The Bicycle Kitchen Cookbook

A Guide to Cycling in Northampton and the Pioneer Valley

A Collective Project

2013
“When man invented the bicycle he reached the peak of his attainments. Here was a machine of precision and balance for the convenience of man. And (unlike subsequent inventions for man's convenience) the more he used it, the fitter his body became. Here, for once, was a product of man's brain that was entirely beneficial to those who used it, and of no harm or irritation to others. Progress should have stopped when man invented the bicycle”.

~Elizabeth West, **Hovel in the Hills**
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**What is the Bicycle Kitchen?**

The Bicycle Kitchen, founded in 2005, is a completely student-run bike shop, providing help to the Smith community with basic bike repairs, teaching bike maintenance, leading bike rides around the Pioneer Valley, offering semester by semester bike rentals, as well as all around bike love. We see ourselves as an integral part of Smith’s efforts towards environmental sustainability by providing Smith students with an alternative eco-friendly form of transportation. For more information, updates, and changes visit us on FaceBook (Smith College Bike Kitchen) or go to: [www.smith.edu/bikekitchen](http://www.smith.edu/bikekitchen)

**Our Community Bike Shop**

The Bicycle Kitchen has regular community bike shop hours during the semester each year. We work on our recycled bikes to get them up and running for people to rent, and are open for anyone to come by and work on their own bikes. Bike repair help and parts are free. We aim not to just fix people’s bikes for them, but to teach them how to fix it themselves. The more people understand their bikes and are able to fix them, the more comfortable and empowered they will be to use them more often. To join our staff of Bike Kitchen helpers (no bike experience necessary), or for info about open hours email [bikes@smith.edu](mailto:bikes@smith.edu).

The Bike Kitchen is located in the basement of Talbot House. See the map below for directions:
Our Bike Rentals
Bicycle Kitchen rents out bicycles to the Smith Community. Our bikes are re-used, tuned-up, and each one is unique. Rentals are $20 per semester and include a bike lock, a helmet, and information on bike repair and riding at no additional cost. We also rent during the summer and for commencement and reunion weekends. For more info and current rates email bikes@smith.edu

Why did you write a cookbook?
The Bike Kitchen wants to make bicycling available for as many people as possible, regardless of previous cycling experience. In this handbook, we explore various aspects of safe “vehicular cycling” [see definition, page 7], focusing primarily on getting around efficiently in Northampton and the Pioneer Valley with the idea that if everyone follows the same basic rules of the road, the bicycle experience will be safer for all. The cookbook also lists organizations and cooperatives that work toward social justice and sustainability, and includes useful resources to get involved in the area. This book can benefit all cyclists in the area – no matter how experienced – because of its portable size, directions to Frequently used locations, shortcuts, and basic resources and information that will be useful to have at home or on any ride!

Shared joy is double joy.
Shared sorrow is half sorrow.

-Swedish proverb
Tell me about Northampton!

Northampton is a city of 28,978 people in Western Massachusetts, with a per capita income of $24,022 (2000 US Census). Its boundaries are defined as the area “between the Connecticut River and the foothills of the Berkshires 20 miles north of Springfield” by the Pioneer Valley Planning Commission (PVPC). There are three “villages” which are part of Northampton: Florence, Leeds, and Bay State.

“Northampton offers a lifestyle rich in cultural, artistic, academic, and business resources” (www.northamptonma.gov/aboutnorthampton). A list of businesses and services in Northampton is available at www.northamptonuncommon.com/visitor.pdf.

The services sector employs the highest concentration of Northamptonites, at 44.5% (Massachusetts Division of Employment & Training 2000 data). In 2002 (last available data), there were 15,710 autos and 23,580 total motor-vehicles registered with the Massachusetts Registry of Motor Vehicles (Municipal Data Profile, www.northamptonma.gov).

These basic facts and figures are insufficient to describe the culture, community, and quality of life here in Northampton that make this city such a desirable and pleasant place to live.
What’s the big deal about alternative energy and transportation?

The average Massachusetts household spends more on transportation than it does on food: 15% of its income. Of the 3 million people who commute in Massachusetts each day, 74% of them drive alone. (www.commute.com)

Everything is connected: Our cities are designed to be car-friendly, with new parking lots instead of accessible bike trails. Our country spends billions of dollars to secure oil reserves in the Middle East because we don’t think we can survive without it. We talk about fossil fuel alternatives such as ethanol produced from corn, but it actually takes more energy to make ethanol than it does to use oil. There are no quick-fixes to this problem; instead we need to be conscious and limit our overall energy consumption. To begin mending the problem, we can look at our every-day actions, think of what we could be doing instead, and be aware of our impact on the world around us.

“The trouble with most forms of transport, he thought, is basically that not one of them is worth all the bother. On Earth, the problem had been with cars. The disadvantages involved in pulling lots of black sticky slime from out of the ground where it had been safely hidden out of harm's way, turning it into tar to cover the land with, smoke to fill the air with and pouring the rest into the sea, all seemed to outweigh the advantages of being able to get more quickly from one place to another – particularly when the place you arrived at had probably become, as a result of this, very similar to the place you had left, i.e. covered with tar, full of smoke and short of fish.”

- Douglas Adams,
The Hitchhiker's Guide to the Galaxy

What can I do?

Spread the word! Share this cookbook or purchase more to redistribute. Copies are available during our community bike shop hours each week. Ride your bicycle and show others how fun it is. If you drive a car, try substituting a bike or public transportation as much as you can. Think of the ways you use fuel and produce waste, and re-examine your lifestyle. Eat local food to support your local economy and save million of gallons of oil used to ship produce from afar. Turn the lights off at
community. Turn the water off when you’re brushing your teeth. Have a bike lab once a week to share bike knowledge. Set your computer screen to turn off after 10 minutes, saving hundreds of pounds of CO₂. Use extra blankets instead of overheating your home. Go on a bike ride, or take a trip on the bus with some friends. If you must have a car, buy a hybrid. Find your local Critical Mass and join them, or start your own. Be aware of your actions and talk about your choices.

Bikes are one way in which almost everyone can make a simple difference. You don’t have to be an avid cyclist or a hard-core activist to make positive change, and the personal benefits are just as important as the environmental ones. You can start by substituting a car trip with one on a bike or public transportation once a week – or a day, depending on your lifestyle. You will feel better from the exercise and you will be more familiar with your surroundings and your community. Learning to ride safely and predictably will increase your safety on the roads. Keeping your bike in good shape with simple maintenance will help you feel self-sufficient. Even using bikes recreationally helps the world. Spending time with friends on bikes exploring together strengthens the bonds and friendships that make life wonderful, and builds resistance to a culture that tries to keep us isolated, watching television in our single-family homes.

Bikes, however, are just one small part of this whole system. Being aware, educated, active, and responsible, even without a bike are important parts of developing a viable alternative to the current system. It is important to build community, networks, fun, and friendship so you can stand up and take on the world together. Be accountable for your own actions, and hold others, especially elected officials, accountable for theirs. Participate and contribute what you can, in whatever form you can. Every little bit helps, whether it’s time, money, energy, resources, community, or connections. Everything you do affects the world and the people around you. Everything is connected.

More ideas, thoughts, and contact information can be found in the ‘Sustainable Efforts’ and ‘Resources’ sections.
**SAFE CYCLING**

“Get a bicycle. You will certainly not regret it, if you live.”
-Mark Twain

**Lights, Helmet, Action! (but that’s not all)**
Many new (and old) cyclists have the misconception that if they have their helmet on while cycling, they will be safe. However, what really keeps you safe are your visibility and your awareness while cycling – and even those are just precautions. You can never be completely risk-free, in any situation, but you can minimize them by maintaining your bike in good shape and being aware of the basic rules of the road. Vehicular Cycling is one way in which cyclists protect themselves and take ownership of the road.

**Vehicular Cycling (VC)** is the practice of driving bicycles on roads in a manner that is visible, predictable, and in accordance with the principles for driving a vehicle in traffic (www.wikipedia.org). In addition, using the road affirms that it does, in fact, belong to cyclists just as much as it does to drivers.

**Why we preach Vehicular Cycling**
Vehicular Cycling is considered safer because being on the road makes a cyclist more visible and predictable to other drivers. Most (but definitely not all) people who drive know the basic rules of the road, and the closer a cyclist follows them, the easier it will be for drivers to maneuver and predict what the cyclist will do. Vehicular Cycling is a way of claiming the road and minimizing the marginalization of bicycles by becoming a normal part of the flow of traffic.

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1Note: this section is not meant to be a complete guide to safe cycling. For much more complete guides, visit the links listed at the end of this section or take a bike safety class with a certified LCI (League Cycling Instructor - certified by the League of American Bicyclists). Under the ‘Sustainable Efforts’ section, look for Ralph Sturgen (League of American Bicyclists) and Robert Young, who are currently the two LCI’s in the Pioneer Valley.
Why you shouldn’t ride on the sidewalk

Drivers do not usually look at the sidewalk when making a right or left turn at an intersection. If a cyclist, coming at a much faster pace than any normal pedestrian, pops out of the sidewalk – even in the “right” direction – while the driver is looking out into the road for oncoming cars, then there is very little chance the cyclist will be seen. Driveways are also dangerous intersections where most drivers do not watch carefully before pulling out, usually in reverse. Being in the road, however, increases a cyclist’s visibility to others and chances of being safe.

**Sidewalk bicyclists** are almost twice as likely to be involved in a collision than cyclists who use the road. Those who travel opposite the direction of motor vehicle traffic on a sidewalk are 4.3 times more likely to be involved in a collision. (Wachtel and Lewiston 1994; www.massbike.org/resources/stats.htm).

Cyclists who travel the wrong direction on the sidewalk (opposite direction of the flow of traffic on the road) have almost no chance of being seen by a typical, [inattentive] driver. Think: a driver comes up to an intersection, over the crosswalk, waiting to turn right. He or she is looking *left*, watching the flow of cars and looking for an opening to turn. At no point does the typical driver look *right* when making a right turn.

In addition to safety concerns, it is **illegal to ride on sidewalks** in the central business district of Northampton, and most other cities [see map next page.]
Massachusetts Vehicle Code

You may:

- Ride your bicycle on any public road, street, or bikeway in the Commonwealth, except limited access or express state highways where signs specifically prohibiting bikes have been posted.
- Ride on sidewalks outside business districts, unless local laws prohibit sidewalk riding.
- Ride two abreast (two bicycles side-by-side. All the cyclists in your group must stay in one lane (which will usually be the right-hand lane unless you are making a left turn).
- Use either hand to signal stops and turns.
- Pass cars on the right.
- Hold a bicycle race on any public road or street in the Commonwealth, if you do so in cooperation with a recognized bicycle organization, and if you get approval from the appropriate police department before the race is held.
- Have as many lights and reflectors on your bike as you wish.
You may not:
• Carry a passenger anywhere on your bike except on a regular seat permanently attached to the bike, or to a trailer towed by the bike.
• Park your bike on a street, road, bikeway or sidewalk where it will be in other people's way.
• Carry anything on your bike unless it is in a basket, rack, bag, or trailer designed for the purpose.
• Carry any child under the age of 1 on your bike, even in a baby seat. This does not preclude carrying them in a trailer.
• Use a siren or whistle on your bike to warn pedestrians.
• Modify your bike so that your hands are higher than your shoulders when gripping the handlebars.

You must:
• Obey all traffic laws and regulations of the Commonwealth
• Use all hand signals to let people know you plan to stop or turn, unless you need both hands on the handlebars, such as when operating the brakes, shifters, or steering
• Give pedestrians the right of way and an audible signal before overtaking or passing them.
• Ride on a permanent seat that is attached to your bicycle.
• Keep one hand on your handlebars at all times.
• Have your headlight and taillight on if you are riding anytime from ½ hour after sunset until ½ hour before sunrise.
• Wear reflectors on both ankles if there are no reflectors on your pedals.
• Notify the police of any accident involving personal injury or property damage over $100.

Penalties:
• Failure to follow Massachusetts law while on a bicycle may result in a fine of up to $20.

