

May 2004

NICI Newsletter

WORD FROM THE STEERING GROUP

Patron: Brian Hanna

NICI is affiliated to the Irish Cycling Campaign Network and the Cycling Campaign Network of Great Britain

A big thank you to Reavey & Co Solicitors who have again kindly helped with the costs of production and postage of the NICI newsletter.

The Steering Group continue to work hard. Jonnie Palmer's efforts can be seen on the web site www.nici.org.uk. Kathryn Carson keeps membership details up to date and is organising our pedalling picnic. Sally Liya attends the Belfast Routes Group on our behalf in addition to organising a Newtownabbey Routes Group. Pat McKeivitt is still our treasurer but would like to be replaced – any volunteers? He assures us it is not too time consuming. Tom McClelland is Chair of the Northern Ireland Cycling Forum. Through Tom, our voice is heard at a senior level, by officials who implement cycling policy on the ground throughout Northern Ireland.

Good luck to Noel Mitchell, our member from Omagh, who is organising an Omagh cycling campaign group.

Thank you to our contributors, Peter Emerson and Jelmer Hania for their articles, we have extended the size of the news letter this month to allow us to reprint an article on oil rollover/shock and also a press release from Atkins, consulting engineers who have been recently advising Roads Service on cycling and transport issues. The



newsletter is longer than usual and we hope you enjoy the read.

Can you help?

Enclosed with your newsletter you will find six tags produced by our IT and media guru, Jonnie Palmer. The Steering Group want to double NICI membership and past experience has taught us the most effective way is to leave flyers with our contact details on parked bicycles.

Please put the tags in your purse or wallet and give out to any cyclist you see or hang on any parked bikes.

The Steering Group need your help with this and we think it is an easy way to attract new members and increase our influence.

Pedalling picnic

Kathryn Carson has kindly organised the NICI Pedalling Picnic. The event will be held on Sunday 13th June with starting points from Belfast and Lisburn along the towpath to Sir Thomas & Lady Dixon Park. The Belfast start point is the car park between Cutters Wharf and the Boat Club, Stranmillis; Lisburn start is the

Injured cycling or driving on our roads?

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**Carrickfergus: 028 9335 5535
Whiteabbey: 028 9086 0335
Rathcoole: 028 9086 0335**

car park of the Lagan Valley Island off Queen's Road.

Meet at 1.45pm to move off at 2.00pm. It is an event aimed at everyone, experienced and the novice, young and old. We had superb fun last year and it is the best event in the social calendar.

Build-out problems and letters to the press

To: The Editor,
The Belfast Telegraph
The Irish News
The Newsletter

Dear Editor,

"Effing looper!" he shouted. I was on 'me-bike' – (well, in these days of global warming, isn't everybody?) – heading down the Woodvale Road. A lorry was coming up behind me, while in front was one of those islands which the DoE have put in everywhere; they might make life safer for pedestrians but, given the resulting narrow width of road, they make life really dangerous for the cyclist. So I put my right hand out

and moved out a little towards the middle of the road; my message was clear: there wasn't room for both of us and I was going through first. He, however, was apparently in a hurry. He swung out into the middle of the road (where the DoE have painted out more tarmac than is needed for a good cycle lane), overtook, and then swung back in again in order to go through the island gap, causing me to swerve and brake.

100 metres down the road, he pulls over and stops. So now I swing out to overtake, and from out of his cab window he screams, "Effing looper!"

Well, at least I'm not a dead effing looper.

Yours sincerely, Peter Emerson

Editor's note – Build-outs are a big problem, pedestrian safety is improved but cyclists, heavy lorries and cars are squeezed into a limited space. The worst build-out I have experienced is in Magheralin on the Lurgan Road.

Campaigning history

A cycle of Protest

The first Belfast "cycle-in" was in 1978. We had blind people on tandems, folks on penny-farthings, and even one guy on a trishaw! There were about two hundred cyclists in all. Mums, dads, kids, the lot! They gathered outside the City Hall, before then setting off on a 12-mile cycle ride around the city. It was, as far as I know, the first political demonstration to go past the UDA headquarters, then on the Newtownards Road, and the offices of Sinn Féin on the Falls. In a word, it was a lovely, fun day, as well as being a serious political protest. And the press? They said we "blocked the traffic". But we *were* the traffic!

