



### **Annual Party Postponed to December 10**

Seems Velo Club members prefer a December party, and so it shall be! Wednesday, December 10 at Howie's on Front, Medford. Music, food, cash bar. More details to follow. Save the date. Register at [RSVP Annual Party](#).

### **Bear Creek Greenway Celebration**

Who of us doesn't ride on the Greenway and love it? No one! So let's all show our appreciation at the celebration on Sunday, Oct 12, 2:00 to 4:00 at the Jackson County Expo. Hors d'oeuvres, beer and wine. A glorious excuse to get out for a ride. RSVPs necessary. See p. 3.

### **Drive Less Challenge**

It's simple and easy to be a part of the Oregon Drive Less Challenge, taking place from Oct. 6 to 19. Eliminate any trip you normally drive alone by car. Walk, bike, skate, take the bus or train, carpool, vanpool and/or telework for school, errands, fun or work — any trip counts! Then log your trips online at [DriveLessConnect.com](http://DriveLessConnect.com). Watch your savings grow and WIN PRIZES! To find out more about the Challenge go to [www.DriveLessConnect.com](http://www.DriveLessConnect.com).

### **Family Fun Ride**

The Velo Club is partnering with the Rogue Valley Transportation District and the Drive Less Challenge to lead a Family Fun Ride on October 18. This will be a short, low-key ride from Mae Richardson School in Central Point for families of all sizes and ages. Egon du-Bois has agreed to conduct a short session on safety prior to the ride, and Gary Shaff will lead a short, easy ride through the neighborhoods. Edem Gomez, of RVTD, has spearheaded this effort, and RVTD will supply prizes and snacks as well as helmets for kids who need them.

## UPCOMING EVENTS

### October

- 6—19 Oregon Drive Less Challenge  
12 Bear Creek Greenway Celebration Jackson County Expo  
18 Family Ride - RVTD Mae Richardson School, Central Point

[www.DriveLessConnect.com](http://www.DriveLessConnect.com)  
[bearcreekgreenway.com/rsvp](http://bearcreekgreenway.com/rsvp)  
[egomez@rvtd.org](mailto:egomez@rvtd.org)

### November

- 5 VC Board Meeting

[Bandgfam@jeffnet.org](mailto:Bandgfam@jeffnet.org)

### December

- 10 Annual Party Howiee's On Front, Medford

-denotes a Velo Club event

-all Club events for the coming month are highlighted elsewhere in this issue


# Where are you?

Last month John Fertig was the first of many Club members to identify Wayne's photo of the cattle guard on Dead Indian Memorial Rd.

The first person to identify the location of John's photo at right will submit a photo next month. Send your response to [mlmoore97520@gmail.com](mailto:mlmoore97520@gmail.com).




Brisk and Moderate riders on the Graves Creek Bridge on Sep. 13



*join us!*

# 20 Mile Celebration

Sunday, October 12, 2-4pm  
Jackson County Expo



**Bear Creek  
Greenway**

**A time to give pause and say thank you!**

We are happy to report the completion of the Pine Street to Upton Road section of the Bear Creek Greenway in Central Point, the trail is open and as busy as ever! The 20 mile paved trail is now continuous and connects our communities of Central Point, Medford, Phoenix, Talent and Ashland.

We would like to pause and reflect on the efforts of the last 40 years (including our upcoming 30 year anniversary in 2015!) and look to the future—the next extensions and improvements for the Bear Creek Greenway. We invite you to join us and celebrate this incredible milestone.

**Join us and celebrate the  
incredible milestone of 20 miles**  
at the Jackson County Expo Mace Building  
1 Peninger Road, Central Point

Hors d' oeuvres, beer & wine will be available.

**Please RSVP**  
at [www.BearCreekGreenway.com/rsvp](http://www.BearCreekGreenway.com/rsvp)

[www.bearcreekgreenway.com/rsvp](http://www.bearcreekgreenway.com/rsvp)

## SEPTEMBER RIDE LEADERS

Gary Shaff  
Wayne Evitts  
Tom Ryan  
Phil Gagnon  
Dennis Cramer  
Lorna Chateauneuf  
Fred Stapenhorst  
Cookie Webb



The SloMos rode from the Applegate Store to Williams on Sep. 27.



## BIKE LANES: CROSSWALKS FOR CYCLISTS

By Gary Shaff, President

The Club's official comments on ODOT's Rogue Valley Highway OR99 Plan are available at [Siskiyouvelo.org](http://Siskiyouvelo.org).

A committee composed of David Chapman, Rees Jones, and I developed a draft statement that was reviewed and approved at the Club Board's September 3<sup>rd</sup> meeting. The comments are comprehensive. The Club's recommendations include 1) 3-lane cross sections instead of five where appropriate for the forecast traffic volumes, 2) reduction in speed limits, 3) provision of street lighting in urban sections of the corridor, 4) improved access to the Bear Creek Greenway, 5) phasing of the S. Stage to Phoenix section, and 6) designs to discourage wrong-way cyclists. In addition, the Club offered comments on each of the Plan's 21 improvement concepts.