(More about MassBike on p. 64)
Tips for being a responsible cyclist

Do the ABC Quick Check:
A: air in the tires is at the right pressure (PSI) – [see the ‘Fix Its’ section]
B: brake pads close onto the rim of the wheel and work properly
C: chain looks good and is correctly on the sprockets
Quick: all quick release levers are secure and tight (curving inward)
Check: check the gear-shifting, steering, and braking before the ride.

Bring tools with you:
If you know how to fix a flat tire in no time on the road, but do not carry a patch kit with you, your knowledge is useless. If you have a patch kit, but no portable pump with you, you won’t be able to fully replace a flat. If something comes loose and you don’t have a compact version of the tools needed to fix it, you’re stuck walking, hitching, or catching a bus. You might as well bring an extra shirt or sweater along too, cause you never know how long you’ll be out riding. Prepare for the worst, because carrying the right tools can always make it better.

Drink lots of water:
If you don’t have a water bottle holder on your bike, carry a sealed water bottle (such as a Nalgene) in your backpack. Dehydration should never be one of your biking problems.

Wear a good helmet:
A good helmet should fit snugly and not be able to slide off the front or back of your head. You want the helmet to be level on the head, with the fitting pads inside touching all the way around and the strap comfortably snug. You should not be able to put more than two fingers between your chin and the strap. Shake your head around violently. Then put your palm under the front edge and push up and back. Can you move the helmet more than an inch or so from level, exposing your bare forehead? Then you need to tighten the strap in front of your ear. Now reach back and pull up on the back edge. Can you move the helmet more than an inch? If so, tighten the nape strap. When you are done, your helmet should be level, feel solid on your head and be comfortable. It should not bump on your glasses (if it does, tighten the nape strap). If it still does not fit that way, keep working with the straps and pads, or try another helmet. Replace any helmet that has been in a crash.

(www.bhsi.org/fitshort.htm)
Use lights and reflectors on you and your bike:
Lights and reflectors are required at night in Massachusetts, as in most other states. They help you see and help others see you from far away. They are much more effective than reflectors because they make you visible without needing a light shined on you. Make sure you carry lights with you when going out after dark, or when going out earlier and then coming home after dark. You will get a ticket in Massachusetts if you do not have a) a front white light visible from 500 feet, b) a red rear light or reflector visible from 600 feet, c) pedal reflectors or reflective ankle bands, also visible from 600 feet when in front of motor vehicle headlights.

About half the adults killed while bicycling in the US were riding after dark without lights. 

Ride with traffic:
Riding in the opposite direction of traffic is dangerous. Cars must swerve in order not to hit you if you are in their lane, and even if you are on the shoulder it is incredibly unnerving to see a bicyclist coming towards you when you are driving a vehicle as dangerous as a car. Cyclists who ride facing traffic are 3.6 times more likely to be hit by a car as cyclists who ride on the right side of the road (Wachtel and Lewiston 1994). One-quarter to one-third of all bicyclists hit by cars were riding against traffic (ibid; Hunter et al. 1996). If it’s safety you’re after, ride with traffic.

Slow at stop signs and stop at red lights:
In order to take advantage of the paved roads and traffic signals provided by the government, we must also obey the laws for use on those roads. When drivers run red lights and roll through stop signs, they are well aware of the fact they are breaking the law. It should be no different for cyclists. When there is no one around, it might be unnecessary to stop at a stop sign, but it is absolutely necessary to slow down and look around, to make sure there is no one around. How can you know if you do not slow down and listen, looking left, right, and left again? At a red light, you absolutely must stop, unless the stoplight is hooked up to sensors that will not pick up your bike on the road [see ‘Turn the stoplight green’]. If you obey the law and “someone hits you it will be completely their fault and you will have
a much better chance at getting compensation for any medical expenses and bike repair” (massbike.org).

**Use hand signals:**
In the same way that cars signal to let other vehicles know where they are going, cyclists should use their hands to signal if they are turning or moving in a new direction. Although an outstretched left arm to turn left, and a left hand pointed up, bent at the elbow [pictured], to turn right are the official hand signals, cyclists can – and should – use an outstretched right arm to signal turning right and left arm to turn left. It’s a much clearer signal that most everyone will understand.

**Turning Signals**
In addition, there are other signals that can be used when ‘taking the lane’ [next tip], such as looking back and pointing out to a driver the lane you wish to occupy. When riding with others, it is useful to be able to signal to them what you are doing. Pointing straight down at hazards on the ground such as potholes or rubbish will alert the rider behind you to avoid the hazard. Pointing ahead of you could indicate when you should get into single file. Holding a hand behind you could mean slow down, or back off (to either a cyclist or a car). Waving your left hand forward to your side would be asking the cyclist or driver behind you to pass you.

“Nobody ever died from not knowing how to play flag football. Yet we spend tax money teaching kids its nuances in gym classes, while bicycle safety is still foreign to most school curriculums.”

-Don Cuerdon
Take the lane when necessary:
"Taking the lane" means using the full lane when:

- when there is traffic approaching from the rear (to increase visibility)
- when the marked lane is too narrow to share comfortably with overtaking traffic
- when merging into the left lane to make a left turn across opposing traffic
- when overtaking or passing another vehicle or cyclist
- whenever the cyclist feels it increases his or her safety

Most vehicular cyclists always take the lane, because it means acting like we belong on the road, instead of being shoved off to the side.

Pick the right positions in traffic:
If there is heavy right-turning traffic and you are going straight ahead, move towards the center of the lane to prevent being "hooked" by a right-turning motorist. If you must pass on the right in congested traffic, do so slowly and carefully, and never where a motorist can turn right and clip you (intersection, driveway, etc.).

When stopping at a red light, stop in front of the first vehicle in line. This way, you are the most visible, and in no one's blind spot.

If you are moving as fast as other traffic (on congested streets, steep down hills, or with your superhuman cycling powers), move towards the center of the lane, passing slower traffic on the left. Ride in the
center of a lane that is too narrow to share, or you will be squeezed out by motorists passing too closely [see ‘Take the lane when necessary’].

When moving laterally (left or right), yield to traffic coming from behind or next to you. When on a smaller street, yield to cross-traffic when crossing a bigger street perpendicularly.

Always ride behind or in front of trucks, but never beside them.

Don't weave into traffic:
Cars don’t expect you to weave in front of them – ride in a straight line and stay visible; share the lane with a car or take it entirely.

Watch for car doors:
Make sure you are riding at least one car door length away from parked cars to your right. Otherwise, you run the risk of running into one when it opens unexpectedly in front of you!

Turn the stoplight green:
At the approaches to most intersections with traffic lights there are wires buried in the asphalt whose purpose is to detect approaching vehicles. They work by detecting metal, not weight. Even the metal in the wheels of a carbon fiber bicycle is enough to trip a well-adjusted detector. Just riding up to the crosswalk and waiting for the light is not enough to trigger the detector.

Often you can see the cuts made in the asphalt to bury the wires. The right and left edges of the rectangle are usually the most sensitive. For
the best chance of activating the signal, ride directly over the cut. If that still doesn't work, lean your bike over the detector in that area [pictured]. If that doesn't do it, your choices are to either wait for a car to trigger the signal, or to carefully go through the red. Going through a red light is not illegal when the traffic signal is not operating, and if it doesn't detect your bicycle (a legal vehicle) arguably it is not operating.

Report an offending motorist:
In 1992 alone, 722 bicyclists were killed in the United States in collisions with motor vehicles, and an estimated 650,000 people were treated in emergency rooms for bicycle-related injuries (www.bicyclinglife.com/Library/riskfactors.htm). Unfortunately, these numbers do not mean that motorists are being held accountable for their actions. To report an offending motorist, fill out the form at www.smith.edu/bikekitchen/motoristcomplaint.pdf

Respect pedestrians:
Since not all car drivers are respectful to pedestrians, cyclists can pick up the slack and be extra nice. If there are pedestrians in a crosswalk, please, stop for them. You're so close to them, instead of being trapped in a pile of metal, that a smile and a nod could brighten their day. If traveling on the sidewalk, give an audible notice that you are overtaking a pedestrian, such as “on your left!” When crossing a street in a crosswalk you should travel at pedestrian speeds (approximately 5mph), or walk your bicycle.

Ride predictably!
Unfortunately, cyclists are not the most common vehicle on U.S. roads. Therefore, we must share the road with cars, whose drivers are not always paying attention or familiar with cyclists. A cyclist who follows the basic rules of the road, rides in a straight line without swerving through traffic [see weaving diagram], and takes ownership of the road is more likely to be seen and be safe while using their bicycle. The safer we feel riding, the more likely we will be to ride!

Why You Should Use Your Front Brake
Your front brake stops you 2 times faster than your back brake. When you are riding in traffic, stopping that much faster makes a
huge difference in your safety. The principle behind stopping faster by using your front brake is complicated, even though the action is simple. Basically, the fastest you can stop your bike is as fast as you can make the front wheel stop spinning. Since the front wheel hits ground first, the sooner you stop that, the sooner your entire bike stops. If you are braking with your back wheel only, as most cyclists do, your wheels are essentially fighting each other – your back is trying to stop while your front is trying to go. All you end up doing is slowing down, whereas if you stop the bike at the source of its forward movement – the front wheel – you stop much, much faster.

Won't I get thrown off the bike if I stop with just the front brake? The reason people are thrown off their bike when they use the front brake is because they are not expecting to stop so fast and they have not braced their arms in preparation. Most people usually slow down gradually using their back brake, and only use their front brake if they see a threat, panic and hit both brakes at once. Because they are not used to the immediate stop of the front brake they do not know how to brace themselves properly and can end up flipping over their handlebars. Since the front brake is usually on the left-hand side, many right-handed people never use it. Consider switching your cable so your front brake is on your right hand, if you are uncomfortable with the control your left hand gives you. When you brake, you should ease into it, and make sure that your arms are stiff and braced so that your weight stays on the seat. As long as your body weight stays on the seat – instead of going forward from the momentum – the back wheel will not come up off the ground and your bike will not flip over. Be strong, keep on the seat, and make sure you are comfortable with the speed at which your bike will stop. Using your front brake is guaranteed to stop you faster, and is in most cases safer, especially in traffic.

Links to more bike safety tips

Bicycling Street Smarts www.bikexpert.com/streetsmarts/usa/index.htm
A 46-page booklet available in print and online. A great manual with detailed information about safe cycling!

Bicycle Safe www.bicyclesafe.com
A list of 10 ways bicycling accidents can happen and how to avoid them.

MassBike's Skills Page www.massbike.org/skills/traffic.htm
A great overview of traffic cycling.
Getting Around
Exploring Northampton and the Pioneer Valley by bike.

Around Northampton

To Downtown:
From Smith College, you can get to downtown Northampton without going down Elm St. onto Main St:
- Take Prospect St. (across from John M. Greene Hall and the PVTA bus stop.)
- Turn RIGHT on Trumbull. You will hit State St. at the bottom of the hill. For less of a hill, take the next street, Summer St. For a shorter, faster way, cut through the Campus School parking lot (near the Bike Kitchen space) and playground across from Capen House (big, white columns). Be careful at the bottom of the hill when you hit State St.
• Turn RIGHT on State St. On your left, you will see Serio’s Drugs (a locally owned pharmacy), Serio’s Grocery and State Street Fruit Market (two locally owned grocery stores.) On your right you will see the Hungry Ghost (selling fresh baked bread every day.)

• Turn LEFT on Center St. and go straight to hit Main St. next to Thornes Market, Bueno y Sano, and the Chocolate Emporium.

• Or, turn RIGHT onto Masonic St. off of Center St. to hit Main St. by Pulaski Park, City Hall, and the Broadside Bookshop. You’ll pass Woodstar and Packard’s on the way.

Alternate Downtown entry point:
• Turn RIGHT on Trumbull from Prospect St.
• Turn RIGHT on Gothic and follow it until you hit Main St. at Ten Thousand Villages, Bruegger’s Bagels, and The Guild (a local art supply store.)

