENTATIVES JOINS IN OBSERVING THE MONTH OF MAY, 1994 AS BICYCLE MONTH AND THE WEEK OF MONDAY MAY 16 - FRIDAY MAY 20 AS BIKE TO WORK WEEK AND URGES THE CITIZENS AND BUSINESSES OF THE COMMONWEALTH TO TAKE COGNIZANCE OF THIS EVENT AND PARTICIPATE FITTINGLY IN ITS OBSERVANCE; AND BE IT FURTHER

RESOLVED, THAT A COPY OF THESE RESOLUTIONS BE FORWARDED BY THE CLERK OF THE HOUSE OF REPRESENTATIVES TO SAFE HOMES TRANSPORT ACTION.

HOUSE OF REPRESENTATIVES, ADOPTED, MARCH 23, 19..

SPEAKER OF THE HOUSE

CLERK OF THE HOUSE

OFFERED BY:

REPRESENTATIVE MARC D. DALEY

REPRESENTATIVE ANNE M. PAULUS

REPRESENTATIVE KEVIN W. FITZGERALD

REPRESENTATIVE BARBARA GARDNER

REPRESENTATIVE BARBARA G. ST. LARD

Commonwealth of Massachusetts

City of Newton

PROCLAMATION

WHEREAS, Bicycles are a clean, quiet, and efficient form of transportation, and they can replace automobiles for many short, high-emission trips, thus helping the Commonwealth of Massachusetts meet the requirements of the federal Clean Air Act of 1990; and

WHEREAS, Bicycle commuters enjoy the benefits of regular exercise, while at the same time they save on fuel costs, automobile maintenance, and parking fees, and are able to avoid traffic jams and the search for parking spaces; and

WHEREAS, It is the policy of the Commonwealth of Massachusetts to promote bicycle transportation by including accommodation of bicycles in all transportation projects wherever feasible and by building bicycle facilities; and

WHEREAS, It is fitting and appropriate that the City of Newton should encourage the provision of safe bicycle facilities on and off the road, since the bicycle industry and bicycle tourism are important to the community and to the well-being of its residents;

NOW, THEREFORE, BE IT RESOLVED THAT I, Thomas S. Concannon, Jr., Acting Mayor of the City of Newton, do hereby proclaim May, 1994, as

BICYCLE MONTH

and call upon everyone to participate fittingly in its observance; and

BE IT FURTHER RESOLVED THAT I, Thomas S. Concannon, Jr., Acting Mayor of the City of Newton, do also proclaim May 16 through May 20, 1994, as

BIKE TO WORK WEEK

and urge Garden City residents and the business community to consider the benefits of using bicycles for commuting.

Thomas S. Concannon, Jr., Acting Mayor

Boston

Thomas M. Menino, Mayor

FOR IMMEDIATE RELEASE
May 19, 1994

CONTACT: Aldo Ghirin
617/635-4505

BOSTON PARKS DEPARTMENT CO-SPONSORS
BIKE-TO-WORK WEEK EVENT

The Boston Parks and Recreation Department co-sponsors today's Bike-to-Work Week event, a commuter breakfast at Brewer Fountain in the Boston Common. "From legislative advocacy to actual construction, the Boston Parks Department helps provide for the needs of bicyclists in Boston," noted Commissioner Patrick S. Harrington.

We want to thank the state Department of Environmental Protection employees for their co-sponsorship with us, and Starbucks for their generous donation of coffee and refreshments," Aldo Ghirin, Senior Planner for the Parks Department stated. "The Department has made its parks more accessible to bicyclists, with the construction of the Emerald Necklace Bike Path and the bicycle lanes in Franklin Park. Bicycle commuters use these facilities as well as recreational bicyclists. Our planning includes efforts to provide for bicyclist needs in the Central Artery project, the Route 9 overpass, the proposed East Coast Greenway, and the "thoroughfares and squares" portion of the Mayor's Broom to Bloom Boston Beautification Initiative. The Commissioner's Office has come out strongly in favor of the Bicycle Program Fund Bill, which is being considered now by the Beacon Hill lawmakers," Mr. Ghirin noted, with the State House dome in the background.