The political context of the time was set by the 1977 public enquiry into Belfast's transport plan in which, *inter alia*, it was obvious that the Department wanted to go ahead with its West Link. A few of us raised some objections to this, with little or

no success. And so we thought the best answer was to actually demonstrate the level of public support for cycle lanes and so forth: hence the 'cycle-in'. And hence too a pamphlet entitled 'The Bicycle' in which (a) we offered to participate in any discussions that might take place on cycle provision, and (b) we argued for just 1% of the annual roads budget to be devoted to that provision. We got no reply.

There then followed the ABC, the Association of Belfast Cyclists, which tried to maintain the political pressure, and maybe the most hopeful development of recent years was a conference organised by the CTC in which the DOE (Roads) actually participated. On reflection, or by a cursory glance at the paucity of cycle facilities in Great Victoria Street or pretty well any other city centre roadway, maybe it wasn't the most hopeful of signs. The senior representative of the DOE who gave the opening address to that conference came by chauffeur driven car!

Peter Emerson
Rhubarb Cottage
Belfast

More from Amsterdam

Report by Jelmer Hania

Maybe you have been in Amsterdam. Arriving at Central Train Station you will have noticed thousands of bikes. Well bikes, they look more like rusty scrap, with a brand new lock. You have just entered the city where Amsterdammers really carry everything on their bikes.

The lock is the most important. Not like in NI where I travel from A to A, touring around for a bit of fun. The Amsterdam bike is the means of transport and going without a bike is being silly. The locks are most awkward. The standard lock under your seat is the easy one, but only ensures that the back wheel does not turn. Though to attach the bike securely, you need a massive chain to lock the front wheel and the frame around the nearest tree. Even then, don't be disappointed on your return if

your bike is gone. In front of my house in Amsterdam there was a serial front wheel robber! We quickly learned that three locks are better than one!

It is not unusual to see a mother cycling with three large shopping bags on the handlebars, while having a baby up front and an older child on the back. This most admirable acrobatic exercise is the most natural thing to do for the mother and is the most logical way to get around. The coolest baby-seats have fake handlebars and the children are having a ball, with poor mum struggling with her balancing act to get home.

The handlebars, i.e. the handlebar-basket, often carry a more hairy creature, the dog! The Jack Russells and the poodles are a perfect fit for the basket at the front. The bigger 'real' dogs, the Labrador, Great Danes and Dalmatians, run along beside the bike and guard the bike while the owner shops. Once I saw a bulldog on a racing bike, hanging between the handlebars and the seat, while the cyclist was on the back seat cycling. 'Cool' dogs are marked by a red handkerchief. Amsterdam is a city to be seen in; dog fashion is a serious business.

Safety is hardly a concern in traffic, though the rules are getting tougher. There is currently a zero tolerance policy on not having 'working' lights on bicycles. This has frustrated many cyclists, as the bicycle lights are constantly being vandalised (most light systems are an integral fixed part of the bike and easy to break, i.e. by pulling out the wires and kicking off the front or backlights).

Ironically safety issues, like holding an umbrella in heavy wind and rain, which could be considered highly dangerous, are allowed. Also to even consider wearing a safety helmet is a step too far for the proud Amsterdam cyclist. Sometimes the odd tourist wears this and it works like L plates on a car. Keep a safe distance and pass quickly.

Well, next time I will be chatting about the white bikes...

Ps: Last weekend suddenly the Lagan towpath stopped. Between Edenderry and Shaw's Brigde a huge yellow sign appeared stating: CYCLISTS AND WALKERS TAKE ALTERNATIVE ROUTE. This involved some steep climbs and much slipping and sliding through fields close to Shawsbridge. I got lost and stuck in the mud many times. It was only fortunate that my elderly parents were not with me on this occasion. They happen to be visiting next week.

The question has to be asked; who can come up with this idea of offering an "alternative route" that involves slipping and sliding through the mud with a pram or a bicycle or an elderly parent?