An underlying issue in the Plan is whether bike lanes or shoulder striping will be used between the cities of Phoenix and Talent, and Talent and Ashland. The outcome of which will determine whether the Bear Creek Valley has an interconnected bicycle network or simply networks within each city. It is important to note that the Plan designates bike lanes between Medford and Phoenix – a good sign. It is also noteworthy that Crater Lake Highway includes bike lanes between Medford and Eagle Point.

ODOT, within the OR99 Plan, appears to be treating bike lanes as "urban facilities." Such a limited view ignores the importance of bicycles for interurban as well as urban travel.

Bike lanes are designated using an eight inch strip while shoulders receive a four inch. A four inch difference in striping width may not matter to some cyclists. However, that difference in width directly affects which laws are relevant. You may be familiar with the following laws (follow links for the complete text of the law):

[ORS 814.400](#) provides that bicycles, like automobiles, are classified as vehicles and can be operated in the roadway (i.e. travel lane).

[ORS 801.155](#) defines bicycle lane that part of the highway, adjacent to the roadway, designated by official signs or markings for use by persons riding bicycles except as otherwise specifically provided by law.

[ORS 801.480](#) defines road shoulder as that portion of a highway, whether paved or unpaved, contiguous to the roadway that is primarily for use by pedestrians, for the accommodation of stopped vehicles and for emergency use.

[ORS 814.430](#) requires cyclist to drive their bike as close as practicable to the right edge of the roadway except when a bike lane is present or when the lane is too narrow to safely share the lane with autos.

[ORS 811.425](#) requires drivers of slower vehicles to yield to overtaking vehicles; including moving the slower person's vehicle off the main traveled portion of the highway (i.e. onto the shoulder or an area suitable for turnout).



## **Bike Lanes—cont'd.**

[ORS 811.065](#) requires motorists to pass people riding bicycles when there isn't a bike lane and speeds are greater than 35 MPH with enough "shy" distance (i.e. the distance between vehicles) to avoid hitting a cyclist if the cyclist fell into the lane.

[ORS 814.420](#) requires people riding bicycles to use a bike lane when present.

[ORS 811.050](#) requires auto drivers to yield to a rider in a bicycle lane.

State law provides greater legal protections and extends additional rights to cyclists in bike lanes as compared to roads with only shoulders. Autos are forbidden to use bike lanes. Additionally, auto drivers must yield to bicycles in bike lanes (i.e. the auto driver violates the law if they cause a collision when turning right across a bike lane). Taken together these laws create a special protected environment for people riding bikes in a bike lane. It is not dissimilar to the way crosswalks serve to protect pedestrians.

In contrast, when a cyclist is using a road shoulder; the slower vehicle (i.e. the cyclist) must yield when overtaken by a faster moving motor vehicle. In the [State of Oregon v. Potter, 2002](#), the courts found that cyclists must use the shoulder or other turn-out, if safe, to avoid impeding motor vehicle traffic. If wide shoulders are available, they become de-facto bike lanes but without the right-of-way protections extended to cyclists under ORR811.050. Another disadvantage of roadways with shoulders compared to those with bike lanes, is that automobiles can be parked on shoulders.

For motorist, the absence of bike lanes (where speeds are greater than 35 MPH) complicates bicycling passing ; requiring specific shy distances as described in ORS 811.065, above. Most motorists aren't familiar with this law and as a consequence often violate the standards. The law went into effect in January 2008, long after most drivers on the road today took their drivers test. But driver ignorance doesn't diminish the requirements of law. The law effectively requires drivers to pull into the opposing (or adjacent lane) to pass a cyclist when a bike lane doesn't exist (unless speeds are less than 35 MPH). For example, travel lanes are typically 12 feet wide. A tall cyclist, even riding on the shoulder, would take roughly half of that width if they were to fall into the lane. To legally pass the cyclist, even one riding on the shoulder, a motorist would need to pull approximately half-way into the center turn lane (if one existed) or the opposing lane to pass. Motorist most often times pass cyclists at much closer distances. ORS 811.065 is probably one of the more frequently violated laws on the books. In this way, bike lanes offer something for both motorist and for people riding bicycles; providing more legal protections for cyclists while simplifying passing bicycles by motorists

No law prevents a careless driver/cyclist from a collision. But given Oregon laws. I'm a big fan of bike lanes. Additionally, bike lane stencils discourage wrong-way cycling which there are far too many. What's not to like?

If you haven't submitted your comments to ODOT please do so. See the Club's website for more information on how to do so.

An Oregon Drive Less Challenge Event  
Proudly Presented by Siskiyou Velo and RVTD

# Family Fun Bicycle Ride

## October 18th



**Win Prizes! Free Bicycle  
Safety Gear! Have Fun!**



No Registration is necessary! Just be ready to have fun! Families and kids of all ages are welcome!