Commissioner Harrington declared, "The bicycle should be an important element in our city and state transportation and air quality planning. By providing better facilities for bicyclists and improving our urban forest -- both street trees and our park woodlands -- the Parks Department can help make Boston a healthier, more beautiful place to live, work, and do business. The most important element in this strategy is the bicycle commuter, who shows others by example a way to improve both their own health and that of the city."

# # #

Patrick S. Harrington/Commissioner/Parks and Recreation Department/1010 Mass. Ave./Boston, MA 02118

The Commonwealth of Massachusetts

A Proclamation

By His Excellency

GOVERNOR WILLIAM F. WELD

1994

WHEREAS: Bicycles are a clean, quiet, and efficient mode of transportation; and

WHEREAS: Bicycling to work makes exercise a part of one's daily routine; and

WHEREAS: Bicycle commuters save on the costs of fuel, automobile maintenance, and parking; and

WHEREAS: Bicyclists never experience the hunt for a parking space, and they contribute greatly to the elimination of traffic jams; and

WHEREAS: The bicycle industry and bicycle tourism are important components of the Massachusetts economy; and

WHEREAS: Bicycles can replace automobiles for many short, high-emission trips to help Massachusetts meet the requirements of the federal Clean Air Act of 1990; and

WHEREAS: Providing safe bicycle facilities on and off the road is of mutual benefit to motorists and cyclists; and

WHEREAS: The Commonwealth of Massachusetts promotes bicycle transportation by building bicycle facilities and accommodating bicycles in transportation projects when feasible;

NOW, THEREFORE, I, WILLIAM F. WELD, Governor of the Commonwealth of Massachusetts, do hereby proclaim the month of May, 1994, as

BICYCLE MONTH

and the week of May 15th through May 21st, 1994, as

BIKE TO WORK WEEK

and urge all the citizens of the Commonwealth to take cognizance of these events and participate fittingly in their observance.

Given at the Executive Chamber in Boston, this fourteenth day of April, in the year of our Lord one thousand nine hundred and ninety-four, and of the Independence of the United States of America, the two hundred and eighteenth.

William F. Weld

WILLIAM F. WELD

By His Excellency the Governor

Michael J. Connolly

MICHAEL J. CONNOLLY
Secretary of the Commonwealth

GOD SAVE THE COMMONWEALTH OF MASSACHUSETTS

Bike To Work Week
1994

Bike to Work Week's (BTWW) success is a reflection of the commitment and dedication by numerous individuals and organizations all focused on promoting bicycle awareness. Corporations, advocacy groups, media, and government all played a role in providing a week filled with events, including:

-Gala opening at the Park Plaza Castle with U.S. Representative Joe Kennedy
-Proclamations by Governor Weld, Mayor Menino, and many other local civic and political leaders
-Breakfast events throughout the greater Boston area
-Clinics, videos, and information tables every day
-20 official rides with leaders, and numerous other "unofficial" company rides
Raffles, special shower facilities, special bike parking and much, much more
-Release of "Road Kill: How Solo Driving Runs Down the Economy" by the Conservation Law Foundation, on the true costs of driving, highlighting the bicycle solution

Hundreds of riders participated directly in many of these events; many more were reached through a broad array of media. From activist kits for corporate ride organiers, to prime time T.V. coverage, BTWW was promoted to hundreds of thousands of potential bike commuters. Media coverage included:

-Interviews and event coverage by:

Boston Globe
WBZ-TV, channel 4
WNEV-TV, channel 7
WBOS
MetroSports Magazine
Boston Herald
WCBV-TV, channel 5
WBZ radio
The Tab
Lexington Minuteman,...etc.

