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Bicycle Advocacy and Community Schemes

There are hundreds of innovative projects and schemes that help promote bicycling out there. Some seek to address specific cycling issues, some use cycles as the medium to achieve 'social innovation' that aims to strengthen society and improve quality of life (see http://en.wikipedia.org/wiki/Social_innovation) while other schemes have been created simply to advocate cycling and help get more people on their bikes. The case studies that follow in alphabetical order do not aim to offer an exhaustive list, but rather present a cross section of the schemes we found interesting or significant. We are interested in hearing about other bicycle schemes that are important to you or unique in some way. So if you know of others that you think we should include, please do get in touch and tell us about the scheme via the 'contact us' link on the Bikeoff home page. These contributions will be included in the Bikeoff weblog (accessed via our home page) which we have set up to help keep the site content up to date and fill any gaps in the information we provide.

The “€100” Bike

In 2005 the Spanish broadsheet 'La Vanguardia', in conjunction with collaborating promoters, helped stimulate a new breed of cyclists around Barcelona by making a new folding bicycle available for under €100. The promotion involved collecting coupons from the paper to claim the bike at its subsidised rate between June and July 2005.

Until that time, most cyclists in Barcelona were seen on fixed-frame bikes but anecdotal reports suggest that by summer 2006 the circulation of folding bikes accounted for 20-30% of all cyclists in Barcelona.

The popularity of the bike can be largely attributed to its foldability. As storage space is limited within typical households/offices in Barcelona, the fact that it is foldable, allowed the bike to be stored off public streets and therefore at much lower risk of theft. The low price tag made this style of bike affordable to a large number of the city's population for the first time and arguably this one promotion played a key role in spring-boarding the increase in the number of active daily cyclists in Barcelona between 2005-6 from 25,000-40,000, prior to the introduction of the city's Bicing public bike in 2007.

From an anti-crime perspective the low cost of the bike diminishes the attraction of theft, however its new-found cult status and desirability may have the opposite effect making it a victim of its own success.



Aquaduct (Water Purifying Trike)



Aquaduct is a pedal powered vehicle that transports, filters, and stores water for the developing world. A peristaltic pump attached to the pedal crank draws water from a large tank, through a filter, to a smaller clean tank. The clean tank is removable and closed for contamination-free home storage and use. A clutch engages and disengages the drive belt from the pedal crank, enabling the rider to filter the water while traveling or while stationary.

The Aquaduct is the winning entry in the Innovate or Die contest put on by Google and Specialized, the bicycle manufacturer. The contest challenge was to build a pedal powered machine that has a positive environmental impact.



Bicycle Film Festival

The Bicycle Film Festival (BFF) celebrates the bicycle. Since its debut in 2001, the annual Bicycle Film Festival (BFF - www.bicyclefilmfestival.com) has brought together respected artists, musicians, and filmmakers from 16 cities to celebrate the very best in bike culture. In 2007 the BFF boasted nearly 100,000 attendees worldwide, highlighting how bike riding brings people together, whilst promoting cycling as an environmentally friendly form of transportation in a time of global crisis about ecological issues.

BFF films address all styles of bikes and biking. If you can name it - Tall Bike Jousting, Track Bikes, BMX, Alleycats, Critical Mass, Bike Polo, Cycling to Recumbents - the BFF has probably either ridden or screened it; celebrating these biker lifestyles through art, film, music and performance helps promote the bike's ability to transport us in many ways. Importantly, the 'Fest is also about having a good time.

Locations: New York, Toronto, Minneapolis, LA, SF, Chicago, Boston, Toyko, Austin, London, Vienna, Zurich, Paris, Sydney, Melbourne, Milano, Portland.

Bike Bus



On Sunday 15th June 2008, the CCC (Camden Cycling Campaign) Bike Bus ran between Camden Square and Hampstead Heath, London. The 'bus' consisted of a group of parents and children led and escorted by experienced cyclists. The first run left Camden square at 2pm, picking people up on the way to Hampstead Heath, following the route shown on the map.

