

## Chapter 1 : The Beginner's Guide to Bicycle Commuting by Mathias Rehtzigel

*Bicycle Commuting Book: Using the Bicycle for Utility and Transportation [Rob Van Der Plas] on [blog.quintoapp.com](http://blog.quintoapp.com)  
\*FREE\* shipping on qualifying offers. Book by Van Der Plas, Rob.*

AV Specialist at a healthcare organization in Loveland City: Collins, Colorado How far do you commute to work, i. When I started out, the commute was about eight miles each way. So the current route is 10 miles to work and 11 miles home. I live in Fort Collins and work in Loveland. The door to door trip is I commute all year, full time. Chris Johnson commuting to his own wedding. I think the coldest is about minus 5 degrees F. On the coldest days my water bottle will freeze almost solid during the commute to work. The coldest was actually a cold Monday this past December, I believe I heard it was minus 18 F when I was on the road. Bike in the Cold How many years have you been commuting? I started commuting seriously in the summer of When I transferred to a group in Fort Collins I was inspired by a couple of engineers in my group who commuted year round. During the first few years, Fort Collins was running a "Smart Ride" program which would pay you in "drive less dollars" for commuting by bike or other alternate transportation. About eight years now. Your First Commute How many of those years would you consider yourself a hard-core commuter? A couple of years ago I commuted every day for a year, never driving. I usually end up driving maybe one day per year.

## Chapter 2 : 10 Best Commuter Bikes | Bicycle Advisor

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Share via Email When two wheels are better than none. To help them stay safe as they take to the streets, we asked Guardian readers who commute by bike to share their tips on how to stay dry, calm, and â€” most of all â€” safe on their journeys to work. We give you their hard-earned advice and a couple of useful tips from around the web: Before you bike Preparing for your ride is key to staying safe: New York , London and other cities often post their rules and recommendations for bike riding. Less experienced cyclists should plan a route with bike lanes and less-trafficked streets, and avoid construction and busy intersections. Some bike-share programs even have apps for your iPhone. Biking through a busy metropolis is an entirely different experience than a trip through Central Park or down the West Side Highway. If you think you could use some professional guidance, see if bike stores in your neighborhood offer classes on safety and technique. Buy the proper gear: It goes without saying that you should never ride without a helmet. But there is other safety gear that cyclists should consider before hitting the streets. Use lights even during the day, wear a reflective vest [or other item of clothing] â€” SantaMuerte "Wear protective clothing, skin lasts about three feet scrubbing on the road surface. On the road Here are some practical tips from Guardian readers to remember during your trip: Take the lane you are supposed to take. Look where you are going. If you pull out or join traffic, look first. Make yourself big on the road; stay a good two or three feet out from the curb. How to respond to them is always a question of judgement. Sometimes they look like they want a fight, so I ignore them and stay out of their way. The only person whose emotions you can be certain about influencing is yourself. So to make the right call you need to be calm and not act out of anger and adrenaline. At stop lights, get as far ahead of traffic as you legally can at the stop, [and] make sure the drivers can see you. Get moving as fast as you can on the green, otherwise careless drivers will overtake far too close as they try to cross. If you want to get past, go down the outside to overtake, like in a car. Then drivers know that they have to allow some space, and if they do drive too close, at least you have the feet to escape. This also avoids car-dooring issues. If you know a great bike app, want to share some cycling slang, or share any other tips for bicycle commuting, please share them in the comments below.

### Chapter 3 : 10 Tips From Hard-Core Bike Commuters | ACTIVE

*Get this from a library! Bicycle commuting. [Eva Heinen] -- "Cycling is cheaper, healthier and in urban environments often faster than other transport modes.*

The answer is no. In addition to this, everything else is the same between them, the pedals, handlebars, fork, crank you name it! Now that you now a bigger deal about commuter bikes and bikes in general here are 5 of the best commute bikes on the market. It has all that you need to commute and to truly enjoy in cycling in the most simple form. And those alloy rims take some of the weight off. The leather saddle is a story for itself. It has strings and an ergonomic design. It has all the premium parts you can get from a premium commuter bike like: An all inclusive commuter bike! We rank it as No. All of the parts are designed for one purpose, to make the cyclist comfortable. Everything from the saddle to the handlebars says that it will comfort you. Having a steel frame you can be sure that it will last for eternity. It has moustache handlebars which give you the edge you need to enjoy every ride more than the previous. It has an aluminum frame with a suspension fork. The seat is padded and has a suspension post which will absorb almost all bumps and impacts, giving you the comfort you deserve. It will still keep the cyclists in a more up-right position to reduce back pain and pain in the neck that might come from keeping the head up for a longer period. Overall a nice choice for those who want a hybrid bike and fancy a sporty looking bike while getting the comfort they want. All you need to do is buy this bike. It has a nice sport design making it stand out from the other commuter bikes. Equipped with gear from your dreams, it has front and rear braking discs in case you want to hit the mountains. Made from aluminum the frame will last long and will transfer your force without any wastage. Diamondback Bicycles Wildwood Classic A well deserved 5th place, this bike is a complete deal ideal for any bike commuter. Even the name has comfort in it, just what every part of this bike has to offer. Made from aluminum, this bike is light and durable.