Of course, it was the sponsor participation that helped bring BTWW all together. It was the hot coffee and array of breakfast foods on the rainy days, and the big raffle prizes that helped support the costs of this premier event. There were many supporters, several of which played a key role in the success and quality of this event. Included on the list of corporate sponsors is:

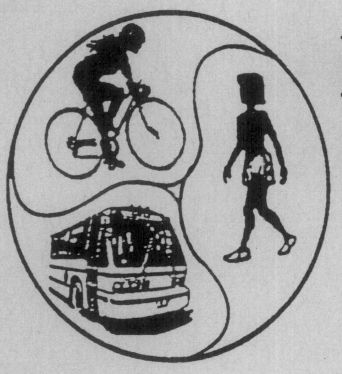
-Boston Park Plaza Hotel & Towers
-Montague USA
-Bikemaps MA
-Bike Security Racks, Inc.
-Starbucks Coffee
-Bread & Circus
-Lotus Development
-Ultimate Bagel

and many other local and national businesses and corporations.

It is through the success of Bike to Work Week 1994 that we are even more committed to a bigger and better event in 1995. The organizers

-EarthWorks
-Bicycle Coalition of Massachusetts
-Conservation Law Foundation

are all working right now to bring together the planning and resources to make BTWW 1995 a nationally recognized event. Through the continued participation of corporate sponsors, local, state, and federal government, and all individuals with ever growing environmental, fitness, and economic concerns, we will see this event at the forefront of the alternative transportation issue.



EARTHWORKS TRANSPORT ACTION

42 Robinwood Avenue, Jamaica Plain, MA 02130 • (617) 983-WIND

EarthWorks' Bike To Work Week 1994, the Boston region's first week-long celebration of bicycle transportation, was a major success in terms of media coverage, company participation, and laying the groundwork for an even better celebration amidst the good weather expected for Bike to Work Week 1995. BTWW 1994 was organized with the help of the Conservation Law Foundation and many others. Participation in organized events was curtailed by damp and rainy weather which settled in Sunday May 15 and didn't roll away until the morning of Friday May 20. The rain and cold showed that people ride in all sorts of weather; hundreds of cyclists enjoyed the free breakfasts, and over 90 joined in a Bike Action ("Rally for the Link" between the Olmsted bikepaths across Rte. 9 in Brookline/Boston).

Bike to Work Week reached hundreds of thousands of people, and showed that bicycle transportation is a popular and sensible way to get around. Pre-event and event week media coverage included newspaper articles, coverage by the major TV stations, calendar listings, in-depth radio and cable TV interviews, radio spots and PSA's.

This attention will help promote a healthier city and region, and ensure bicycling's prominent role in transportation planning. After all, the bicycle is the vehicle of the future. In business terms, it now has a competitive edge within our cities. It's efficient. It's economical. It's healthy. It's ecological. It's fast. And it's fashionable. Too often overlooked and underrated, the bicycle is the simplest -- and most pleasure inducing -- way to get healthier while saving the environment and helping to make our communities better places to live.

We invite the reader to join us - as an individual, company, organization, or agency - in a series of highly successful, upbeat events for Bike to Work Week 1995. The Conservation Law Foundation and the Bicycle Coalition of Massachusetts have joined EarthWorks as principal BTWW 1995 organizers, with BTWW 1994 plus additional corporations participating. Whether it's financial sponsorship, organizing, or spreading the word, your involvement will gain you fame and promote something that benefits all of us.

Sincerely,

Bill Taylor

Bill Taylor, Executive Director

BTWW 1994 PARTICIPANTS

The success of Bike to Work Week could not have been possible without so many working together: individuals, organizations, companies, and in particular the tens of thousands of bicycle commuters and everyone who started or resumed using their bicycle for transportation because of Bike to Work Week. A partial list follows, and there are many others not named but not forgotten:

ORGANIZATIONS: EarthWorks TransportAction, Conservation Law Foundation, EcoLogical Solutions, Charles River Wheelmen, Bicycle Coalition of Massachusetts, Bikes Not Bombs, Food Not Bombs, Central Square Branch Library.