One of the Bus route 'conductors' describes: 'We started off with (three volunteers) together with three parents and five children. Several more joined along the route until Kentish Town Road where we numbered quite a lot. I think some more joined after that... We got to Hampstead Heath in 30 min. The stickers, badges, balloons etc (given out to the children) were appreciated, as were the ice cream vouchers. A number of parents were delighted to be able to take their kids on the road and wanted a regular kiddie ride.' An inspired idea to get more kids and parents cycling and socialising, taking rewarding routes through areas where road or traffic conditions might not normally inspire the confidence for them to do so individually.

Bike Crumbs: Invisible Ink Trail



<http://www.vimeo.com/962755>

<http://bikehacks.com/bikecrumbs-invisible-ink-trail/>

'Bikecrumbs is an invisible ink dripper that attaches to a bike to leave my permanent trail every where I ride. The trail is only visible when viewed under UV light'.

While this is more of a DIY idea than an operational scheme, could it perhaps inspire designers to help turn it into a system for tracing stolen bikes?

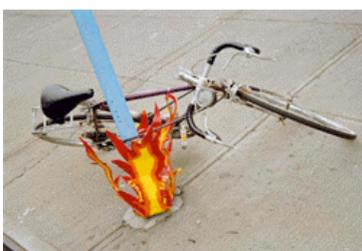
Bicycle Locked to Poles, John Glassie



*This series of colour photographs by John Glassie was made between 2001 and 2004, in and around his East Village neighborhood in New York. They have since provided the (not on resource) formed content of several exhibitions around New York, as well as a book, *Bicycles Locked to Poles*, published by McSweeney's, NY. The context in which these images are presented makes a significant mark, bringing the subject of 'broken bikes' into the sphere of fine art and professional photography.*

That the publication continues to sell as a 'coffee table book' via independent and also major outlets, such as Amazon, indicates a wide dissemination to a broad readership expressing an interest in these images. A ReadyMade Magazine review describes Glassie's work as showing the cycles 'Bent into insect shapes yet retaining a certain dignity ... the martyred frames collected here are at once a nod to Marcel Duchamp's deconstructed Bicycle Wheel and a testament to the risks of city living.' The bikes are often stripped to their frames and can be taken to represent a visual social commentary about the struggle between harsh environments and intelligent design. The work presents a challenge to other creative practitioners to find more ways to extract beauty and inspiration from such on-street scenarios.

<http://www.jenbekman.com/glassie/index.html>



Bike Recycling

If you are not going to lock your bike up securely, why not give it away rather than lose it to a thief? Bike Recycling is an activity of most of the UK community projects, non-profit businesses, training and rehabilitation schemes and other projects that are happy to receive donations of bikes, parts, accessories etc - and of course financial donations. Most of the schemes listed focus on repairing and redistributing the cycles to those who don't normally have access to bikes, in the UK or abroad – such as the send Bikes not Bombs project. <http://www.bikerecycling.net>

Bikes Without Borders



Bikes Without Borders (BWB) is a non-profit group that aims to use bicycles and pedal powered machines to make the world a better place. They have many plans, one of which is to aid in designing a bike that is accessible to the developing world (low-cost, durable, can carry large loads, etc.) Of course, they need the help of designers to accomplish that goal. BWB also want to design other pedal powered machines that will make life easier for those who need them. The bicycle powered water pump that is pictured here from MayaPedal - www.mayapedal.org/bicimaquinas_in.html - is a good example of that type of project (you can also see other interesting bicycle based machines designed to help the people of Guatemala on the MayaPedal website). These are real projects for real applications to address real need.

www.bikeswithoutborders.org

Clown House of Portland



The Clown House is a loose collection of clowns and counter-culture bike enthusiasts who have put together a clown collective/performance group, based in Portland, USA. They started off all living together in a large house in a rapidly gentrifying section of Portland, Oregon, providing a free space to sleep for itinerant travelling circus performers and other like-minded folk who blow through town. Portland has a motto, 'Keepin' It Weird' and the Clown house guys do their part.

Their show is a bike rodeo, featuring fantastically large bicycles, juggling and circus skills, wacky stunts, and other delights. They often perform on the street, as part of a roving crazy parade. They do all

ages shows and burlesque shows for the over-21 crowd. They do events at the house, including a Bike Bikini Wash in which the clowns wash bikes while wearing bikinis. And for \$15, they will pie just about anyone.

www.clownhouse.org

<http://www.youtube.com/watch?v=cX44jkKIsXs>

Community Bicycle Network



CBN is a non-profit organization that promotes community cycling initiatives within the City of Toronto. They refurbish donated bicycles and offer space and tools, at a greatly reduced rate, to practise and learn bike mechanics for beginners and experts alike. They also rent bikes they have refurbished, cargo trailers and offer 'green' city tours for those wanting to get to know Toronto's renewable energy landscape. Importantly, they also promote a Toronto Police-run bike registration service, to safeguard people's bicycle details.