Report from the routes group

Two lobbying issues have been identified:

- Travel wise are preparing travel plans with the Universities that concentrate on car sharing but make no mention of cycling.
- There is a continuing need for local Councillors to promote cycling and lobby for infrastructure and other improvements at a local level. Please telephone or write to your local Councillor to lobby for cycle routes
- Plans are at an advanced stage for a high quality link from the Halifax building on the Lagan embankment, NCN 9, to Cornmarket in the centre of Belfast the scheme includes a two-way track and two Toucan crossings.

Good news on cycle usage:

- Roads Service monitoring reports a 37% increase on the Stranmillis section of the NCN between 2000 and 2003

- There was a 9.6% increase in the Belfast area over the same period.



Stranmillis Embankment
National Cycle Network Route 9, Belfast

Car constraint – the most effective cycle and health promotion tool?

Since the introduction of congestion charging in London, cycle commuting in the morning has increased by 73%. During the full congestion period cycling has increased in the zone by 31%. These statistics are staggering.

Is car constraint the most cost effective action to promote cycling within an active life style?

Letter from America

The Party's Over



How do you explain Jan Lundberg? He isn't at all what one would expect from his family background. What do you say about a man who has torn up

his driveway and planted a vegetable garden in its place?

Perhaps he is just odd, or maybe it is because he lives in Arcata, California, a small town in the far northern part of the state. Arcata is in redwood country - cool, damp and foggy. Life among the redwood trees takes some strange turns for some people. It has happened before.

In 1855, about 12 miles down the road from where Mr. Lundberg lives now; U.S. Army Captain Sam Grant was simply destroying his Army career. He was stationed at an obscure Army post, far from home, lonely and thoroughly miserable. He spent most of his days wandering around the post in an alcoholic haze. Captain Grant's dereliction of duty was so clear that his commanding officer strongly encouraged him to resign his commission and leave the Army.

He did, and returned, defeated and humiliated, to his family roots in the Midwest. For the next five years, former Captain Grant failed at just about every profession and occupation available to him.

In 1861 the American Civil War erupted while Sam Grant was working as a clerk in his father-in-law's leather goods store. The Federal government was desperate for any sort of military experience in its drive to suppress the Southern Confederacy and Sam Grant managed to talk his way back into the military life.

Two years later, in 1863, after a series of small victories and then the destruction of an entire Confederate army at Vicksburg, Mississippi, Maj. Gen. Ulysses S. Grant was appointed commander of all Federal armies by President Lincoln. As far as General Grant's difficulty with certain beverages was concerned, Mr. Lincoln's answer was: "I can't spare this man. He fights".

For the next 20 months, General Grant - Unconditional Surrender Grant to the Northern states, and Butcher Grant to the Confederates - directed a series of ferocious campaigns against the failing Confederacy. By the summer of 1865, the Confederacy had been wrecked, the war had sputtered to a close,

President Lincoln had been murdered, and former Captain Grant found himself hailed in the victorious Northern states as the Saviour of the Union.

In November 1868, Sam Grant was elected President of the United States. Life takes some strange turns in the redwood country.

Jan Lundberg's life, though not nearly as important or as dramatic as General Grant's, has taken some strange turns as well. For many years his family has published The Lundberg Letter, which still advertises itself as The Bible of the Oil Industry. Mr. Lundberg's roots in the oil business are wide and deep, and yet he has turned away from all that.

These days he operates the Sustainable Energy Institute from his headquarters in Arcata, and publishes articles like The Fall of Petroleum Civilization and Peak Oil: A Turning Point For Humankind.

His website [www.culturechange.org] is stacked with articles like these, both about oil and related subjects. Jan Lundberg does not like a lot about modern life. He does not like cars. He does not like roads. He considers our dependence on oil, especially foreign oil, as a gigantic dead-end. He has been singing this song for about 15 years now, and lately many other voices from the oil industry have joined the choir.

The general consensus among the oil experts is that all of the world's oil supplies, with the exception of the fields of the Middle East, have reached and passed their peak.

American oil production peaked in 1970, and has been declining ever since.

The best estimates these days are that world oil production will peak sometime around the year 2015, and after that will enter a long and irreversible decline. The title of Richard Heinberg's book on the subject tells the story - The Party's Over. What happens then?