COMPANIES: Liz Kay and the Boston Park Plaza Hotel & Towers, Bike Security Racks, Starbucks Coffee, Montague USA, Ski Market, Laughing Alley, The Bicycle Workshop, Lincoln Guide Service, Pro Motion Bikeshop, Broadway Bicycle School, Ferris Wheels Bicycle Shop, Lotus Development Corporation, International Bicycle Center, Park Sales & Service, Bike Nashbar, BikeMaps Massachusetts, Starbucks, Brookline Cycle Shop, Someday Cafe, Harvest Cooperative Supermarket, Bread and Circus, Ultimate Bagel, Yoplait Yogurt, Westlynn Farms, Boston Athletic Club, Beacon Hill Athletic Club, Fitness International, Metropolitan Health Club, Ray Cyr Signs, Massachusetts General Hospital, Bolt Baranek and Newman, TERC in N. Cambridge, Lotus Development Corp, Arthur D. Little, Cambridge Technology Partners, Franklin County Commission, C.P. Clare Corporation, Quintiles, Share Systems, The Boston Company, Bull Information Systems, Eastern Research Group, The Bike Stops Here, The Cycle Loft, Earth Bikes Rentals, Elderlaw Services, Typotech, Gnomon Copy, Classic Copy.

GOVERNMENT AGENCIES: Governor William Weld, the Massachusetts House of Representatives, Boston City Council, and the mayors of Somerville, Newton, Boston, and others ("Bike to Work Week" Proclamations); City of Somerville, Boston Environment Dept., Boston Parks Dept., Boston Real Property Dept., Boston Transportation Dept., Massachusetts Department of Environmental Protection (DEP), Downtown Crossing Association, U.S. Environmental Protection Agency, City of Newton, Cambridge Bike Committee, Somerville Bike Committee, Newton Bike Committee, Watertown Bike Committee.

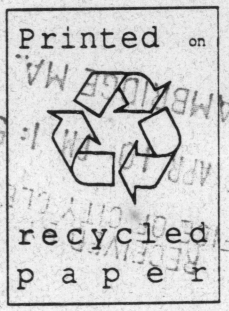
SPEAKERS/PERFORMERS: Ted Saunders, Director of Environmental Affairs at Boston Park Plaza Hotel and Towers; Andrew Fischer, President, Bicycle Coalition of Massachusetts; Mark Primack, Deputy Secretary for Environmental Policy, EOTC; Anne Paulsen, State Representative (D-Belmont); Douglas Foy, Executive Director, Conservation Law Foundation; Joseph Kennedy, U.S. Representative (D-Brighton); Jef Scoville, songwriter; Bryan Glascock, Executive Director, Boston Air Pollution Control Commission; Steve Burrington, Aldo Ghirin, Boston Parks Dept.; State Representative Kevin Fitzgerald (D-Boston); State Representative John Businger (D-Brookline); Harmonic Convergence, an a capella group.

MEDIA (partial list): Articles: Boston Globe: Metro, City Weekly, West Weekly, Northwest Weekly, North Weekly, Things to Do; Boston Herald, The Tab, Somerville Journal, Lexington Minuteman, MetroSports Magazine, WBCS (Interview), WBOS, WBUR, WBZ Radio (brief interview), WBZ-TV Channel 4, WCVB-TV Channel 5, WNEV-TV Channel 7, WEEI, WESX Salem (Interview), WNTN-AM1550 Newton (Interview), Neighborhood Network News (Interview). Many others did articles, listings, spots, or PSA's.

VOLUNTEERS: Alana Dudley, Virginia Thompson, Bill Nittler, Scott Jenney, Jonathan Magaziner, Evelyn Guillette, Joe Sandson, Adam Payne, Louise Bergeron, Mykol Larvie, Susan McLucas, Jeffrey Ferris of Becky Benoit, John Vaccaro, Elizabeth Wiggins, Anne McKinnon, Doug Mink, Donald Veach, Eric Weltman, Ross Lama, Ben Beckwith, Germaine Li, Scott Banville, Therese Cwikla, Melanie Dana, Paul Normandia, Marion Lent, Charles Hansen, Andrew Boyd, Terry O'Brien, Pamela Snow, Joan Jordan, Karen White, Cathy Chiu, Nancy Askin, David Henry, Robert Smolund; Contributors: Steedman Bass, Russ Cohen.