## Chapter 4 : Bicycle Commuter's Guide

*Americans go to foreign lands where bike commuting is popular (Amsterdam, Copenhagen, Portland, and Japan) and come back home inspired by them and disgusted by us, with dozens of digital pictures of ladies bike commuting in high heels and hose, and two-story bike parking lots, and moms toting two tots at once, bringing them to day care, on a.*

Do you know how to ride a bicycle? Many people realize that riding a bicycle instead of driving a car saves the noise, stinks, and congestion of the infernal combustion engine. Do you know the personal benefits of cycle commuting? Cycling offers pleasure, companionship ride with a buddy , cost savings especially if you eliminate a motor vehicle , time savings combining workout with commuting , reduced stress, and cardiovascular fitness. A bicycle can be a "fitness club on two wheels. Almost everyone would say, "Of course, I learned as a kid. You will see that only a few riders, perhaps 5 percent, show true proficiency by steering accurately, pedaling easily at a brisk cadence, and riding fast. You will also see many novice riders who weave and wobble, as they grind their pedals slowly less than 60 rpm to ride sluggishly mph. Many run traffic lights, ride on the sidewalk or the wrong side of the road, ride too fast downhill and wear no helmet. Novices have about five times the crash rate as experienced riders even though they are much less likely to ride in rush-hour traffic in foul weather or after dark. Obviously, there is more to cycling than balance. Now, ask yourself again, do you know how to ride a bicycle? If you are willing to learn, consider the Effective Cycling program. The premise is "Cyclists fare best when they act and are treated as operators of vehicles. The fear begins in traditional "bike safety" programs which teach little more than "wear your helmet and stay away from cars. Cyclist Inferiority is obvious, intuitive and widely believed. But at one time so was the idea that the stars revolve around a flat Earth. Accident statistics refute the inferiority superstition: Less than one percent of serious cycling injuries are caused by the struck-from-behind collisions feared by novice riders. Most cycling collisions happen at intersections, the same as automobile collisions. The dilemma is that novice cyclists fear the least likely accidents too much and they fear the greater hazards too little. Ironically, many novice cyclists think these are safer ways to ride. There is also a video by the same name. Drive on the right side of the road, never on the left and never on the sidewalk. When you reach a more important or larger road than the one you are on, yield to crossing traffic. Here, yielding means looking to each side and waiting until no traffic is coming. When you intend to change lanes or to move laterally on the roadway, yield to traffic in the new lane or line of travel. Here, yielding means looking forward and backward until you see that no traffic is coming. When approaching an intersection, position yourself with respect to your destination direction -- on the right near the curb if you want to turn right, on the left near the centerline if you want to turn left, and between those positions if you want to go straight. Between intersections position yourself according to your speed relative to other traffic; slower traffic is nearer the curb and faster traffic is near the centerline. I will add a sixth rule of the road. This means to ride a good straight line, signal turns and lane changes and generally look like you know what you are doing. If you act like the driver of a vehicle, then other drivers will usually understand what you are doing. Effective Cycling teaches vital skills: Other skills include lane changing and being courteous on the road sharing the lane without being submissive. You can see these demonstrated in the video or described in the book, but to really learn them, take the course. You can find a list of instructors at the League of American Bicyclists web site. The Effective Cycling book has many useful tips and technical explanations for how a bike works -- for example, why some brakes feel softer as you apply them. I got my library to buy it. Unfortunately the book has a strident, confrontational tone when the author discusses political issues. However, the more I read Forester, the more I realize he knows cycling better than almost anyone else. The video version of Effective Cycling gives an excellent demonstration of Vehicular Cycling technique. Libraries should have both the video and the book. You can get the video from the League of American Bicyclists, phone or email to Michael Klasmeier. The much smaller booklet, Street Smarts by John Allen, available from Bicycling Magazine , also covers vehicular cycling. Sharing the road works two ways. Overtaking motorists have the obligation to wait until they can pass safely and then to allow enough room. Cyclists have the obligation to make passing as easy as possible as long as passing is safe. If the lane is wide