A to B readers would probably think in terms of the effects on transportation. That may be the least of our problems. One expert has calculated

that if petroleum were to disappear tomorrow, world food production would drop by two-thirds. Every area of modern life will surely be affected, and we cannot even begin to see the total picture. The USA is well positioned to make the transition away from the Age of Oil, but it will be vastly expensive and difficult. We have huge reserves of coal in America, but then coal is dirty and rather inefficient. Nuclear energy is available - and lethal. The American Southwest has good potential for solar energy production, and the American Midwest has enormous potential for wind power. The Age of Oil came into existence over several decades, and will fade out the same way, if current projections can be trusted.

The governments of the world are of course well aware of these projections, but have chosen not to publicise them, so far. Such estimates in the past have proven too pessimistic, and no government is interested in stirring up needless panic. What looks different this time is that the pessimism is coming from the oil industry itself, not from the usual collection of eco-buffs. It appears that we of the 21st century will once again learn the truth of the ancient Chinese curse. We are going to be living in interesting times.

Sam Grant and Jan Lundberg - two lives separated by 12 miles and 150 years. Yet more than redwood trees tie them together. The American Age of Oil began around 1870 with the operations of an obscure Ohio businessman. His name was John D. Rockefeller, and in those years he began to put together the American colossus of oil, the Standard Oil Corporation. It happened during the White House years of President Grant, and with his enthusiastic encouragement.

Now, in our time, clear notice comes from Jan Lundberg and others that the Age of Oil is about to peak.

For the young, this transition will probably be the great event of their lives. How will we cope? We will surely be brave. As one of John Steinbeck's characters said in The Grapes of Wrath, "It's easy to be

brave when you have no other choice".

Artist John McNaught and author Martin Snelus

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Editor's note – The chief economist of BP argues that peak oil production is many years off and the do mongers are wrong. What do you think?

Police pedal power in Belfast



The use of bicycles by the PSNI is spreading. Police officers in two district command units in Northern Ireland have been using specially adapted bicycles for Police work. Officers who use the bikes are provided with cycle clothing and safety equipment. Bikes have proved much more flexible than patrol cars and are obviously faster than foot patrols. In heavy traffic the bikes have proved their worth in responding to calls quickly. Responding on two wheels means that police can approach a call by using lanes and alleyways not available to cars.

Bicycles are increasingly being used for police work throughout the UK. CTC reports that a seminar has been organised by the Yorkshire police on the subject of the most efficient use of bicycles in police work.

Conferences

“Get Moving! Safe Routes to Schools”

A one day conference organised by Sustrans, held at W5, The Odyssey centre, Belfast on 27th April

A report by Kathryn Carson

I attended this conference as a parent who walks (and occasionally cycles) to school with my children. The Safe Routes to Schools programme was launched in the UK by Sustrans in 1995, with the aim of enabling more children to walk and cycle to school. In N. Ireland 25% of school pupils go less than one mile to school, but 46% of these do not walk or cycle. Increasing the number of children who walk or cycle to school could reduce traffic congestion and pollution (20% of traffic at 8.50am is due to the school run); improve road safety; provide health benefits from exercise; allow children more freedom and independence; and encourage good travel habits. In N. Ireland six schools are involved in pilot projects, and have set up school travel plans with input from Roads Service; the Dept of Education; Road Safety Officers; and Health Promotion Agency school co-ordinators.

The conference aimed to provide a forum for school pupils to express and develop their ideas about sustainable transport and to interact with people involved in all aspects of the Safe Routes to Schools programmes. There were speakers from the Dept of Education; Health Promotion Agency; Roads Service; Sustrans; York City Council; a headteacher and the Commission for Children and Young People. Most memorable were the talks given by pupils from St Joseph's College, Belfast and St Brigid's College, Derry. These young people gave very impressive presentations on why safe routes to school are important to their school. It was inspiring to hear what they had achieved in their schools with support from Sustrans and Roads Service, and about some of the real improvements that had been made to make journeys to school safer and encourage cycling and walking to

school. The schools involved had done practical things like providing covered cycle parking and installing lockers (carrying heavy books was identified as one obstacle to walking or cycling). Roads Service had also taken measures such as reducing speed limits and improving pedestrian crossings. Other talks mentioned innovative ideas such as walking buses where children are collected at various pick-up points along a set route, and walk to school escorted by volunteer adults. One school in England even has a cycling version.