On the way:

The Hungry Ghost
62 State St., Northampton
(413.582.9009)

The Hungry Ghost was started in 2004 by an ’81 Hampshire grad, Jonathan Stevens. Its name comes from Buddhist theology and the idea of setting a place at the table for a hungry, insatiable spirit. He started making bread when he became a dad, and started El Jardín as a community development project through Nuestras Raíces (p. 30) in Holyoke, MA. The Hungry Ghost hosts a bread festival every year in the early fall, and Stevens says of the shop, “It's all open, so we can work and have conversations with people at the same time. All kinds of people come in and we talk about politics, music, poetry, the classics, whatever” (Hampshire College Fall/Winter 2005 Alumni Magazine). On any given day, they might have a rosemary round, semolina with fennel seeds, 8-grain bread, rye, raisin, or, on Fridays, challah.

• Open every day, 10 a.m.—6 p.m. (or until they run out of bread!).
To Northampton Bikeway/King Street:
You can just take Main Street and turn left on King St. However, there are more interesting ways to get to places like Beer and Wine Making Supply, Inc (local store with “do it yourself” materials for cheese, beer, wine making and more), Northampton Cooperative Bank (local bank), and River Valley Market (a co-op grocery store).

- From John M. Greene, take Prospect St. until you see Stoddard St. You will see a dirt embankment on your left and small residential streets on your right.
- Turn RIGHT on Stoddard St. At the end of Stoddard you will hit the end of State St.
- Go straight ahead through the yellow poles and up a tiny hill. If you veer slightly to the right and keep going straight, you can enter the parking lot for Blockbuster, Stop and Shop, and Liquors 44 (where there is also a bottle return area to collect deposits from any bottle returnable in MA.)
- To get to King St. you can go through this parking lot, or instead, you can keep to your right along the chain link fence. This will keep you on the bike path and steer you around the parking lot. Turn RIGHT onto King St.

Alt. Route to Northampton Bikeway:(from town)
- From Main St., take State Street until it dead ends.
- You will see the yellow posts to enter the Stop&Shop parking lot.

Alt. Route to Northampton Bikeway: (from the Quad)
- From King/Scales houses, cross Elm and take Crescent St. a from campus for 2 blocks.
- Turn LEFT on Round Hill Rd. – the first stop sign – and go down the short, steep hill.
- Cross the semi-busy street, Prospect, and go straight ahead on-Stoddard
- Ahead of you, the yellow poles lead to the Stop and Shop parking lot. Through the green poles is the Northampton Bikeway.

Alt. Route to King St.: (far North)
- Take Prospect St. until just before Cooley-Dickinson Hospital. Tree-lined Child’s Park will be on your left.
• Turn RIGHT at Prospect Ave. Prospect Ave will T at Bridge St. Turn RIGHT onto Bridge St. and eventually you will hit King St.

**To Northampton Bikeway/Florence:**
• Follow the same directions for ‘To Northampton Bikeway,’ taking Prospect until Stoddard, or taking State St. until the end.
• At the two yellow poles leading to the Stop and Shop parking lot, you can turn left and get on the bike path.
• After many blocks turn LEFT off the path on Chestnut St.
• Turn RIGHT onto Main St. to hit the center of town. Both the Miss Florence Diner and the Cup & Top Cafe are on the right.

**Alt. entry point to the Northampton Bikeway:**
• Ride up Elm St./Route 9 away from town.
• Turn RIGHT onto Massasoit St.
• Turn LEFT on Prospect St. and a quick RIGHT onto Adare Place. At the end, go through the yellow-striped posts.

**Alt. Entry Point II:**
• Ride up Elm St./Route 9 away from town until you get to Cooley Dickinson Hospital.
• Make a RIGHT on Prospect Ave., before Zee Mart.
• Take a LEFT onto the bike path when you see the green bike/ped gateway poles.

**On the way: Evolution Cafe –**
  o Turn LEFT onto Chestnut St. off the bike path.
  o Go straight at the light on Main St. in Florence and the cafe will be on your right.
  o If instead you turn right onto Route 9 and keep going, you'll come upon Look Restaurant on your left, which is a cute little diner.

**On the way: Just Soap –** [www.justsoap.com](http://www.justsoap.com)
45 Main Street, Florence (877.969.SOAP)
Bicycle-powered soap-making! Founder Frederick Breeden dreamt up a bike that turns a blade, mixing all-natural soap ingredients in a steel vat. The soap is sold in stores around the area.
To the Norwottuck Rail-Trail:

When the rail-trail extension is finished – there will be no need for this shortcut [see map].

- Follow the directions ‘To Northampton Bikeway.’
- Follow the newly paved trail as it leads you past Stop and Shop and towards King Street.
- Use the light to cross King St.
- Go left up King a very short way and then turn right onto the newly paved bike trail.
- Ride the trail down to North Street. Turn left onto North St.
- At the stop sign, turn LEFT, continuing on North Street.
- Turn LEFT onto Woodmont Road.
- Follow the signs on your RIGHT for the Norwottuck Rail-trail.

Alternate Route to NRT (back roads):

- Take Prospect St. away from JMG.
- Turn RIGHT on Summer St. At the traffic light at King St. Dunkin Donuts will be at the intersection on your right, and you will see a bridge in front of you. Cross King St.
- Turn LEFT at North St., which is called Market St. if you turn right. Riding down North St., you will see the cemetery on your right side.
- Turn RIGHT on Day St., when you come to a T.
- You will ride a short while on Day, and come to another T. In front of you will be Sheldon Field, across Route 9. Sheldon Field is an official Park-n-Ride lot.
- Turn LEFT on Rt. 9 and merge into the left lane of traffic. This will be the hardest part of the ride.
- Turn LEFT at the first light, right before getting onto the bridge. Ride in the lane with the other cars to turn left.
- Once you have turned left, you are on Damon Road. On your right you will see signs for the NRT.

Alternate Route to NRT (on Route 9):

This alternate route means more cars, but it is very straightforward.

- From campus, take Elm St. down to Main St.
- Continue on Main St./Rte 9 past the center of town for a little less than 2 miles
- Merge into the left lane of traffic when Rte 9 splits to two lanes.
- Turn LEFT on Damon Rd. (just before Rte 9 goes over a bridge)
- Turn right into the NRT at the first light on Damon Rd.

**To the Smith College Community Garden** [see map]

These garden plots were established in Spring 2010 and are managed and maintained by students. Additional plots, established in Spring 2008, are located at Smith’s Fort Hill School on Lyman road.

To learn more about the effort or to get involved, visit the garden group's blog at: [www.smithgarden.blogspot.com](http://www.smithgarden.blogspot.com)
or email: smithgarden@gmail.com

**To the Northampton Community Gardens:**

- From campus, take College Lane down the hill. Paradise Pond and the Boathouse will be on your right.
- Bear right and keep following the river down the hill. The Indoor Track & Tennis facilities will be on your left.
- Turn RIGHT at the stop sign onto West St. Physical Plant will be in front/to the left of you.
- Go up the hill after the Smith Stables. Just over the crest, turn RIGHT onto Prince St. Prince turns into Burt’s Pit Rd; the gardens are on the right.

**Alternate Route to the gardens: (from town)**

This shortcut avoids the hill by Forbes Library.

- From the Peter Pan bus station, go through the parking lot and under the Rt. 10 bridge. You will be on the newly paved bike path.
• Continue on this path, passing Veterans Park/“Squeeky Peters” field on your left. The path will end at a parking lot. The two-lane road in front of you is West St. (Rte 66).
• Take West St. the rest of the way, over the bridge and up the hill to the gardens on Prince Street/Burt’s Pit Road.

The Garden is managed and maintained by gardeners who rent 20’ x 20’ plots for the season. In addition to paying a small fee, each person contributes a minimum of 2 hours per year of community garden work time. Call 413.587.1040 for more information. www.nohogardens.org

Dangerous Intersections to Watch Out For

• On Elm Street heading towards downtown, the bike lane ends as the road curves to the left. A plaque placed in memory of Meg Sanders, who was killed at that very spot on September 22, 2005, serves as a chilling reminder of the dangers of the abrupt end to the bike lane.
• When you cross King St. from under the railroad bridge at North St., (heading toward Smith via Prospect and Henshaw streets), you will encounter a one-way street at the Dunkin Donuts in front of you. Although it is tempting to go straight against traffic, make a left turn instead, then a right just after Shelburne Falls Coffee Roasters. This way you avoid confronting cars head on AND make a safe and legal cycling choice that gets you there in the same amount of time.
• When on Prospect Street, cars go very fast when turning across the stop sign at Finn St. Hold up your hand and make them stop for you.

Parks
Childs Park – on Elm St., East of the quad
Pulaski Park – downtown, next to the Academy of Music
Look Park – off the Northampton Bikeway, in Florence

Around the Valley
To Amherst:
• Follow directions ‘To the Norwottuck Rail-trail.’
• Take the rail-trail for about 8 miles. After going under a bridge while the trail curves sharply to the right, you will see a ramp exiting the path to the right side.
• Turn RIGHT up the ramp, with the sign that says Pleasant St. /Rt. 116.
Area bike maps are available on campus at the Bike Kitchen in the basement of Talbot, from the ES&P Program (outside Bass Hall 107), at CEEDS (Wright Hall) or downtown at the Greater Northampton Chamber of Commerce, 99 Pleasant St.
• Turn LEFT at the top of the little hill, onto Rt. 116.
• On your right you will see Amherst College. If you go straight, you will come upon Amherst Commons.

On the way:
The Ice Cream Pedaler (next to Valley Bicycles)
Eat ice cream on the bike path!
8 Railroad St. (Right by West St. on the NRT) in Hadley.
(413) 584-2223

To Hampshire College:
• Follow the directions ‘To the Norwottuck Rail-trail’ and get on the bike path.
• Ride on the trail until you see a sign for West St. It is a tree-lined street with a wide, grass divider, and is crossed by the rail-trail.
• Turn RIGHT on West St. Follow it across Rt. 9 until you hit a T.
• Turn LEFT onto Rt. 47, otherwise known as Bay Road.
• Follow Rt. 47 until you see some blue signs pointing left to Hampshire College, Eric Carle Museum, etc. You will cross a little bridge, and then see a sign that points straight for ‘Rt. 47/South Hadley’, and left for ‘S. Amherst 5’.
• Turn LEFT at this road, called Bay Road.
When you pass Hampshire Physical Plant on your right you will see a hill that curves up to the right in front of you. Go up the hill and turn LEFT at the top when you see a sign that says ‘Hampshire College: Bay Road Entrance.’ Pass the Eric Carle Museum on your right, and turn RIGHT to head into center campus.

On the way:
Flayvors of Cook Farm
129 S. Maple, Hadley (413-584-2224)
www.cookfarm.com
• A fifth generation family farm where you can eat ice cream while watching the cows it just came from. There are cones, sundaes, or frappes to enjoy there (24 flavors!) or you can take ice cream to go. Also available are light lunches- fresh salads, deli style sandwiches and delicious baked goods.
• While on Bay Road, turn LEFT on South Maple. The farm will be on your left.
To Mount Holyoke College (South Hadley):
• Follow the directions ‘To Hampshire College.’
• Instead of turning left on Bay Road after the bridge, curve slightly to the right, following the sign that points ahead for Rt 47/ S. Hadley.
• After almost 7 miles and many hills, you will hit downtown South Hadley. Turn right on College St./Rte 116. Mt. Holyoke College will be on your left.

To UMass:
• Follow directions ‘To Norwottuck Rail-trail’ and get on.
• After about 5.5 miles, turn LEFT on Snell St. off of the bike path at Hadley/ Amherst border
• Go downhill on Snell St. to Route 9; cross Route 9 with car traffic straight onto University Drive.
• (1) Ride on University Drive with car traffic north to UMass, OR
• (2) Ride on the side of University Drive, after crossing Route 9, on the “UMass Rail-Trail Connector” which looks like a two-lane sidewalk.

To Easthampton:
• From town, take Rt. 10/New South St. by the Academy of Music
• After about 4.5 miles, turn LEFT onto Lovefield, or if you miss that, on Oneil St
• Veer left onto Main St.