<http://communitybicyclenetwork.org>

Critical Mass

An event typically held on the last Friday of every month in cities around the world where cyclists and other self-propelled commuters take to the streets en masse. While the ride was originally founded with the idea of drawing attention to how unfriendly the city was to cyclists the leaderless structure of Critical Mass makes it impossible to assign it any one specific goal. In fact, the purpose of Critical Mass is not formalized beyond the direct action of meeting at a set location and time and travelling as a group through city or town streets.

Critical Mass rides vary greatly in many respects, including frequency and number of participants. For example, many small cities have monthly Critical Mass rides with fewer than twenty riders which offer safety in numbers to cyclists in those locales, while at the opposite extreme, in what have been the largest events using the name Critical Mass, cyclists in Budapest, Hungary hold only two rides each year on 22 September (International Car Free Day) and 22 April (Earth Day). The 'Budapest style' attracts tens of thousands of riders. The April 20, 2008 Budapest ride participation was generally estimated at 80,000 riders.

The first ride took place in September 1992 in San Francisco. At that



en.wikipedia.org/wiki/Critical_Mass

time, the event was known as Commute Clot and was composed of a couple of dozen cyclists who had received flyers on Market Street.

Cycle to Work



A tax incentive aimed at encouraging British employees to get to work by bike and helping employers promote that activity, thereby reducing air pollution and improving commuters' health.

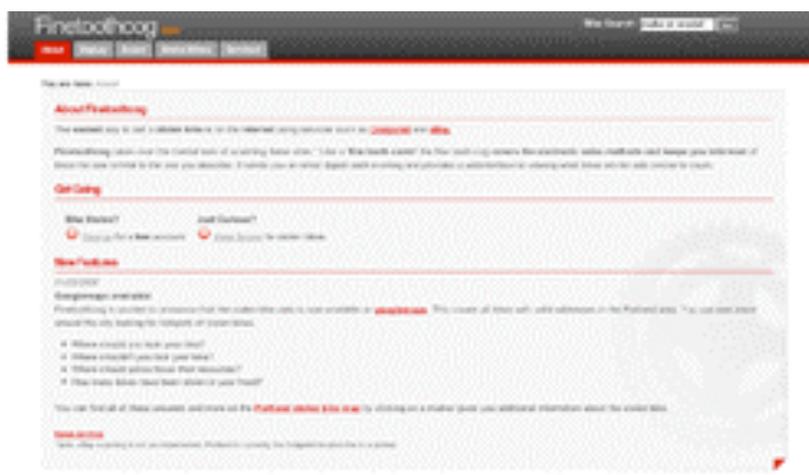
The scheme allows employees to benefit from a long-term tax-deductible loan of bikes and commuting equipment such as lights, locks and panniers completely tax free. In return, the idea is that employers benefit from fitter, more punctual, more wide-awake staff. Employees benefit from better health and better bikes because their money goes further. With a budget of, say £400, an employee in the high tax-band can now afford a bike, plus accessories, worth nearly £800. The typical saving for an average taxpayer is between 38-45 per cent.

www.cyclescheme.co.uk

<http://www.dft.gov.uk/pgr/sustainable/cycling/cycletoworkschemeimplementationat5732>

http://www.bikeforall.net/content/cycle_to_work_scheme.php

FineToothCog



An American web based service, primarily designed to scan possible online black-market bike outlets, to automatically check if any bike, similar to one you register as stolen, appears for sale.

'The easiest way to sell a stolen bike is on the internet using services such as Craigslist and eBay. Finetoothcog aims to take over the menial task of scanning these sites.'

*So far set up for Portland, USA, the service scans the electronic sales methods like a 'fine tooth comb' and keeps bike victims informed of bikes for sale similar to the one they have reported stolen. It sends you an email digest each evening and provides a **web interface (two words separate)** to view what bikes are for sale similar to yours. It is also **now (missing W)** expanding with a Google based map interface to show theft hotspots and other related information.*

The basic services offered here are innovative but if it can expand its geographical coverage it is likely to prove even more useful.