enough, stay far enough right to allow cars to pass. If not, then you must take the lane for your own safety. Beginners often "hug" the curb because they fear traffic. This greatly increases their risk. If you collect a train of cars, pull over occasionally to let them by. If a motorist gives you the right of way, acknowledge with a friendly wave or nod. Instead, where there are right turning motorists, scoot to your left and signal drivers to "be my guest" and pass on your right. Be very careful about waving drivers around you on a curvy, two-lane road. Just after you signal, an oncoming car may appear ahead. You could have a liability problem if there is an accident. At a traffic light with a long line of stopped cars, you will have a great temptation to pass on the right. Remember, if you ride a regular route, other drivers will recognize you as "that cyclist". Going uphill at slow speed, you do not need much room and it is not reasonable to block traffic. If you are as fast as traffic, it is neither safe nor necessary to squeeze over to allow cars to pass. On a road with substandard width lanes, ride near the center of the right lane. Woodward Traffic lights controlled by induction loop "vehicle detectors" can be a problem. If the sensitivity is set high enough, most will detect a bicycle stopped over a loop wire. Unfortunately, some are not adjusted sensitively enough and if the wire cuts are covered by pavement, how do you know where they are? Newer double loop detectors have another wire cut in the center of the lane. If you cannot make it work for you, the detector is malfunctioning. Please report it to the city and insist it be repaired. The "hot spot" should be marked so cyclists do not have to guess where it is. Joe, along with the rest of society, has been miseducated about cycling and thinks cyclists should not be on the road. Joe may honk and point at the sidewalk to show where you "belong". Bikeways, especially in the absence of education, reinforce this attitude. Some police are ignorant too. If you are ordered off the road or in the gutter, explain why you belong on the road. Carry a page listing bicycle traffic laws to show the officer. Mine is laminated in "Contact" plastic. If this does not work, write to the police chief suggesting that the department needs Effective Cycling training. There is a special police version. If your community has a "sidewalk law" then you must choose the lesser evil: Remember that drivers are generally looking for cars, not for a much smaller bicycle. Always wear bright clothing and ride in or near the traffic lanes where drivers are looking. Drivers may misjudge your speed and "hook" in front of you. For these occasions, you need the defensive driving skills taught in Effective Cycling -- hard braking and the instant turn. Learn to anticipate problems in order to avoid them. For the few bozos that try to run you off the road, here are some tips from other cyclists. When an incident occurs, write down the license number and other details, trying to make it obvious what you are doing. The driver may watch in the mirror to see your reaction. He will get very nervous if he sees you writing. If you are planning to bicycle commute, obviously you need a bike. If you already have a serviceable machine, start with that. Buy a better one after you get experience. Stay away from mass merchandisers. The three most important things about a bike are fit, fit, and fit. A good bike shop will help fit you. Beware a store where stock on hand determines what "fits" the customer. Common bike styles include currently fashionable mountain bikes, road bikes, and hybrids. A heavy mountain bike with soft suspension and knobby tires will not roll well. A racing bike with thin sew-up tires gives a hard ride and gets too many flats.

### Chapter 5 : Paul Dorn's Bike Commuting Tips: Getting Started - Carrying Capacity

*The Effective Cycling book has many useful tips and technical explanations for how a bike works -- for example, why some brakes feel softer as you apply them. The paperback edition costs less than \$20 and it should be available through your library.*

Carrying a load while bike commuting essentially reduces down to a variation of two approaches: Bike messengers are on and off their bikes constantly. They keep their bicycles light, carrying the weight on their bodies in a backpack or a cycling specific messenger bag. The advantage of this is the ease of making lots of quick stops, locking up without having to remove frame pumps, bottles, panniers, and other items. Keeping the bike light also gives you better control; you can "bunny hop" a pothole for instance, or swerve quickly amidst traffic. Bike tourists, on the other hand, spend more time on the saddle pedaling. Carrying weight on their body would be uncomfortable over a distance of 30 or more miles. One alternative to racks and bags is a wire basket s permanently attached to the bike, such as those made by Wald. I practice both the messenger style and the tourist style. But that often made my shoulders sore and turned my backside into a sweaty mess. So I bought a rear rack and attached my backpack with a bungee cord. While these baskets carried a lot and are excellent for shopping trips, they had an open top that let rain in and bouncing objects out during everyday travel. Eventually I acquired genuine panniers. For everyday commuting, I use a Jandd Commuter Pannier combined with a folding shopping pannier. For day trips into the country, I have a classic English Carradice saddle bag. For long-distance fully loaded touring I use heavy duty touring panniers. For really big loads I even have a Cycletote trailer, which is rated to carry up to lbs. In general I travel with my stuff--and often quiet a lot of it--in panniers on my rear rack. My wife and I often bring home a whole "trunkload" of purchases , drawing amazed stares from motorists. Perhaps avoiding the expense of racks and panniers, it seems most bike commuters I observe travel "messenger style.