Alternate Route to Easthampton:
• From campus, take Elm St. down into town, and continue on Main St.
• Turn RIGHT on Paradise Rd./ Route 5.
• After about 3 miles on Rte 5, and right after a small bridge, turn RIGHT into the Mt. Tom Junction Trailhead parking lot, where you can access the Manhan Rail-Trail.
• After about 4 miles, turn RIGHT onto Union St. off of the rail trail, right into the business district of Easthampton.”
On the way:

www.flywheelarts.org
• 2 Holyoke St., Easthampton, MA 01027

The Flywheel is a volunteer-run arts collective where creativity is valued over profit. Governed by consensus in direct democracy, Flywheel believes that art and information should be accessible and affordable, and provides a space for all types of artists to present their work, and all types of people to enjoy it. The alcohol and drug-free space includes a zine library and art gallery, as well as a performance space for stellar shows. Volunteers welcome!
• From Easthampton Center, turn LEFT at the lights onto Union St. Turn LEFT onto Cottage St. The Flywheel is on the right just as the road curves to the right to head up Holyoke St. Since shows are in the evenings, don’t forget your lights!

To Holyoke:
• Take Pleasant St./Route 5 from downtown for about 8 miles.
• Turn LEFT on Beech/Cherry St. to get into downtown Holyoke.
• Turn RIGHT on Cabot to get to Main Street.

On the way:

www.nuestras-raices.org
329 Main Street in Holyoke (413.535.1789)

Nuestras Raíces is a grass-roots organization that promotes economic, human and community development in Holyoke, MA through projects relating to food, agriculture and the environment. Founded in 1992, Nuestras Raíces has found urban agriculture to be an effective way to promote community development because it is a way for the residents of downtown Holyoke to maintain a connection to their culture while putting down roots in their new home.
Rail-trails and Bikeways

Northampton Bikeway
The Northampton Bikeway from State Street to Look Park was opened in 1983. The trail was originally constructed in 1868 as part of the New Haven & Northampton Railroad. The corridor from New Haven was actually built as a canal all the way to Northampton in the 1840's, and converted to a railroad shortly after. In the early 1920's, passenger operations ceased and it only had freight trains. When the Veterans Hospital, Smith College, and the State Hospital switched from coal to oil in 1969, the line was shut down all the way to Easthampton. In the mid 1970's, the City of Northampton decided to run a sewer line down the right of way and create a bikeway on the bed of the old railroad at the same time. After many meetings and public debate, the bikeway opened in 1983, making this rail-trail the oldest municipally operated rail-trail in the region. More recently, extensions of this trail network have been undertaken, including connections to the Norwottuck Rail Trail (connecting to Hadley, Amherst, Belchertown and beyond), Easthampton (and the Manhan Rail Trail) and west to Leeds and Florence.

(courtesy of Nick Horton and Craig Della Penna)

What is a rail-trail? A rail-trail is an abandoned or unused rail corridor that has been turned into a public trail. The movement began in the mid-1960's when the railroad tracks were no longer being used to carry passengers and freight. Once they were abandoned, people naturally began using the paths. People called it the “rails-to-trails” movement, and began the effort of paving them for multi-use purposes. Instead of trains there are ice cream shops, Bed & Breakfasts, cross-country skiers, bicyclists, hikers, joggers, casual grocery store shoppers, and babies in baby carriages. Now there are 13,150 miles of rail-trails and over 100 million users per year. The rails-to-trails movement has truly recycled entire systems left behind by the citizens of earlier eras.

-Peter Harnik, Rails-to-Trails Conservancy
**Norwottuck Rail-trail**

The Norwottuck Rail-trail is an 8.5 mile path linking Northampton, Hadley, and Amherst along the former Boston & Main Railroad right-of-way. Motorized vehicles and horses are prohibited. The railroad was built in 1887 by the Central Massachusetts Railroad Company. It connected the City of Boston with the City of Northampton. The property was acquired by the Massachusetts Department of Conservation and Recreation (DCR, formerly DEM) in 1985 and in 1993 was developed into a recreational trail. The rail-trail was named Norwottuck at the suggestion of the Hadley Historical Commission. Historians believe that the Native Americans who lived here before the European settlers were called the Norwottucks. Translated, norwottuck means “in the midst of the river,” the Native American term for the entire area.

[www.mass.gov/dcr/parks/central/mwrt.htm](http://www.mass.gov/dcr/parks/central/mwrt.htm)

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Anything else you're interested in is not going to happen if you can't breathe the air and drink the water. Don't sit this one out. Do something.
- Carl Sagan
Manhan Rail-trail
The 4.2 mile (off-road) paved trail was completed in 2003 after 10 years of planning and fundraising. It is proposed that eventually, the trail will connect all the way from New Haven, Connecticut to Northampton, Massachusetts and beyond [see below]. In the nearer future, it will connect from Ferry Street to the Roundhouse parking lot in Northampton, and despite the years of delays, Northampton Planning Director Wayne Feiden said the link is moving along (Republican, 12 Jul. 2004).

New Haven to Northampton
The long North-South rail-trail that will eventually connect Northampton, MA to New Haven, CT. The trail is still in progress by various communities along the way.

www.newhaven-and-northampton.org

Mass Central Rail-trail
A 104 mile railroad line that once stretched from downtown Boston to Northampton, MA was shattered by hurricane in 1938. Now, over 60 years later, dedicated volunteers and property owners in 33 communities are working dig it out and open it up. The Mass Central Rail-Trail will join numerous existing parks and conservation lands, in effect making them bigger and more viable. About 15 miles are already open, with more scheduled to open soon. A cooperative effort between the state, local government and real estate owners can help to open the rest. The vision of an East-West trail linking Massachusetts is within reach.

www.masseentralrailtrail.org

Mass Central Rail-Trail

www.masseentralrailtrail.org
Community Supported Agriculture (CSA)

Community Supported Agriculture (CSA) farms are supported by community members who buy a share in the farm and in return receive fresh, local produce throughout the harvesting season – usually June through October. Farmers have local support and have loyal members paying for the well-being and success of the farm. Buying local helps the local economy, as well as reduces the millions of gallons of gasoline used to ship produce long distances.

“...The premise is simple: create a partnership between local farmers and consumers, who become members in support of the farm. In exchange for paying in advance, CSA members receive the freshest, healthiest produce throughout the season and keep money, jobs and farms in their community...”
– Pioneer Valley Community Supported Agriculture Collaborative: www.pvcsa.org
CSA’s in the Pioneer Valley
Go to the PVCSA website for a complete listing of farms, their produce, directions and more. www.pvcsa.org.

Traveling with a Bike

By Bus:

The Pioneer Valley Transit Authority (PVTA) was created by Massachusetts General Laws Chapter 161B in 1974 to fund and provide oversight and coordination of public transportation within the Pioneer Valley region. PVTA offers 43 bus routes throughout the Pioneer Valley. In the Amherst area, the PVTA is free for students; $1.25 adult; $.75 children; and $.60 for elderly or disabled with PVTA ID. A monthly pass is $45. Passengers who ride the PVTA also get up to $75 off their car insurance if they fill out a monthly form and send the company an expired bus pass from the PVTA Amherst system.
PVTA Rack & Roll Program

Bike racks, now available year-round, are on the front of every PVTA bus serving Hampshire County. There is no charge on most routes to take your bike along on the bus. The racks are designed to accommodate two wheeled, single seat bicycles, so tandems, tricycles, and bikes with wheels less than 16 inches in diameter are not compatible.

Tel: (1-877-779-PVTA)

Loading your Bike on the PVTA

- First pull down the rack mounted on the front of the bus by squeezing the release handle and lowering the rack.
- Use the slots farthest from the bus first, making certain each wheel is in the proper slot. Wheel slots are clearly labeled for front and rear tires.
- To secure your bicycle in the rack, raise the padded support arm that extends over the top of your front tire. Let it spring tightly onto your wheel. Once the bicycle is secured, board the bus!
- As you approach your stop, advise the driver that you will be unloading your bike. Unload your bicycle from the front of the bus or the curb, but never from the traffic side. Begin by lifting, removing, and lowering the support arm from the tire, then lift your bicycle out of the rack. If no one is waiting to load a bike, fold up the rack and walk your bicycle to the curb. Once folded up, the rack will lock in place automatically.

What is a Park-n-Ride lot? Massachusetts transportation agencies offer numerous park-and-ride lots across the state for commuters and other travelers. Many of these lots are located along major highways, and all-day parking is often free. Park-n-Ride lots are supposed to be central and are serviced by transportation alternatives to cars, so commuters can park, and ride!

More info at MassRIDES (www.commute.com).
Where do you get a PVTA schedule? Every bus has a rack of schedules on it, and they are usually well-stocked. There is also a rack of schedules in the Smith College Campus Center. Additionally, they list their entire bus service with maps and schedules online at www.pvta.com/index.php/schedules-routes
PVTA Lines in Northampton

Peter Pan / Greyhound Buses
Show the policy statement on the next page to any Peter Pan or Greyhound bus driver who isn't familiar with the company bike policy, or who tries to tell you that you need to remove the front wheel, put the bike in a box, etc.

www.peterpanbus.com (800.343.9999)
Peter Pan Bus Lines: FAQs:
Q: Can I take my bicycle on the bus?
A: Bicycles (Unpackaged or Packaged) are part of the Free Baggage Allowance; if the number of bags with the bicycle exceeds the allowance, the customer is charged for each item exceeding the allowance at current carrier rates. Unpackaged bicycles are only to be transported in an empty cargo bin on a space-available basis. If an empty bin is not available, the customer must wait and try the next available schedule, or purchase a bicycle box to take the current schedule. Bicycle boxes can be purchased at most Peter Pan/Bonanza terminals for $15.00. Terminal Storage Charges are waived for customers who have already paid for Xcess, Oversize, Overweight baggage, or a Bicycle Box.


Northampton Bus Station runs Greyhound, Peter Pan, and Vermont Transit lines. It is located at 1 Roundhouse Plaza, down the hill from City Hall (Crafts Ave.). For information and schedules call 413.586.1030, or 800.343.9999.

Valley Transporter (not a bus, but a good way to the airport)
Additional $15 charge for a bike, but as long as it can fit into the van, it’s okay.       www.valleytransporter.com (413.253.1350)
By Train:

Amtrak
Amtrak has various bike-friendly options for cyclists traveling on their trains. One can bring a bicycle:

- Stored onboard in bike racks
  - You can reserve space for bicycles when you make a ticket reservation. They charge a fee (generally ranging from $5 to $10 depending on route and distance traveled) for reserving a space in the bike rack. Availability of this service varies widely from train to train, and station to station. Please call 800.USA.RAIL (800.872.7245) to determine whether bicycle rack space is available on a particular train and route. No unusual bike such as tandems and recumbents are allowed.

- Checked as baggage in a box or other secure container
  - You can bring your bicycle on Amtrak as checked baggage between all cities where checked baggage services are offered. Bike boxes are available for $5 each, although the website says they might be $10. You have to take the bike mostly apart in order to fit it into a box. See “Putting Your Bike in a Box.”

- Checked as baggage secured by tie-down equipment, not in a box
  - Some trains have tie-down equipment in the baggage car or other areas designated for checked baggage. Where such equipment is available, you can check your bike without a box or other container. This space is limited, and you must reserve it. Typically, there is a reservation charge. However, bikes not in containers are more likely to be damaged in transit.

- Onboard as carry-on baggage if it is a folding bicycle
  - Folding bicycles may be brought aboard certain passenger cars as carry-on baggage. Only true folding bicycles (bicycles specifically designed to fold up into a compact assembly) are acceptable. You must fold up your folding bicycle before boarding the train. You may store the bike only in luggage storage areas at the end of the car. You may not store bikes in overhead racks.
By Plane:

Each policy is airline-specific. Looking through some policies, it seems as if a) you have called ahead of time to tell them you are taking a bike; b) the bike is in a box; c) it does not weigh more than 50 lbs or take up more than its fair share of space as luggage; and d) you encounter a friendly agent, you can take your bike. If these things do not happen, they usually charge you anywhere between $50-$150. International flights also seem to be free in most cases. The best thing to do is call ahead, since there are so many airlines with different, inconsistent bike (and other “sports equipment”) policies. The directory below lists many airlines.