For more Information please contact Edem Gomez 541-608-2411 or [egomez@rvtd.org](mailto:egomez@rvtd.org)

### What?

Enjoy a short, slow paced bicycle ride led by riders from **Siskiyou Velo**, Southern Oregon's Premier Cycling Club

**10:30am-12:30pm** with a fun, interactive bicycle safety presentation before the ride.

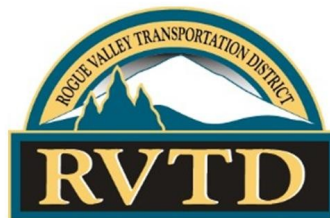
**Enjoy Hot Chocolate and Awards!**

### Where?

Ride Begins and Ends at Mae Richardson Elementary School

**200 W Pine St, Central Point, OR**

To learn more visit [rvtd.org](http://rvtd.org) or [siskiyouvelo.org](http://siskiyouvelo.org)



## LETTERS TO THE EDITOR

### Polite and Legal Use of the Bear Creek Greenway

This is a problem that keeps coming up all during the riding season. I personally try to avoid using the Greenway because of the large number of problems experienced with dog walkers and particularly cyclists, but lately I have ridden a number of commuting miles and see that if anything, plain old civility and common sense has become worse.

The failure of users to be considerate and polite is astounding. So I'm addressing this to all our bicycle users. This is not a training track, if you want to pretend you're a racer, take it out on the streets. Pay attention to surrounding traffic, we owe other users the right of way. Give an audible warning when passing other users. Mainly don't act like we own the road. This is a multi-use trail, not a "bike path."

I've been riding enough years and miles to have heard all the excuses and arguments about why we shouldn't have to or don't obey the rules and laws. There are no excuses for incivility and just plain not caring.

The following is copied from the Jackson County Parks Greenway website and is posted on signs by Greenway maps. The Rules are a part of a County Ordinance, so enforceable by law.

#### Share the Trail

The Bear Creek Greenway is a multi-use trail. Whether you're on a bike, on a skateboard, on rollerblades, on foot, or on horseback, it's important that you are considerate of other people using the trail. Please be courteous of others so that everyone's experience on the trail is an enjoyable one.

#### Etiquette & Rules

- Keep right, pass left, give an audible signal when passing.
- Dogs must be on a leash no longer than 6'. Please pick up after your dog.
- Dispose of waste and litter properly - pack it out or use a trash receptacle.
- Horses only allowed where designated - on dirt trails and shared portions of paved trail where marked.
- No motorized vehicles.
- No fires, firearms, fireworks, camping, or alcohol.
- Speed Limit is 15 mph.
- Please be courteous of other trail users!

It would be nice if all bicycle riders made an effort to follow these rules. And who knows, your "On your Left" might persuade someone that all bike riders aren't jerks and a---h---s.

Steve Juul

### Good Job!

I have been making an annual trip to Ashland for the last 13 years and really enjoy the local rides. I discovered the Siskiyou Velo website a few years ago and have always been impressed with the content. Case in point was the last meeting which included a representative from Jackson County's Road & Parks Department. I recall riding Mt Ashland after a recent chip sealing one year...not the best experience. It's great your club takes an interest in these issues and has the connections to bring representatives to the meetings. Very impressive!

Ian Robertson

### Courtesy is Dangerous

Good hearted car drivers on a thoroughfare will often choose to stop for bicyclists who await an opening in traffic to cross or commit to a left and turn. Bicyclists frown on this noble gesture. Why? Because cars coming behind the stopped car will not realize why the car has stopped and will simply pass. Get the picture?

Such driver courtesy is well intended but very dangerous. On any thoroughfare, please don't attempt to stop for bicyclists waiting to cross or do a left hand turn. Bicyclists are vehicles and are subject to the same rules of the road as motor vehicles. Bicyclists know to wait for a safe opening in traffic just as car drivers do.

Phil Gagnon



## CLIMBING TIP OF THE MONTH

### ZIGZAG

As a last resort, weave your bike in a zigzag line to make things easier. Moving in a straight line requires you to work against the steepest gradient of the road. By weaving in and out, you lessen the gradient and give your legs a break. One word of caution: If you do use this technique, be wary of others on the road. You'll take up considerably more space using this technique, and it's your fault if an accident occurs. Cars won't be expecting you to take this line, and other cyclists might not either, so be careful.



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or at [www.facebook.com/siskiyouvelo.bicycleclub](https://www.facebook.com/siskiyouvelo.bicycleclub)

Newsletter contribution ore accepted until the 20th of the month.  
Contact the editor at [mlmoore97520@gmail.com](mailto:mlmoore97520@gmail.com) for more information. Members are welcome  
to submit letters, photos, stories, classifieds or other notices of interest to the club.

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# REGISTER YOUR BIKES

at

<http://www.ashland.or.us/FormPage.asp?FormID=145>

or

<http://www.ci.medford.or.us/FormPage.asp?FormID=58>

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