### Chapter 6 : Bicycle commuting - Wikipedia

*Commuting by bike to work or school with all of your items can often be a daunting task. Choosing the right back pack can make the difference between an enjoyable commute, and a wobbly juggling act.*

It has been a while since I posted, but things have changed quite a bit. Unfortunately I am no longer doing the Bike-Train commute thing, I am really bummed about that. I used to take the train so I would avoid spending up to an hour and a half stuck in traffic but now I have a carpool buddy and that has reduced my commute time to about 40 minutes. This meant that I no longer needed my Giant Expressway folding bike so it was sold to a person who travels by plane and needed a bike to get around town. And there it was! So I started searching for a local bike shop that may have it in stock -No Dice. I noticed that Raleigh was selling this bike in Amazon. Amazon does this thing that if you leave an item in your cart it will tell you if an item has gone down or up in price if when you go back to your cart. I went ahead and pulled the trigger, the gravel bike will wait. The bike arrived 3 days after I purchased it and assembling the bike with the tools that Raleigh provided was a breeze. Like the accessories for men, biker wallets are capacious, solid and durable. On the other hand, a biker wallet differs from its leather counterparts about the same as a motorcycle differs from a car. Both are vehicles but they have their own character and personality, so to speak. Looking at every biker wallet you can tell that a craftsman put his heart into it. It is because they are most often made by hand. Each product comes out individual and unique. You can get a custom wallet that has a one of a kind look but even off-the-shelf products are capable of wowing passers-by thanks to the bold embellishment and daring designs. Biker wallets are never mass-market products with uninspiring cookie-cutter looks. Biker Wallets Durable and Tough Many people consider bikers to be tough, badass and serious men and these assumptions have their ground. All their accessories carry the imprint of the biker culture and they are just as serious and cool as the men on motorcycles. Biker wallets are no exception. Practicality is another sign of biker wallets. Remember, a real wallet for a biker is made only from genuine leather. Bikers do not tolerate fakes by their nature. Additionally, real leather is incredibly durable, it will serve its owner for many years. Rare items are even inherited. In fact, small scratches, abrasions, or traces of oil or gasoline are able to make a wallet even more valuable since they add more individuality. They are able to turn a billfold into an item with a history, which everyone would like to find out. When Looks Matter Every biker wants to stand out from the crowd to emphasize his individuality and status among the brethren. An original wallet is of great aid in this matter as well. Bikerringshop offers an excellent variety of design options and finishes. Wallets can be embellished with silver rivets, clasps, embossing, carving, embroidery, etc. They often carry familiar symbols found in the biker culture skulls, crosses, totemic animals, as well as intricate patterns resembling bizarre tattoos. Sometimes wallets do not have additional decorations if they are made of exotic leather. The skin of a snake, crocodile, stingray, lizard and other reptiles is attractive by itself thanks to its relief and sometimes voluminous patterns. Did you know that crocodile or snake scales are unique, just like human fingerprints? Therefore, you will never find two identical wallets even if they carry the same design. As a bonus, exotic leather has an outstanding durability, which is several times higher than the finest calfskin. Finally, each leather biker wallet comes complete with a grommet for a chain attachment. A chain fastens to a wallet on one side, and its other end is attached to a belt. The most common are steel and silver chains but you come across leather chains as well. Chains are not just fancy ornaments. They help to reliably fix a wallet to a biker so that it always stays at hand even when driving fast.

### Chapter 7 : Page Not Served

*The Commuting Book presents Stories on the Go, a new way to get your daily dose of words for those who can't live without them, or who don't usually have time to read. Find a QR code on a bus, scan it and read a short piece written by a New Zealand author.*

Chapter 8 : Commute by Bicycle â€“ Book Review | Albany Bicycle Coalition

*Bike commuting is healthier and more environmentally friendly than driving, faster than walking, and cheaper than a few months' worth of MetroCards, yet getting started can be intimidating.*

Chapter 9 : Value Guide - Bicycle Values - [blog.quintoapp.com](http://blog.quintoapp.com)

*Get this from a library! Commuting to Cornell by bicycle: an analysis and recommendations. [Boris Suchkov].*