<http://finetoothcog.com>

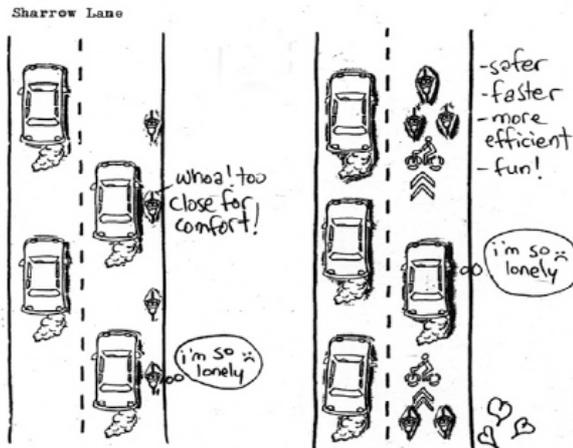
Ghost Bikes



(extra picture on word doc, not on resource) Ghost Bikes are small and sombre memorials for cyclists who are killed or hit on the street. A bicycle is painted all white and locked to a street sign near the crash site, accompanied by a small plaque. They serve as reminders of the tragedy that took place on an otherwise anonymous street corner, and as quiet art statements in support of cyclists' right to safe travel.

<http://www.ghostbikes.org>

Guerilla Bike Lanes



Many cities worldwide have been subject to painters of unofficial cycle markings on urban streets and roadways, being painted by unauthorised individuals (missing from resource) in attempt to 'carve' themselves out a safer space among all the motorized traffic. Until recently it appears these activists (added) were unknown to each other, though now a number of websites and forums have started to appear to collectively archive instances from different locations and share information.

The Urban Repair Squad are one of the more organized groups – they operate in (changes made) Toronto, Canada and represent a group of unnamed activists, keen to see the city's cycle lane infrastructure deployed sooner rather than later, given the authorities recently already delayed two years after promising new cycle routes, without implementing them. Their dissemination includes a downloadable 'DIY infrastructure' manual to share their method and objectives.

While these activities can't be formally condoned, the fact that many have emerged from independent initiatives driven by similar concerns perhaps goes some way to testify to an international desire for improved cyclist road safety. Also the need for cyclists to be taken seriously, and to be addressed by city road users.



LOOK! Bike Safety Campaign



The ad campaign, known as LOOK, was created free of charge by the advertising agency **Publicis (typo)** in Seattle.

Between 1996 and 2003, 225 New York City bicyclists were killed and nearly 3,500 were injured by cars. A new advertising campaign run in 2007 aimed to make New Yorkers more conscious of bike safety, with fairly striking — and surreal — images of bike lanes veering off the road and onto the wall or onto the hood of a car.

The ads were run on bus-stop shelters, the rears of buses, phone kiosks and the tops of taxis; at gas stations; and on postcards placed in restaurants around the city. The ads also featured in *Time Out New York* and *New York* magazine and were broadcast on local radio stations.

http://www.nyc.gov/html/look/html/pr/press_room.shtml

<http://cityroom.blogs.nytimes.com/2007/09/18/new-bike-safety-ads-urge-drivers-to-look-out/> (missing from resource)

Move By Bike

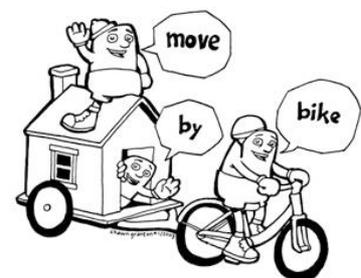


Image: Shawn Granton

Reliable removal teams can be hard to find and expensive when you do locate them but **Move by Bike** love to help when it comes to moving the belongings of other bikers. It's a big social event. Typically

the move **(E) (ADDED ON RESOURCE)** provides coffee and light snacks before the ride, and beer and a meal at the end. The move doubles as a house warming party. You should definitely help on somebody else's bike move before asking for help on your own move, partly so you know what you're getting involved in and partly for karma. This is not a moving service for hire – “We do this for friendship and good times, not for money”. (“NEED TO BE ADDED N RESOURCE”)

<http://www.streetfilms.org/archives/bike-move/> (MISSING LINK ON WEB)
http://www.shift2bikes.org/wiki/bikefun:move_x_bike

Mud Stencils



An online downloadable stencil with instructions **(NOT NEEDED)** on how to make and how to mix up the mud-based ‘paint’, which uses no potent ingredients and is not even harmful to the environments where it is applied. The result is ‘non-toxic street art’ and the creators consider the ‘Free’ bicycle stencil to be similarly representative to the low-impact expression of moving round town by bicycle. Could this be the future for cyclists wishing to communicate their cause in two dimensions?