A Directory of Bike Travel Policies:

www.gfonline.org/BikeAccess

See anything that needs correcting?
Email it to bikes@smith.edu and jbenkley@smith.edu and we’ll be sure to note it for the next edition!
Fixing A Flat

Bicycle wheels have three parts: the metal wheel, the tire, and a rubber tube inside the tire which actually holds the air. There are two main kinds of valves – the parts that allow you to put air into the tire [pictured below]. A Schraeder valve is the same kind also used on car tires, so you can always stop into a gas station and usually get some free air, but it is not recommended to do so because you often cannot gauge the pressure that you are putting into your tire and it can pop. Presta valves are used more often on racing and higher-end road bikes. To pump air into the tire, you turn a little nut that opens the valve. However, the pump must have a smaller hole for pumping Prestas; otherwise, you can get an adapter that allows you to use a Schraeder pump on a Presta valve. They are $1 at most bike shops.

Taking off the wheel: First, let as much air out of the tire as possible. Do this by pushing down on the valve and squeezing down on the tire. Unscrew the bolts holding the wheel onto the frame and pull the wheel out of the dropouts: the slots in the frame into which the axle of the wheel sits. If you have a quick release wheel [see box on next page], you don’t need to use a wrench.

To take off the tire: borrow or buy a tire lever. If you can’t find one right away, use a flat stick. Starting away from the valve, pry one side of the tire off the metal rim of the wheel. Leave the lever in so the tire doesn’t pop back in; repeat the process a few inches down the tire with another lever or stick. Pry all the way around until you have pried out a whole side of the tire.
Reach inside and carefully pull out the tube. It is a thin black rubber inner tube. Make sure to ease the valve out of the hole in the rim. To find the hole in your tube that caused the flat, pump air into the tube and listen carefully for air coming out. If you can hear the hole but not see it, put some saliva around it and it will bubble. Alternatively, you can put the tube in a bowl of water and watch for air bubbles. Mark the hole and deflate the tire completely.

**To patch the tube:** you must have a patch kit. Roughen up the area around the hole with a little sandpaper. Spread the glue onto the area, pull the foil off a patch and press it to the glue for a minute. Voilà! If the hole is bigger than a pinhole or you don’t have a patch kit, get a new tube. Make sure you get the right size!

Check the tire before putting the tube back in. Feel inside and outside; is there anything poking through that could pop the tube? Is there a gaping hole in the tire? If so, consider getting a new tire.

**To put the tube back in:** put the valve back into the rim hole. Pump a little air into the tube to give it some shape. A tube outside the tire can pump up to two or three times its normal size, so watch out. Work the tube back into the tire where it came from, making sure it is not twisted. Use your thumbs to push the tire back onto the rim. If the last part won’t go back in, use the tire lever again to force it in.

**The final steps:** Pump a little more air into the tube with a tire pump that has a gauge. Starting at the valve, check both sides of the tire (inside the rim) for any bits of tube poking out. If the tube is being pinched at all by the tire, it will pop and be unusable when you pump it up to capacity. Find the PSI (pressure per square inch) written on the side of your tire. Typically, a mountain bike tire needs from 35-65 PSI, and a road bike 60-100 PSI. Pump the tube to its correct PSI number on the tire pump gauge—not just until it “feels hard. Tire pressure greatly affects friction and difficultly when you ride.

**Quick release** wheels make it possible to take the wheel on and off without a wrench. When the lever is curved inward, it is locked. When it is curved away it is unlocked and could possibly come out on its own. Quick release levers are also found on seats.
Lubing Your Chain

Spray your chain with degreaser. Use a toothbrush and/or a rag to scrub the dirt off your chain. Once you feel good about it, wash the chain with water. Dry it off. Then spray chain lube onto your chain. Run your chain through a few times by pedaling the wheels. The best way to a) not waste lube and b) not get it all over your bike is to spray it carefully into each rivet. The only moving part in a chain is the links around the pins. This pin [pictured] has been worn down, and you can see where the actual rubbing in the chain occurs, which is the part that needs your loving; and chain lube.

There does not need to be lube all over your chain, just inside those rivets. If it’s all over, it will do nothing but collect dirt and grime, further damaging your chain. That’s why your last step is to grab your chain with a rag and pedal the chain through your hand, wiping off all excess lube from the outside of the chain. Then you’re done!

**Why do you wash your chain with water and dry it off before lubing it?**

Well, you have just sprayed very strong solvent onto your chain to clean it. This solvent breaks everything down – dirt, grime, plastics, and yes, chain lube. Imagine spraying lube onto something designed to kill it. That’s why you wash and dry your chain before lubing it up again.
Look at your brake shoes (the [usually black] pads that clamp onto the rim of your wheel to make it stop spinning). There are many types of brakes – (direct pull, center pull, and u-brakes pictured above) – but they all have the same basic principle: a cable tightens the springs that push the pads onto the rim of the wheel. On that whole contraption, in whichever form you have it, you will see a cable that is bolted tightly into some part of the brake mechanism, whether it’s in the middle or on one side. This cable is sitting safely within housing that runs down the length of your bike. Pulling your brake levers = tightening the cables that run to the front and back brakes. If you find the part on the brakes where the cable attaches to it, you will see a nut. If you grab onto the end of the cable with pliers, and then loosen the nut slowly with a wrench, you can pull the cable through the hole a little more, in effect tightening your brakes. There is now a shorter cable running to the brakes, which produces more tension on the springs inside the brake mechanism. The brakes will be at their ‘resting point’ much closer to the rim than they were before, and require less effort from the brake levers to come down and touch the rims.

What if your brake pads are always rubbing against your wheels, making it hard to pedal?

In that case, you would find the nut on your brakes and do the opposite. Let the cable go slack a little, which would make the ‘resting point’ of the brake farther away from the rims of the wheel, and not touching them. Make sure that you test the brakes before getting on, because if you put them too far away, the pads will not touch the wheel, no matter how hard you pull the brake levers up at your handlebars.
**Fine Adjustments**

Loosening the cable directly is for drastic adjustments that require a big shortening or lengthening of the brake cable. For finer adjustment, you can use the adjusting barrels (pictured). Screwing the barrels will either loosen or tighten the cable. Play with them until you get your desired result.

**Squealing Brakes**

Don’t worry, unlike in cars, squealing brakes on bikes are not usually a big problem or dangerous. Some quick fixes for squealing brakes are 1) clean your rim with an oil-free solvent like alcohol, 2) adjust your brake shoes by using a wrench to loosen the bolt holding the shoes in place and “toe in” the brake shoes, so that the front edge of the shoe hits the rim just before the rear edge does, or 3) slip a piece of sandpaper in between your brake shoes and your rim and rub the sandpaper on your brake shoes to make the surface more rough.

**Why You Should Use Your Front Brake**

Your front brake stops you 2 times faster than your back brake. When you are riding in traffic, stopping that much faster makes a huge difference in your safety. The principle behind stopping faster by using your front brake is complicated, even though the action is simple. Basically, the fastest you can stop your bike is as fast as you can make the front wheel stop spinning. Since the front wheel hits ground first, the sooner you stop that, the sooner your entire bike stops. If you are braking with your back wheel only, as most cyclists do, your wheels are essentially fighting each other — your back is trying to stop while your front is trying to go. All you end up doing is slowing down, whereas if you stop the bike at the source of its forward movement — the front wheel — you stop much, much faster.
Won't I get thrown off the bike if I stop with just the front brake?
The reason people are thrown off their bike when they use the front brake is because they are not expecting to stop so fast and they have not braced their arms in preparation. Most people usually slow down gradually using their back brake, and only use their front brake if they see a threat, panic and hit both brakes at once. Because they are not used to the immediate stop of the front brake they do not know how to brace themselves properly and can end up flipping over their handlebars. Since the front brake is usually on the left-hand side, many right-handed people never use it. Consider switching your cable so your front brake is on your right hand, if you are uncomfortable with the control your left hand gives you. When you brake, you should ease into it, and make sure that your arms are stiff and braced so that your weight stays on the seat. As long as your body weight stays on the seat – instead of going forward from the momentum – the back wheel will not come up off the ground and your bike will not flip over. Be strong, keep on the seat, and make sure you are comfortable with the speed at which your bike will stop. Using your front brake is guaranteed to stop you faster, and is in most cases safer, especially in traffic.

The Fixing Links
See the In The Area section (p.62) for local free bike mechanics workshops

Sheldon Brown: www.sheldonbrown.com
Sheldon Brown – a guy who has spent many, many hours making a complete fix-your-bike site, with articles about how to ride well, tutorials on how to fix your bike, valuable information about a bike’s various parts, and pictures of his large collection of fun bikes. Most of this fix-it info came from his site. And he’s even from Massachusetts!

Park Tools Repair: www.parktool.com/repair
Park Tools is one of the leading producers of bike tools, and has a good repair section on its website. Click on a part of the bike to find out how to fix it.

The Bike Website: www.bikewebsite.com
Lots of ads, but has articles on basic bike tune-ups and repairs. The website also has a good glossary with lots of pictures, explaining the parts of a bike.
A Basic Diamond Frame Road Bike

Other Parts

drivetrain

rear derailleur

chain

crankset
Parts of a Bicycle

When working as a volunteer repairing bikes, it's helpful to know the names of the parts. You'll need this simple diagram to help you learn.
SUSTAINABLE EFFORTS

Our Waste and Energy Dependency

“The United States is responsible for 25% of the world’s greenhouse gas emissions and yet has only 5% of the world’s population.”

“Americans use more oil per person than any other developed nation on Earth.”

www.jumpstartford.com

Sustainable City Planning

“Contemporary American life is structured around automobile use to make daily errands, work commutes, and general travel feasible. Rapid expansion of infrastructure to accommodate growing numbers of automobiles across the country has left many cities, towns, and neighborhoods to atrophy. Growing ecological concerns, a deteriorating sense of community, and issues of affordability are prompting communities across the nation to consider more intensive and comprehensive planning strategies to revive their once familiar and convenient neighborhoods. One way to do this is by discouraging regular car use through a number of policy alternatives. Northampton represents an opportunity to halt the decentralization of the modern city and reinvest in the daily advantages of pedestrian-accessible neighborhoods. Increasing traffic and congestion on the outskirts of the city is largely attributable to the distance of necessary goods and services from high-density housing areas downtown. By promoting multi-use neighborhoods, Northampton can reinvest resources into safe, affordable, environmentally sustainable, and community-minded transportation alternatives.

“The issue of sustainable planning is closely linked with the work of the New Urbanists. If neighborhoods were designed in such a way as to reduce or even eliminate car dependency, Northampton would be a safer and healthier place to live. Economic pressures that are inherently linked with car ownership would no longer exist, and allow citizens a greater range of choice in their lifestyles. Reorganizing
neighborhoods and corridors to be walkable and safe (for both pedestrians and cyclists), investing greater resources into transit infrastructure, completion of bicycle/pedestrian paths throughout the Valley, and a general education of the population on how to make sustainable and rational choices – all of these goals are absolutely achievable. Smart, careful planning is the best route to inhibiting sprawl, maximizing the utility of existing structures, and fostering a genuine sense of place for the greater community.”

(courtesy of Emily Seaman ’08. Spring 2006 Urban Politics Briefing Paper)

More about New Urbanism: Congress for the New Urbanism (www.cnu.org)

Producing and Consuming in North America

“In addition to SUVs, DVD players and big screen TVs, hamburgers, mini-mansions and sprawling suburbs, fashionable clothing, credit cards and cigarettes, we have made hybrid cars, solar panels, recycling centers and increasingly provide for a growing demand for green goods and services. We have made great strides in environmental, health and consumer protection laws, citizens' right to know, as well as innovations in energy and other technologies.