New cycle parking at St Joseph's College, Belfast – one of the measures adopted by the school under the Safe Routes to Schools initiative

The message that came across to me, was that school children care about this issue and many would prefer to walk, cycle or take the bus to school. In order to make it safer for children to cycle or walk to school or anywhere else, we all need to take responsibility for the way in which we travel.

Interesting websites for further information:

www.saferoutestoschools.org.uk
www.travelwiseni.com
www.walktoschool.org
www.saferoutestoschools.org (Marin County, US)
www.schoolway.net
www.cyclecity.dk (Odense, Denmark)

“Making Dublin a Bike Friendly City – Lessons for all from 10 years of campaigning.”

CCN/CTC Spring Cycle Planning conference, Dublin, Saturday 1st May.

A Report by Tom McClelland

For the first time the CTC/Cycling Campaign Network Spring Conference was held in Ireland with a theme of 'How to make Urban areas safer for cyclists'. The Dublin Cycling campaign were the generous hosts and organisers.

The high quality speakers had both local and international renown, ranging from Jan Gehl the internationally recognised urban planner to Peter Brady, a sergeant in the Garda and closely associated with the Garda Mounted Bicycle unit.

The day started with 'The bicycle in physics and literature' we took a journey from Flann O'Brien to Seamus Heaney by way of the gyroscopical effect in balance and all in 15 minutes.

Professor Gehl used Copenhagen as a case study showing how the city quality degenerated with the invasion of the motor car and how, through long term commitment and political leadership the city was reconquered by pedestrians and cyclists. He emphasised that it is not confrontational revolution but little annual incremental improvements that succeed, but long term commitment is needed.



one way street, two way cycle lane – but what about the right turn junction?

John Franklin, Chair of CCN, dealt with the history of cycling campaigning and planning in the UK and the debate between segregated

cycle paths and cyclists using traffic calmed roads. There is much more at www.lesberries.co.uk/cycling/cycling.html

Michael Aherne, Director of the Dublin Transportation Office, discussed current transport policy in Dublin. Cycling is now embedded in Dublin policy unlike the draft PMTB, which advocates that cycling is subject to economic appraisal and review.

Dublin transport policy aims to cap car use through demand management, land use policy and traffic management. Dublin as a civilised city will not be shaped by transport demands but by the needs of the city and its people.

Shane Foran, of the Galway Cycling Campaign, presented a paper showing that Hitler's National Socialist Party were the first political party in Europe to insist that pedestrians and cyclists should be moved off roads to allow free movement of motor cars. Shane argued that the Irish government followed Hitler's transport policy by default – controversial stuff.

Dave Maher, of the DCC, outlined the struggles the DCC had with cycle parking at railway stations and the Irish Road Safety body.

Phillip Darton, Chair of the English Cycling Forum, showed that cycling is less dangerous than perceived. Using RoSPA figures he pointed out the following hospitalisations 12,000 cases due to wood laminate floorings, 9,000 trouser related cases and, most intriguing of all, 7,000 zipper related cases. Phillip showed that cyclists are seen as one of society's out groups and must be treated with respect. No matter how irked, cyclists should be courteous, friendly and not given to jumping red lights.

He presented the latest ideas on cycle promotion and marketing with new strap line examples such as 'Cycle for freedom', 'Cycle for health', 'Cycle for fun'. He also pointed out the need for and the advantage of proper cycle training, cycle champions at both the national and local political level.

Michael Collins talked about his campaign for the Sutton to Sandy

Cove promenade and cycleway; this traffic free pathway will skirt Dublin Bay from north to south and crosses the Liffey close to the Customs House.

Steven Patterson, of Sustrans in Belfast, emphasised the need for high quality engineering features that facilitate safe cycling.

Barbara Connolly, of the Cycling Safely and Skills School, outlined her work cycle training with school children. She made the important connection between cycling and social inclusion showing that cycling gives disadvantaged children and adults mobility.



traffic calming chicane with cycle provision, how should residential parking be treated?

The final session was presented by Sergeant Peter Brady and covered bicycles and police work. He highlighted the positive Garda/Public contact made much easier when the Garda arrived by bike rather than arriving by car. He underlined the high morale found in the bicycle unit. Individual Garda members find that daily-integrated exercise associated with their work helps keep them physically and mentally healthy.