<http://mudstencils.wordpress.com/free-street>

Salt Lake Bicycle Collective



The mission of the Salt Lake City Bicycle Collective is to promote cycling as an effective and sustainable form of transportation and as a



cornerstone of a cleaner, healthier, and safer society. The Bicycle Collective provides refurbished bicycles and educational programmes to the community, focusing on children and lower income households.

The Collective was started in 2002 by a few enthusiastic bicycle advocates. It has continued to expand in demand and currently provides the following community services:

- Refurbished bicycles for nominal resale and charity purposes (MISSING RESOURCE)
- Community bike shop with seven full work stations with full tool sets for bicycle repair (DIFFERENT TO RESOURCE)
- Valet Bicycle parking at downtown Farmer's Market and other events
- Road (ADDED I HERE ON WEB) Effective Cycling courses for adults
- Kids I and Kids II courses for kids and their parents
- Earn-A-Bike program for kids
- Bicycle mechanic courses and certifications
- Recycling and art projects

Trampe Bicycle Lift



Hilly cities normally have a low share of cycling but Trondheim, the third largest city in Norway, has the highest share of cycling compared to all the other Norwegian cities and plenty of hills. During the last 20 years, more than €25m has been invested in a bicycle roads network and bicycle transport infrastructure in Trondheim.



One of the most important of those infrastructure elements is the bicycle lift *Trampe*, created by *Design Management AS*. Since the lift's opening in 1993, it's pushed more than 220,000 cyclists up the very steep *Brubakken* hill in the historical heritage part of the city centre. In a user survey, 41 % of the lift users claim they're using the bicycle more often due to the installation of *Trampe* and 71% said it was easy or very easy to use.

<http://www.trampe.no/english>

Transport for London(TfL) Bicycle Ad. Campaigns (NAME DIFFERENT)

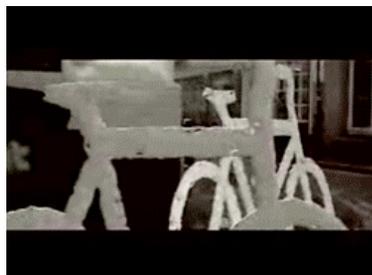


(a) "Do the Test"

Transport For London's brilliant 'Do the Test' cycling safety video invites you to pay close attention to a video of some basketball players. It then demonstrates just how little you really saw, ending with a voice-over that explains how easy it is to miss things you're not looking for - like cyclists. (ONE LONG SENTENCE REVISE)

www.dothetest.co.uk

(b) “You’re Better Off by Bike”



This 40-second animated advertisement features white painted bicycle ‘unpeeling’ from the roads and signs around London and is shown to experience a less costly freedom than that of London’s motorized traffic. The last scene is of a woman about to take her car when she sees one of the bike signs coming to rest, and so decides to take her bike, too. It is a highly creative and well executed ad, that serves to inspire cycling. (SECTION MISSING)

www.tfl.gov.uk/roadusers/cycling/5842.aspx

Trek Stop

An idea much talked about among urban cyclists, which has finally been realized and installed, in pilot form at least – an on-street bicycle service station. This full service vending machine is stocked with bicycle products, food and cold drinks, and features an information centre, which includes maps, a message board, and advertising space for local events and announcements. There’s also a covered maintenance area with a work stand, free air, and even “how-to videos” a cyclist can play with at (ADD TO RESOURCE), the push of a button - just in case they’re having trouble fixing that flat tyre (ADD TO RESOURCE) or repairing their chain.