“We are also the largest exporter of waste and pollution. We are the largest consumer of natural resources and energy. Per capita energy use in the US and Canada is the highest in the world. Among the industrialized countries we have the highest levels of poverty, particularly among children. While many Americans are overworked, others find their jobs outsourced or replaced by technology, as the gap between rich and poor grows wider. In many ways we are undermining, not improving the overall quality of life. At the same time, our media promotes a mass consumer lifestyle which the majority of the planet cannot afford nor the earth can provide.”

(courtesy of North American Sustainable Consumption Alliance statement, Summer 2005 – nasca.icspac.net)
Ways to Make Changes with Little $$$

There are lots of ways to make change, without money. Be pro-active and don’t wait for other people to provide you with their funds or time. If you want something to change, first do it yourself. For example, if you want there to be better public transportation, take public transportation when you go places instead of driving.

Find creative ways to make things yourself instead of waiting for money to buy them.

Offer your skills and knowledge for free. This spreads change quickly. Join an organization that could use your help and be a dedicated and innovative leader in the group.

Get to know people at the college who make decisions and talk to them about your ideas. Maybe change is not happening because these people never hear about what needs to change in the first place.

Valley Time Trade: building community through reciprocity in the Pioneer Valley

We are a caring and interconnected community of people who help each other by sharing our abilities, talents and experiences. We all have needs; we all have gifts to share. When you provide a service for another member, you earn one Time Dollar for each hour you spent providing the service. You (or your organization) can then exchange each Time Dollar you earn for an hour of service from someone else.

To learn more & join, come to an orientation. Contact Jenny for more information 413-585-0373 or jladd@commonwealthcenter.org

Want more ideas? See the ‘Intro’ section!
Taking the Bus is the Way to Go

“[Nationally, p]ublic transportation ridership was up in 2005 and grew at a faster rate than personal highway travel, according to the American Public Transportation Association, a Washington, D.C-based group that tracks such data.

“As of February, the PVTA’s B43 route saw nearly 54,000 more passenger trips on its route between Northampton and Amherst. That's a 17 percent increase in ridership on that route over the previous year. “At the same time, the agency's popular B40 'Minuteman Express,' which travels the same route, has seen nearly 4,000 more trips, or a 22.5 percent increase.

“The PVTA attributes the increases to rising fuel and operating costs for automobiles, parking constraints, construction along Route 9, more students at area colleges, and modifications to its routes, which have improved running times.” (courtesy of Dan Crowley, Daily Hampshire Gazette staff writer. 22 Apr. 2006)

Why Use an Alternative Commute Option?

...The costs of people riding alone just keeps going up….for everyone.

More about the Pioneer Valley Transit Authority (PVT A) pgs 35-8.
What is Critical Mass?

“We aren't blocking traffic; we are traffic.”

Critical Mass is an event held on the last Friday of every month in cities around the world, where bicyclists, skateboarders, roller bladers, roller skaters and other self-propelled people take to the streets en masse. Critical Mass started in September 1992 in San Francisco as a way to bring these various populations together in a festive re-claiming of public space.

Ultimately, Critical Mass is just a bunch of cyclists riding around together, going from one point to another. Someone coined the descriptive phrase “organized coincidence.” Critical Mass is not led, and as a group has no goals other than to meet once every month and enjoy the security and companionship of riding, rolling and traveling through the city together. In order for it to exist, all that has to happen is that enough people know about it and turn up on the day to create a 'critical mass' of riders large enough to safely occupy a piece of road to the exclusion of motorized road users. The general philosophy is expressed by a widely used slogan: “We aren’t blocking traffic; we are traffic.” It is estimated that there have been Critical Mass-type rides in more than 325 cities to date.

The most famous incident involving Critical Mass is the August 2004 ride that coincided with the Republican National Convention in New York City. Conflict with the police led to the arrest of 264 people and the illegal confiscation of many bicycles. The documentary Still We Ride (www.stillweridethemovie.com) does a great job of showing what happened at one of the largest mass arrests in New York City's history.

(quoted directly and compiled from both scorcher.org and en.wikipedia.org/wiki/Critical_Mass)

Find a ride in your area!
http://criticalmass.wikia.com/wiki/List_of_rides
Being conversant in sustainability - a glossary

Brown Energy/Brown Power
Electricity generated from the combustion of fossil fuel, which generates significant amounts of anthropogenic greenhouse gases. Brown power sources include coal, oil, and natural gas.

Climate Change
Although sometimes used synonymously with “global warming,” this phrase more accurately describes the phenomenon associated with the increase in the level of greenhouse gases in the atmosphere to a degree where the consequence is significant change (having important economic, environmental and social effects) in a climatic condition (such as temperature or precipitation).

Compact Fluorescent Light Bulbs (CFL)
Fluorescent lamps are more efficient than incandescent light bulbs of an equivalent brightness. This is because more of their energy input is converted to usable light, and less to heat, a byproduct. CFLs do contain a small amount of mercury, an air and water pollutant. However, coal is burned to generate the electricity to run the light bulbs, and coal emits mercury, so using CFLs still saves energy and releases less mercury than when you use an incandescent light bulb.

Energy Efficiency
Using less energy to accomplish the same task, such as heating or lighting a building. Using less energy lowers costs and reduces emissions.

Global Warming
An increase in the average temperature of the earth's atmosphere, especially a sustained increase sufficient to cause climate change.

Green Building
A comprehensive process of design and construction that employs techniques to minimize adverse environmental impacts and reduce the energy consumption of a building, while contributing to the health and productivity of its occupants.

Green Energy/Green Power
Electricity generated from renewable resources, considered to be less intrusive environmentally than traditional (or "brown" power) generation. Green power sources include wind, water, landfill gas, solar, etc.
Greenhouse Gas
Some gases, such as carbon dioxide, methane, and nitrous oxide, trap heat in the atmosphere by allowing sunlight to pass through while trapping the heat. Fossil fuels burned to produce electricity contribute 2/3 of these gases found in our atmosphere.

Green Tags
Two products are created when a renewable energy facility, such as a wind farm, operates. First is the electricity that is delivered to the grid. Second are the environmental benefits, emissions offsets from creating the same amount of energy from non-renewable sources. These credits, called Green Tags, Renewable Energy Credits (RECs), or Tradable Renewable Certificates (TRCs), are sold to make up the difference between what it costs to build and run a renewable energy generator and what they can sell for the power for on the open market. A purchase of Green Tags replaces fossil-fuel-fired power with clean renewable energy.

Kilowatt-Hour (kWh)
The standard unit of measure for electrical energy use. One kWh is used to power a 100-watt incandescent lightbulb for 10 hours. Smith College currently pays approximately 15¢ per kWh (a dramatic increase from the 8¢ per kWh rate paid in 2006). In 2008 Smith College used 22,400,000 kWh; equivalent to 3,733 average homes in the US. This amount of energy would power a CFL that was equivalent to a 110-watt incandescent lightbulb for 77,000 years.

Payback
The ratio of project cost to annual savings, usually for an energy efficiency project. If a new high-efficiency boiler costs $10,000 to install and saves $2,500 per year in fuel, the payback period is four years.

Renewable Resource
Sources of electricity, such as photovoltaic (PV) solar, wind, geothermal, and hydroelectric. Fuel sources such as ethanol, biodiesel, biomass (methane), and wood. A resource is considered renewable if it can be naturally replenished. Renewables generally have lower environmental impacts than non-renewables.
**Sustainability**
Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

**On Smith Campus**

The Center for the Environment, Ecological Design, and Sustainability (CEEDS)

The mission of CEEDS is built upon the mission of the College: “to educate women of promise for lives of distinction,” and to do this within the context of the environment. And here, we mean the environment broadly defined: from the challenges of global warming to the beauty and importance of Chapin lawn, from the wilderness of Alaska to downtown Holyoke.

**Our mission:** *To educate women who excel at integrating knowledge to support environmental decisions and actions.*

The Center provides both physical and intellectual spaces to cultivate inventive thinking and multidisciplinary collaboration. Come visit us in the newly renovated garden-level space in Wright Hall and at the Ada and Archibald MacLeish Field Station in Whately.

Director, Andrew Guswa, aguswa@smith.edu
Assistant Director, Joanne Benkley, jbenkley@smith.edu
MacLeish Field Station Manager, Reid Bertone-Johnson, rbertone@smith.edu

**Find out about “green” events on campus and in the area** at www.smith.edu/calendar.php or subscribe to our email listserv by writing jbenkley@smith.edu

**Committee on Sustainability (CoS) (www.smith.edu/green)**
The committee meets regularly during the academic year to discuss proposed and ongoing sustainability initiatives at Smith and help the college consider policies which will help institutionalize its commitment to sustainability. Meetings are open to campus community members. More information about the committee, including its current membership and meeting schedule can be found on the website above.
Sustainability Representatives and Coordinators
In 2009 the decades-old recycling liaison program, originally started in the early ’90s by Building Services as a way to get students more involved in recycling, was expanded into a more comprehensive sustainability program. The current program is overseen by staff in the Office of Sustainability and headed by a student sustainability coordinator (or two) who then works with the Sustainability Reps in the residential houses to promote recycling, environmental awareness, and sustainability issues in the houses.

www.smith.edu/green/sustainability.php

Environmental Science & Policy (ES&P) Program
(www.smith.edu/env)
Pollution, ecosystem degradation, and unsustainable use of natural resources are just a few examples of how humans are altering the Earth and its atmosphere in unprecedented ways. Smith’s Environmental Science and Policy (ES&P) Program seeks to produce future leaders in the environmental field because the need for environmentally literate citizens and well-educated professionals able to address increasingly complex and global environmental issues has never been greater. The program offers a major and minor in environmental science and policy and a minor in marine science and policy.

More than 25 faculty members from over a dozen departments teach courses in the Program. Their research interests span a broad range of fields in the environment, including marine ecosystems, environmental education, global climate change, development and population, international environmental politics, watershed health in North and Central America, environmental border issues, political ecology, conservation biology, environmental economics, environmental engineering, and global marine policy.

Program Coordinator, Anne Wibiralske
awibiralske@smith.edu
**Green Team** ([www.smith.edu/green/sustainability_greenteam.php](http://www.smith.edu/green/sustainability_greenteam.php))

The Green Team is a group of dedicated to fostering sustainability at Smith by educating and supporting the campus community in efficient use of finite natural resources, attaining the greatest possible efficiencies and preventing pollution. The Green Team works with many areas of Smith's operations, including construction, transportation, purchasing, materials use, energy use and waste management in seeking to transform the college's practices.

The Green Team meets in CEEDS every other week during the academic year. All are welcome to join the team or come to a meeting to propose your ideas to the group.

**Office of Environmental Sustainability**

The Office of Sustainability was established in 2008 to coordinate the implementation of environmentally sustainable practices into institutional operations.

In founding the college more than 130 years ago, Sophia Smith wrote that the college would provide "studies as coming times may develop or demand for the education of women." In keeping with Sophia Smith’s desire to adapt to changing times, the college recognizes that sustainability and its economic, social and environmental components have become important concerns that affect us on all levels: local, regional, national and global. Smith is committed to promoting sustainable practices by students, faculty and staff that reflect an awareness of the earth's ecosystems, social justice, natural resource consumption and community health.