RIDE LEADERS: Tom Fitzgerald, Bruce Caplain, Doug Mink, Tom Revay, Douglas Foy, Jason Cohen, Louise Bergeron, Steve Burrington, David Chesler, Clara Thompson, Emily Bateson, Fred and Rep. Anne Paulsen, Rusty Russell, Betsy Thagard, Veronica Thiebach, U.S. Rep. Joe Kennedy, Andy Rubel, Dick Harter (also led Sunday's Warmup Ride), Dave Allen, George, Paul Cronk, Carolyn Levi, Paul Angiolillo, Sarah Corvene, Scott Jenney, Steve Winslow, Peter Shelley, Terrill Waldman, Alex Turner, Stephen Neuhauss, and many others.

OVERALL: Rain, Cold, Drizzle, East Wind, with sunshine on Friday as a portent for BTWW 1995.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CCM-101

City of Cambridge

IN CITY COUNCIL

April 10, 1995

COUNCILLOR DUEHAY
COUNCILLOR GALLUCCIO
COUNCILLOR MYERS
VICE MAYOR RUSSELL
COUNCILLOR SULLIVAN
COUNCILLOR TOOMEY
COUNCILLOR TRIANTAFILLOU

WHEREAS: Commuters who travel by bicycle employ a clean, quiet and efficient mode of transportation while saving on the costs of fuel, automotive maintenance and parking; and

WHEREAS: Bicycling to work incorporates a healthy form of exercise into an individual's daily routine; and

WHEREAS: Those who bicycle to work do not require the use of valuable land for parking and so not contribute to traffic jams; and

WHEREAS: The Cambridge economy is enhanced by bicycle tourism and the bicycle industry; and

WHEREAS: Bicycles can replace automobiles for short high-emission trips, helping Cambridge meet the requirements of the federal Clean Air Act of 1990; and

WHEREAS: Safe bicycle facilities, both on and off the road, benefit cyclists and motorists alike; and

WHEREAS: The City of Cambridge promotes bicycling as a viable means of transportation by building bicycle facilities and accommodation for bicycles in transportation projects; now therefore be it

RESOLVED: That the Cambridge City Cambridge hereby proclaims the week of May 14 through May 20, 1995 as **BIKE TO WORK WEEK** and urges the members of the Cambridge workforce to participate in this observance.

In City Council April 10, 1995
Adopted by the affirmative vote of nine members.
Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:- D. Margaret Drury

D. Margaret Drury
City Clerk

DUEHAY

~~Draft~~

RECEIVED BY
OFFICE OF CITY CLERK
1995 MAR 31 PM 1:50
CAMBRIDGE MA.

BIKE TO WORK WEEK

WHEREAS: Commuters who travel by bicycle employ a clean, quiet and efficient mode of transportation while saving on the costs of fuel, automotive maintenance and parking; and

WHEREAS: Bicycling to work incorporates a healthy form of exercise into an individual's daily routine; and

WHEREAS: Those who bicycle to work do not require the use of valuable land for parking and do not contribute to traffic jams; and

WHEREAS: The Cambridge economy is enhanced by bicycle tourism and the bicycle industry; and

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CCM-101

City of Cambridge

IN CITY COUNCIL

April 3, 1995

COUNCILLOR DUEHAY

WHEREAS: Commuters who travel by bicycle employ a clean, quiet and efficient mode of transportation while saving on the costs of fuel, automotive maintenance and parking; and

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WHEREAS: The City of Cambridge promotes bicycling as a viable means of transportation by building bicycle facilities and accommodation for bicycles in transportation projects; now therefore be it

RESOLVED: That the Cambridge City Cambridge hereby proclaims the week of May 14 through May 20, 1995 as **BIKE TO WORK WEEK** and urges the members of the Cambridge workforce to participate in this observance.

Consent Order #1 R-326

Councillor Duehay re: BIKE TO WORK WEEK, May 14-20, 1995

Galluccio Myers Russell
Sullivan Toomey Tiwantafillo

8

In City Council April 10, 1995

Order adopted