While drivers of motor-vehicles have access to all kinds of resources to suit them via petrol stations in every town and city, cyclists have, until now have (ADD TO RESOURCE) had very little, especially outside of bike-shop hours. This station is a 24/7/365 convenience centre for cyclists that provides access to cycling products, information and a safe place to work on a bike, should it need roadside repairs or adjustment. It is aimed at all cyclists, but particularly those who might need a tube at midnight; those who need some air for their tyres on the way in, during the morning commute; for those not sure of the best route to get where they’re (ADD TO RESOURCE) going; it also provides for those who might be after a poncho, some wet wipes, an energy bar or more.

A real step in the right (ADD TO RESOURCE), direction in terms of service provision (ADD TO RESOURCE) to help make urban cycling that much easier and more attractive to a wider audience.

<http://bicycledesign.blogspot.com/2008/07/trek-stop.html>

<http://www.treehugger.com/files/2008/07/vending-machine-for-bike-parts.php>

UGLY Your Bike



One of a number of **sources** promoting the notion of ‘Spoiling’ to help protect bicycles against theft or tampering, while parked in public environments. **SEE SITUATIONAL TECHNIQUES (ADD TO RESOURCE)** The idea is to **discourage** thieves by ‘camouflaging’ the brand and quality of a bike “while keeping it a first class ride”. The theory is that even if a knowledgeable thief **recognises (ADD TO RESOURCE)** the brand or model of the bike, they know they won’t be able to sell it so easily, so are more likely to **focus (ADD TO RESOURCE)** their **thieving intentions(ADD TO RESOURCE)** elsewhere. Several advocates of the informal strategy provide step-by-step guides online to **show (ADD TO RESOURCE)** people **how to make their bike (ADD TO RESOURCE)** safer, and **(ADD TO RESOURCE)** uglier for parking in public. **(ADD TO RESOURCE)**

<http://bikehacks.com/ugly-bike/>

Vancity Bikeshare



“Vancity Bike Share wants to see you to get on a bike, share it with others and spread the word about cycling. It is a chance to try alternative transportation, increase your daily exercise and share with your community.”

A community experiment run in 2007, funded by Canada’s largest bank of the same name. The **motto (CHANGE ON RESOURCE)** of the scheme was to “Take it. Ride it. Pass it on”. 45 red cruiser bikes were released into the community and passed from rider to rider, for up to three weeks at a time, before being donated to local community organizations.

One user of the scheme describes **the experience: (ADD TO WEB)** “Almost exactly one year ago, I started bicycling to work thanks to Vancity and its Bike Share program. Now I bicycle to work 3-5 times a week rain or shine”

http://www.changeeverything.ca/how_does_the_vancity_bike_share_work

http://www.changeeverything.ca/how_can_i_get_involved
http://www.youtube.com/watch?v=_I5gab3hrCQ&feature=related
<http://www.youtube.com/watch?v=qxsNTCs7HP>

MISSING FROM RESOURCE

Also related:

PEDAL <http://www.pedalpower.org>



Victor Actua



A campaign that stems from the desire to propose more effective actions to increase cycling in the city through a media campaign, directed especially to non-users (non-cyclists). **The ambition of the campaign was (ADD TO RESOURCE)** to create a consolidated culture of cycling in the city and make the bike understood as a true alternative to urban mobility - not just as an instrument of leisure and sport.

Victor Actúa **was (ADD TO WEB)** born out of the need to bring the culture of the bicycle closer to the citizen. He is a fictional character who has taken shape and developed his own personality, created with the sole purpose of raising people's awareness of the presence and needs of bikes in the city. He tackles topics such as cyclist security in the city, bike theft, lack of infrastructure, lack of public-acceptance and respect for the need for a better understanding between street users. Since 2003 his campaign has involved writing to local and national press, a website, and intervention in public spaces. Victor Actúa's projects are recognised and supported by organizations including BACC (Bicycle Club of Catalonia) and FAD (Fostering Arts and Design), Spain.



Victor Actúa uses means and strategies within everyone's reach: he writes letters to newspapers, he makes announcements on the Internet, and realizes tangible expressions in the street. He reflects on the problems he encounters and makes small protests while he looks for solutions. He rebels against the attitudes and situations that prevent him from gaining public support. The nonconformist activism, the unusual and unexpected solutions are the weapons he uses to make people at least talk about the bicycle.