**Office Staff:**
Deirdre Manning, Environmental Sustainability Director
dmanning@smith.edu  x2427

Gary Hartwell, Project Manager
ghartwel@smith.edu
**Smith College Community Garden** (smithgarden.blogspot.com)

Smith College Community Garden members believe that it is imperative for students to gain concrete knowledge of ways to solve everyday problems of environmental sustainability, especially those problems concerned with food production. We engage students in the basic knowledge of organic vegetable gardening by teaching techniques such as garden design, planting, harvesting, crop rotation, storing vegetables, construction of raised beds and compost bins, natural pest control, compost application, soil replenishment and rainwater collection. We provide field-trips to local farms and community gardens to acquire more knowledge and inspiration. We help the college work towards its commitment to environmental sustainability through providing a learning tool for students interested in environmental stewardship and through providing produce from the garden to students, faculty, and staff. Contact smithgarden@gmail.com look for us on FaceBook, or go to our website (above) for more information.
What can you recycle at Smith? Aluminum cans, bottles (glass and all kinds of plastic), cardboard milk and juice containers, newspapers and magazines, corrugated cardboard, and printer cartridges, old electronics, and batteries (given to facilities management or ITS).
www.smith.edu/green/operations_recycling.php

Service Organizations of Smith (S.O.S.) (www.smith.edu/sos)
SOS facilitates short-term and long term community service projects. SOS currently provides van transportation for students working outside of Northampton, and is considering collaborating with the Bicycle Kitchen to provide rental bicycles for students working close by. This alliance would help foster campus cooperation and show the organization’s commitment to helping the community in all ways possible.
sos@smith.edu

“A Xerocracy is a system in which anyone is free to make copies of their ideas and pass them around. Leaflets, flyers, stickers and ‘zines all circulate madly both before, during and after the ride, rendering leaders unnecessary by ensuring that strategies and tactics are understood by as many people as possible. Xerocracy promotes freedom and undercuts hierarchy because the mission is not set by a few in charge, but rather is broadly defined by its participants.”
(www.scorcher.org)
In the Area

MassBike/Pioneer Valley is a chapter of MassBike, an organization that advocates for sensible pro-bike legislation and policies on a state-wide level, educates state police about equitable application of traffic laws, and collaborates with other non-profit organizations and governmental agencies (WalkBoston; MassHighway; Conservation Law Foundation, etc.) to pursue common goals. The Pioneer Valley has a very active chapter and conducts many pro-bike efforts and programs you are invited to join or add to, including bike safety classes; Bike Commute Week (breakfasts, rides, etc.); communication with the press; rail trail development and maintenance; assessment of local development projects (e.g. WalMart in Hadley); municipal and regional bike planning; representation on key transportation committees; a police training curriculum. MassBike/Pioneer Valley meets monthly to plan and coordinate their efforts; visit the website for details.

James Lowenthal: jlowenth@smith.edu

Pedal People (www.pedalpeople.com)

Pedal People is a human-powered trash and recycling service in the Northampton, MA area that uses bicycle trailers with a 300 lb capacity to compete head-on with traditional diesel-powered trash trucking companies. The business was started in December 2002 and has grown to serve 400 clients, including the city of Northampton, through 3-6 month contracts for regular curbside trash/ recycling pickup. Pedal People ventures of less prominence include a food co-op style pre-order buying club, petroleum-free yard/garden care and snow removal. They believe in the idea of low-income living as a counter to the work-consume-spend lifestyle common in America today. They also believe that when we spend less time making a living, we can have more time to contribute to the community and live life at a human pace rather than a motorized pace. In addition, they host a bike lab – an open bike repair workshop space where anyone can come and use tools, share knowledge about how to fix and maintain their bike, find used parts, or just hang out.— from 11-2 on Saturdays. For more information contact Ruthy Woodring & Ben Winter: 413.586.8591 mail@pedalpeople.com
Northampton Cycling Club ([www.nohobikeclub.org](http://www.nohobikeclub.org))
The Northampton Cycling Club is a Northampton-based organization dedicated to the growth and development of cycling in and around the Pioneer Valley. The club is open to riders of all abilities and interests, both competitive and recreational. They offer benefits to their members such as organized group rides, informational clinics, clothing and bike shop discounts.

League of American Bicyclists ([www.bikeleague.org](http://www.bikeleague.org))
Their mission is to promote bicycling for fun, fitness and transportation and work through advocacy and education for a bicycle-friendly America. The League was founded as the League of American Wheelmen in 1880. Bicyclists, known then as "wheelmen", were challenged by rutted roads of gravel and dirt and faced antagonism from horsemen, wagon drivers, and pedestrians. In an effort to improve riding conditions so they might better enjoy their newly discovered sport, more than 100,000 cyclists from across the United States joined the League to advocate for paved roads. The League of American Wheelmen is credited with getting paved roads in this country before the reign of the automobile. Since its most recent revival in 1965, the League (renamed the League of American Bicyclists in 1994) has focused its programs on education in addition to advocacy. Ralph Sturgen: rsturgen@aol.com

Friends of Northampton Trails and Greenways ([www.fntg.net](http://www.fntg.net))
A community-based non-profit organization that advocates for the expanding trail and greenway network of the former railroad corridors in Northampton, Massachusetts. Members of FNTG publish maps, newsletters and other information; preserve and document railroad and local historic infrastructure; organize and promote walking and biking tours of the network; work with youth groups to improve the trail; organize litter cleanup, beautification, and construction improvements; improve signage; work with local business groups to promote the trail and greenway network as a tourist destination; and address problems and educate users. Nick Horton: nicholas_horton@yahoo.com

HUBS (Holyoke Urban BikeShop) ([www.holyokeurbanbikeshop.org](http://www.holyokeurbanbikeshop.org))
HUBS is community collaborative bike shop offering a wide range of services and programs. Whether you want to learn about bike mechanics, earn-a-bike, learn to ride, or just get a bike tune up, HUBS does it all. Contact: 413-534-5631 x 114
Northampton Area Schools
Jackson St. Elementary School - In past years during the spring, one morning a month from February until June, third, fourth, and fifth graders at Jackson St. have had the opportunity to enroll in a program called Peacemaker’s Academy. The program changes from year to year, but several times one of the electives offered has been a bicycling class. Third, fourth, and fifth graders each have a one hour class. If you’d like to get involved, give the school a call to find out if the bike class is currently being offered. You can also ask for the contact information of the volunteer PTO coordinator (which changes annually).

JFK Middle School has incorporated bike classes into their physical education (P.E.) program. They received a grant to buy a whole fleet of bikes, and for P.E. the kids biked through the woods behind JFK, out past the baseball field, between the cemetery and the slope coming down from the VA Hospital. There's a nice 1/2 mile or so loop through the woods out there, so anyone of any age can walk/jog/bike it.

Northampton High School has its own cycling club for students.

Safe Routes to Schools is a coalition of parents who run programs such as the walking school bus, where a chaperone walks with the kids on the way to school, picking up more students along the way and accompanying them safely all the way to school.

Risa Silverman: parent coordinator (413.586.1654)

Northampton Committee to End the War in Iraq
(www.northamptoncommittee.org)
Holds weekly vigils every Saturday, 11AM-12PM., in front of the County Courthouse (on Main Street between Gothic and King), rain or shine (or snow, or deep freeze), and has been doing so since 1998 airstrikes. Initiated No Go Solo, a work-in-progress publicity campaign to combat the culture of single-occupancy automobiles and to encourage the alternatives of ridesharing, public transportation, and bicycling. Sheldon Field is an official Park-n-Ride lot that is available to commuters all year. (www.nogosolo.org)
Yellowbikes – Hampshire College (http://bike.hampshire.edu)
A fleet of Yellow bikes is available to the Hampshire College community for on-campus transportation. These bikes are free to take from wherever you see them. They can be left anywhere on campus, as long as they remain on well-traveled paths. These bikes can be easily identified by their bright yellow paint and an identification sticker. bikeme@hampshire.edu

Around the Country

Bikes Not Bombs – Roxbury, MA (www.bikesnotbombs.org)
Bikes Not Bombs is a non-profit organization working for alternative transportation and community development. The group operates the Bicycle Recycling and Youth Training Center in Roxbury, MA, to promote environmental education, meaningful employment, and safe sustainable communities, both here in Roxbury and abroad.

Neighborhood Bike Works – Philadelphia, PA (www.neighborhoodbikeworks.org)
The Neighborhood Bike Works is a nonprofit educational organization in West Philadelphia that seeks to increase opportunities for urban youth through bicycling. By completing a series of classes and fixing up used bikes donated by the community students can earn a bike for themselves with a helmet and a lock.
John Dowlin: cyclerecycle@hotmail.com

Community Bike Initiative – Wellesley College, MA
The Community Bike Program at Wellesley came to be when an idea with overwhelming support received funding. It then gained momentum with the successful constitution of a student organization, called the Community Bike Initiative, which is dedicated to establishing and maintaining the community bike program on campus. The plan is to
make the bikes available to the whole Wellesley College community and from time to time to the Wellesley town community. The community bike program was officially launched in Fall 2006 by Anita Yip, class of 2007.

**Oberlin College Bike Co-op** – Oberlin, OH
(www.oberlin.edu/stuorg/bikecoop)
The Oberlin Bike Co-op is a cooperatively run bicycle repair, rental, and education center serving Oberlin, Ohio. The project began in 1986. Bike Co-op membership is open to everyone and is $8 a semester and $5 a summer. Membership is free to anyone under 18 and can be acquired on a family basis. The fee gives a member access to the space, tools, and volunteer mechanics’ expertise. Members can also purchase used and new bike parts at reasonable prices. Membership is included with any bicycle rental. The Bike Co-op rents bikes out on a semester or summer basis. They charge $15 per rental with an additional $30 deposit. Bike Co-op membership is included. Their bikes have a lot of character. Anyone can enlist to work 10 hours in the Bike Co-op toward earning a bicycle. Each participant helps out around the shop during shifts and then builds a bicycle.

**Plan B** – New Orleans, LA (planb.bikeproject.org)
Plan B is a community-run bike project that functions as an open workspace for bicycle repair as well as a bike shop that sells recycled bicycles. Plan B has re-opened after Katrina and received bicycle donations from Positive Spin in Morgantown, WV, Working Bikes in Chicago, and Freeride in Pittsburgh, among others. They want more people riding bikes and believe that the knowledge and equipment necessary for maintaining one’s own vehicle should be available in a community space. Finally, they think it’s important to rescue useful bikes and parts from the trash and reuse them to counter the extreme wastefulness of industrialized nations.

**Bicycle Kitchen** – Los Angeles, CA (www.bicyclekitchen.com)
The Bicycle Kitchen/La Bici Cocina is a cooperatively-run bicycle culture and repair space dedicated to improving the lives of Angelinos through environmental justice, cultural awareness, community and youth outreach using the bicycle as its tool. They offer what no other bike shop can offer in the greater Los Angeles area: a safe
space for cyclists from all walks of life to repair their bicycles, meet
other cyclists, enrich their lives through bicycle awareness and find new
outlets for bicycle culture. *PS: this is the Smith Kitchen’s namesake!* 

**Bike Kitchen** – San Francisco, CA ([www.bikekitchen.org](http://www.bikekitchen.org))
The Bike Kitchen is a cooperative, do-it-yourself bike repair shop. They
to all the tools and parts you need to fix or build a bicycle. Instead
charging a fee for services, the Bike Kitchen charges membership
dues: either $5 a day, or $30 a year. Purchasing a membership gives you
access to all the tools and parts in their inventory.

**Buff Bike Rental Program** – CU Boulder, CO
([http://ecenter.colorado.edu/transportation/buffbikes.html](http://ecenter.colorado.edu/transportation/buffbikes.html))
Buff Bikes are single speed commuter bikes with coaster brakes, de-
signed for simplicity and durability. Each rental is for two days at a time
and comes with a U-Lock, optional helmet and light. Bicycle rentals are
free for full fee-paid students. The CU Bicycle Station offers free alter-
native transportation maps and information, tools to work on your bike,
local cycling information, rental bikes and general campus information.

**University of California, Santa Cruz** ([www2.ucsc.edu/taps/bicycleprograms.html](http://www2.ucsc.edu/taps/bicycleprograms.html), choose from multiple ‘Bicycle Programs’ on the
left toolbar)
UCSC has a bikes only (not even pedestrians!) path around the campus
and a bike shuttle that hauls 14 bikes up the big hill to campus on a
 trailer, while the cyclists follow in a van; they can ride their bikes down-
hill at day’s end and not be daunted by the big hill! They also offer zero-
interest loans to buy a bike, extra bike parking, free bike maintenance,
and a bike commuter shower program where bike commuters who reg-
ister have access to free showers and a short term locker on campus.
Transportation & Parking Services started this program in 2000 in an
already bike-friendly city because of the 11,000 students and 3,500 staff
and faculty competing for 5,000 parking spaces.
**All Out Adventures** ([www.alloutadventures.org](http://www.alloutadventures.org))
All Out Adventures (AOA) provides year-round outdoor recreation programming in the New England region to people of all abilities, their families and friends. Their mission is to provide individuals of all abilities unlimited opportunities to build confidence, foster independence, and promote wellness by using outdoor recreation and travel as a catalyst for social change. By offering outdoor recreation programs, trainings, and trips that connect people to their communities, the outdoors and the world, they contribute to the advancement of a more fully inclusive society for people with disabilities.

**International Bicycle Fund** ([www.ibike.org](http://www.ibike.org))
The IBF is a non-governmental, nonprofit, advocacy organization, promoting sustainable transport and international understanding. Major areas of activity are non-motorized urban planning, economic development, bike safety education, responsible travel and bicycle tourism, and cross-cultural, educational programs. Geographic focus: Africa, Asia, Cuba and South America. Their web site provides information relating bicycles, bicyclists and bicycling to economic development, urban planning, non-motorized transportation, health, environment, safety, helmets, technology, responsible travel, eco-tourism, capacity building, publications, events, conferences, bibliographies and links.

**Bikes Belong** ([www.bikesbelong.org](http://www.bikesbelong.org))
Bikes Belong is the national coalition of bicycle suppliers and retailers working together to put more people on bicycles more often. Through national leadership, grassroots support, and promotion, they work to make bicycling safe, convenient, and fun.

**Planet Bike** ([www.planetbike.com/page/grassroots](http://www.planetbike.com/page/grassroots))
Planet Bike pledges to donate 25% of company profit to causes that promote the use of the bicycle for the good of the planet. Smith’s very own Bicycle Kitchen has benefited from that 25%, and received a gift from Planet Bike! Thank you!
National Bicycle Greenway (www.nationalbicyclegreenway.com)
The mission of Cycle America is to promote a network of coast-to-coast, multi-use transportation and recreational bicycle roads and trails, to be called the National Bicycle Greenway. The Greenway network will utilize a network of abandoned rail lines and highways as well as active utility and aqueduct rights of way. It will ultimately be fed by other bicycle highways that stretch up and down both seaboard and crisscross the U.S. from east to west and north to south, starting by connecting Boston to San Francisco. Started by Californian Martin Krieg.

Only when the last tree is cut;  
only when the last river is polluted;  
only when the last fish is caught;  
only then will they realize that you cannot eat money.

-Cree Proverb
RESOURCES

Who to talk to at Smith College

**Joanne Benkley**
Center for the Environment, Ecological Design, and Sustainability
jbenkley@smith.edu

**Katherine McCartney**
President of the College
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**Earth Reps and Recycling Coordinators**
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**Ann Finley**
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**Gary Hartwell**
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**Maureen Mahoney**
Dean of the College
mmahoney@smith.edu

**Deirdre Manning**
Sustainability Director
dmanning@smith.edu

**Jennifer Walters and Lucy Mule**
Co-director, Center for Community Collaboration
ccc@smith
The director of the DPW is a key figure for the bicycle advocacy community. With an environmental and bicycle friendly DPW director, much progress could be made toward sustainable and energy-saving transportation alternatives. Get involved by calling the director ASAP!
The Northampton Energy and Sustainability Commission (NESC) assists and ensures that the City identifies, develops, implements, and manages programs and policies that achieve high levels of energy efficiency and energy resource sustainability and guards against effects of energy resource disruption/depletion and climate change in all of Northampton’s public and private sectors consistent with the goals of the Sustainable Northampton plan, the City’s climate change protection commitments, and other City plans/goals.

The Office of Planning and Development (OPD) works with the community to identify and implement the community’s vision to achieve economic, community, and environmental health. Its work includes community development, housing, community services, strategic planning to guide growth and conserve natural space, use GIS (Geographic Information System) to develop a database of Northampton community information, help and foster Northampton business, and implement planning processes. Sustainable Northampton is its current project to implement a new, sustainable comprehensive city plan. More information at the city’s website: (www.northamptonma.gov/aboutNorthampton/Sustainability_Plan).

More— Green faculty/staff at Smith

Elisabeth Armstrong  
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Ann Finley  
Area Manager, Dining Services; member: Committee on Sustainability, Green Team  
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Nat Fortune  
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(Anthropology/ES&P) Ecology, economy, health, and social change in East Africa
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Andrew Guswa
(Engineering) Environmental engineering, water; Director of the Center for the Environment, Ecological Design and Sustainability (CEEDS)
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Danielle Ignace
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Leslie King
(Sociology/ES&P) Population and environment.
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James Lowenthal
(Astronomy) Chair, College Committee on Sustainability, President of MassBike/Pioneer Valley. Year-round cyclist.
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Denise McKahn
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Naila Moreira  
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(Philosophy/ES&P) Environmental ethics  
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Amy Rhodes  
(Geology/ES&P) Aqueous geochemistry, groundwater issues  
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Donna Riley  
(Engineering) Chemical consumer products and their environmental effects  
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Sharon Seelig  
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Ninian Stein  
(Environmental Science and Policy Program) Environmental Science and Policy, land-use history in New England, design  
nrstein@smith.edu

Paul Voss  
(Engineering) Pollution transport, miniature flight vehicles. Creates environmental art and rides bikes.  
pvoss@smith.edu

Greg White  
(Government/ES&P) Politics of economic development in developing countries  
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**Getting your ideas and events to the media**

**Daily Hampshire Gazette**  
News and Press Releases  
newsroom@gazettenet.com  
Send press releases in the body of the email seven days ahead

**The Republican** – News Tipline  
news@repub.com OR hangelo@repub.com  
413.788.1200  
Northampton News Bureau  
413.584.2900

**WFCR radio** (New England public radio)  
jkauflman@wfcr.org

**The Associated Press**  
info@ap.org OR agorlick@ap.org  
Send press releases in the body of the email (no attachments)

**MassLive**  
Local.masslive.com/northampton  
- (click ‘Submit Content’ at the top)

**Smith Sophian**  
sophian@smith.edu

**Smith News and Events**  
Eric Weld  
eveld@smith.edu

**Smith Media Relations Director**  
Kristen Cole  
kcacole@smith.edu

**Smith Alumnae Quarterly**  
saq@smith.edu  
413.585.2031
WOZQ radio (Smith College)
www.smith.edu/wozq
413.585.4977

Smith e-Digest and News
www.smith.edu/news/submit.php

Useful Websites

Smith Student Government Association
www.smith.edu/sga (click on 'Meet the Cabinet')

Northampton City Government
www.northamptonma.gov

MassHighway
www.mhd.state.ma.us

MassRIDES
www.commute.com

General Bike Resources

Bicycling Policy and Planning
www.bicyclinginfo.org
Bike and pedestrian information center.

C.I.C.L.E.
www.cicle.org
Articles, blogs, news, culture. Los Angeles-based.

Thunderhead Alliance
www.thunderheadalliance.org
Unifying bike/pedestrian advocacy organizations.

Bicycling Life
www.bicyclinglife.com
Compiles lots of interesting cycling data.
General Sustainability Resources

Student Environmental Action Coalition (SEAC)
www.seac.org

New England Climate Coalition
www.newenglandclimate.org

Mass. Climate Action Network
www.massclimateaction.org

North American Sustainable Consumption Alliance
nasca.icspac.net

Co-op America
www.coopamerica.org

EnviroCitizen
www.envirocitizen.org

Local bike shops

Northampton Bicycle (www.nohobike.com)
319 Pleasant St., Northampton, MA 01060
413 586 3810
M-F 9:30am-7pm; Sat 9:30am-5pm; Sun 12-5pm

F.J. Rogers (Florence)
3 Main St., Florence, MA 01062
413.584.1727
M-F 9am-5pm; Sat 9am-4pm; closed Sun

Laughing Dog Bicycles (Amherst) (www.laughingdogbicycles.com)
63 S Pleasant St. Rear, Amherst, MA 01002
413.253.7722
M by appointment; T-W-Th 10am-6pm; F-Sat 10am-5pm;
Sun closed
Laughing Dog Bicycles (www.laughingdogbicycles.com)
63 S Pleasant St. Rear, Amherst, MA 01002
413.253.7722
M by appointment; T-W-Th 10am-6pm; F-Sat 10am-5pm;
Sun closed

UMass Bike Co-op (www.umass.edu/rso/bikecoop/2006/)
First floor of the Student Union near Campus Ballroom
M–F 10am-4pm
413.545.0647
A non-profit, student run business.

Hampshire Bicycle Exchange(www.hampshirebicycleexchange.com)
65 University Drive, Amherst, MA 01002
413.549.6575
M-Sat 10am-6pm
Sun 12pm-4pm

Valley Bike and Ski Werks (www.valleybikeandskiwerks.com)
173 Russell St., Hadley, MA 01035
413.549.6575
M-Fri 10am-7pm, Sat 9am-5pm, Sun 12-5pm

Stores with Organic/Non-GE Products
- Cornucopia - Thornes Market Lower Level, Main St., Noho
- Northampton Farmer's Market - Tuesday’s behind Thornes Market, Saturday's downtown Northampton near the courthouse
- River Valley Market - 330 North King Street, Northampton
- Serio's Market - State Street, Northampton
- State Street Fruit - State Street, Northampton
- Stop and Shop (Natural Foods Aisles)- King St., Northampton
- Trader Joe's– Hampshire Mall area, Route 9, Hadley
- Whole Foods – Hampshire Mall area, Route 9, Hadley (towards Amherst)
Genetically Engineered (GE) Foods: Genetically engineered food has had its genetic code (DNA) altered in order to express a particular trait. Unlike traditional breeding techniques, genetic engineering can combine the genes of two entirely different species, the effects of which are largely untested and unknown. Genetic foods pose a potential threat as their long term effects are largely unknown. -GAIA

Contributors over the years (alphabetical)

Martha Ackelsberg (Government)
Lauren Adler (Class of 2006J)
Joanne Benkley (Assistant Director, CEEDS)
John Dowlin (Neighborhood Bike Works)
Dana Elliot (Bike Kitchen Head Chef, class of 2013)
Katya Erlij (Recycling Co-Coordinator, class of 2008)
Lindsey French (Clean Energy for Smith!, class of 2008)
Julie Goshe (Recycling Co-Coordinator, class of 2007)
Gary Hartwell (Green Team, Physical Plant)
Todd Holland (Green Team, Five College Energy Manager)
Brittany Hopkins (MassPIRG, class of 2006)
Nick Horton (Friends of Northampton Trails and Greenways)
Jane Jones (Bicycle Kitchen, class of 2009)
Leslie King (Environmental Science & Policy)
Mai Kobayashi (Smith Environmental Coalition, class of 2006)
James Lowenthal (MassBike/PV)
Elisabeth Pixley-Fink (Class of 2008)
Emily Seaman (Class of 2008)
Colby Singleton (Class of 2011J)
L. David Smith (Director, ES&P)
Rebecca Staples-Moore (GAIA chair, class of 2008)
Ralph Sturgen (League of American Bicyclists)
Briana Tomboulian (Class of 2008)
Ben Winter (Pedal People)
Elisabeth Wolfe (Bicycle Kitchen, Class of 2010)
Ruthy Woodring (Pedal People)
Anita Yip (Wellesley College, class of 2007)

Originally written and compiled by: Samantha Lyon, ’08
(Founder, Smith College Bicycle Kitchen)
with Summer 2013 editing by Joanne Benkley and Colby Singleton.
Donations

Just as the Bike Kitchen hopes to create a sustainable, people-powered, community-building alternative to the transportation and energy crises, it also seeks to create a form of fair exchange for the Cookbook that reflects that alternative. Therefore, what it takes for you to get your hands on a copy – to pass on and share with others! – is not dictated by price. It may include any the following:

- Any amount of cash (suggested: $2)
- Your time at Bike Fixin’ working on rental bikes
- Tools (ex: metric wrenches, needle nose pliers, hex sets)
- Degreaser, grease, chain lube, WD-40, rags
- Bikes, bike parts, bike accessories
- Locks, helmets, bike lights
- Your own idea: let us know what you think!

See something we should edit for the next edition?

Notice something we left out?

Please drop us an email jbenkley@smith.edu.

Thanks!
Pass It On!

smith.edu/bikekitchen