Parking action: Victor Actua is fed up with taking the bike up and down the staircase of his flat. Surfing the net, he discovered the possibility offered by the city council of requesting a bike parking space. Encouraged to make others aware, he makes use of his problem to demonstrate once again: Through his web page he gives detailed instructions on how to self-install a request for cycle parking in the street with the City Council and he explains the most appropriate steps to take in order to process it and to obtain from the city hall all the needed infrastructures.

<http://www.victoractua.com>

<http://es.geocities.com/vanegm81/proyectos.html> (ADD TO WEB)

Wheels for Life



“For some people a bicycle can mean survival”.

Wheels for Life is a charity set up by world mountain bike and trials champion, Hans Rey, to make bikes available to kids for whom the only other option of daily transport is walking great distances.

The objective is to provide free bicycles for people in need of transportation in Third World countries. The team partner with local individuals, organizations and other groups to help identify persons who sincerely need a bike to be able to go to school or to work. Often these people live in very primitive and remote areas with no access or means to public transportation. The closest school, doctor or work place might be 10 or 20 miles away. Having a bike can make all the difference in somebody's life and can give them a chance to break out of the vicious poverty cycle.

*Hans Rey has been a professional athlete for 20 years, he still travels the world promoting biking and riding the **un-rideable (ADD TO RESOURCE)** He has been competing and demonstrating his talents in 60 countries, in recent years he **has (ADD TO RESOURCE)** been filming documentaries with his 'Hans Rey Adventure Team', combining his extreme biking skills with different cultures, always in search of something historical or mysterious.*

Wheels4Life is Hans's way of giving something back to the people he has met on his journeys; Hans remains grateful for the opportunities and career he had through the sport.

The initiative works to keep administrative costs and overheads as low as possible, in order to buy more bikes. 90 - 95% of the funds received go towards buying bikes. Everybody in the charity works on a volunteer level for free. Hans Rey pays for all his charity related travel expenses out of his own pocket.

*Often the bicycles are bought in the country **where (ADD TO RESOURCE)** it's needed. That helps the local economy and it makes it much easier to find replacement parts. It also saves us much costs in shipping, handling, import taxes, duties, storage, etc...*



<http://www.wheels4life.org>
<http://www.wheels4life.org/projects>

Also related

World Bicycle Relief: <http://www.worldbicyclerelief.org> (ADD TO RESOURCE)

Wooden Bike Coffee



The “Coffee Bike” has been designed to help increase productivity of farmers in Rwanda, and the scheme set up around it helps fund their provision. The country has nearly 500,000 small-holder coffee producers who possess an average of 200 coffee trees each. Each small plantation is managed like a small garden and is the principal generator of cash for rural Rwanda. To date, many of the farmers use home made wooden bicycles to transport their loads, but these can be very heavy and are rarely an efficient tool for their business.



If the transport time of cherries coming from the coffee field to the washing station was reduced ~~to~~ (EDIT OUT OF RESOURCE) from six to 12 hours down to two to four, research has shown that cup quality will increase significantly from 82/100 to 86/100 on sensory evaluation scores from which coffee price is determined. This translates into a \$0.15 or higher premium per pound of green coffee sold. (EXTRA FULL STOP ON RESOURCE) To help solve Rwanda Coffee Farmer's transportation problems, the Coffee Bike Project aims to make specially designed load-bearing bikes available to farmers for a reasonable price on credit and where quality premiums would cover the bike's cost.

<http://www.woodenbikecoffee.com/bike.php>

Zoobombers

A weekly bicycling activity in Portland, Oregon during which participants ride bicycles rapidly downhill.

Participants carry their bikes on MAX Light Rail to the Washington Park station next to the Oregon Zoo. From there, participants ride their bikes down the hills in the vicinity. This process is often repeated several times throughout the night.

There is an emphasis on unusual bicycles, first and foremost the children's bicycles or "mini-bikes," but extending to tall bikes, swing bikes, choppers, non-functional bicycles, etc. Though many riders bring their own bicycles, the participants maintain a "Zoobomb pile". This is a sculptural tower of minibikes anchored to a bicycle rack at the Zoobomb meeting point. These are spare bikes that are used as loaners for would-be Zoobombers who don't have their own bike. The pile has become a local landmark.

Zoobomb tries to be a positive force in the community by providing a safe environment to have a good time and to support bicycle advocacy and alternative non-polluting transportation.



en.wikipedia.org/wiki/Zoobomb