Belfast Metropolitan Draft Transport Plan

The draft plan and equality impact assessment was published at the end of March 2004. There's good news for cycling with a promised spend of £35 million for cycling and walking. Plans include two new cycle bridges over the Lagan and planned cycle networks for Lisburn, Bangor and Carrick.

The Steering Group will be looking at the plan in closer detail as a first glance it appears that network vehicle capacity will be maximised. Spending on bicycle friendly improvements will be subject to review by economic appraisal. No other mode of travel is subject to review. Car constraint will be managed through reduction of publicly managed car parking spaces. There is no mechanism in the plan to constrain private, non residential car parking spaces.

Motorbikes in bus lanes

Thank you to everyone who wrote letters to Roads Service, protesting about the experimental introduction giving motorbikes access to bus lanes.

We understand because of our protest, legislation may have to be introduced delaying the introduction further. We understand the Department is concerned about the issue of potential casualty increase and associated costs that may follow the increasing use of motorbikes.

Interestingly, the Northern Ireland Travel Survey shows that motorbikes account for just 0.3% of the distance travelled in Northern Ireland but 13% of all road deaths and 12% of all serious road injuries.

Atkins, who have been advising the Department of Regional Development, have found that:

- Bus lanes are as popular as cycle paths with cyclists and both facilities are considerably preferred to a shared use facility on the footway.
- Atkins recommended that the Department should include bus lanes and cycle lanes on future cycle maps.

Here is the Atkins News Release in full:

“Pedal power: sharing bus lanes in Belfast”

25 February 2004

Cyclists enjoy using bus lanes as well as their own dedicated routes. This is one of the interesting results of the first ever large-scale survey of riders in Belfast. Undertaken by consultants from Atkins, the recently-published study provides a useful insight into different types of facilities and the factors which can lead to an increase in cycling.

The study was commissioned by the Roads Service division of the Department for Regional Development in Northern Ireland.

While there is considerable debate among planners as to what is needed on a cycle route, this survey provides input from the cyclists themselves – nearly 200 of them answered the questionnaire. All facilities were thought to offer cyclists an improvement over conditions on an ‘average road without any cycle facility’.

More specifically, the findings included:

- Bus lanes were as popular as cycle lanes, and both facilities were considerably preferred to a shared-use facility on the footway.
- Off-road facilities vary considerably in their popularity with cyclists.
- Cycle tracks (a segregated facility which runs parallel to a road) and cycle paths (which go through parks, along towpaths etc) were much preferred to a shared-use footway.
- The main factors which had caused an increase in respondents’ level of cycling over the previous 12 months were: moving house; the desire to get

fit; the provision of new infrastructure; and the speed/reliability of journeys by bike.

If the results of this study were replicated elsewhere, policy implications could include:

The inclusion of bus lanes and cycle lanes on cycle maps;

- The need to distinguish between shared-use footways and other off-carriageway facilities in the cycle design hierarchy and in cycle maps, reflecting the considerable difference in ‘level of service’;
- The importance of targeting people who have recently moved house with cycle maps/information etc;
- The need to emphasise the speed and reliability of bicycle travel in promotional literature

Atkins’ project manager, Neil Guthrie, comments: “These results shed some much-needed light on which facilities cyclists actually prefer and how policy-makers should go about getting more people to ride bikes. Furthermore, there is currently no guidance available to local authorities on what to show in cycle maps but our research suggests that both cycle lanes and bus lanes provide cyclists with a much improved level of service, and should therefore be included. These results should also be of interest to the DfT as consultation begins on its new series of cycle-planning related Local Transport Notes, which are set for publication later in 2004.”

The full Report is available for download at:

www.roadsni.gov.uk/cycling/pdfs/BelfastCycleStudy.pdf

Enquiries:
Neil Guthrie (Atkins)
Tel: 01372 756109

The AGM

The recent well attended AGM heard the NICI Patron, Brian Hanna, former Chief Executive of Belfast City Council give a wide ranging talk on the activities of the Sustainable Development Commission on which he is the only Northern Ireland representative. He emphasised the importance of campaign groups and encouraged us in our future efforts.

National Cycle Network website

Cycling on the National Cycle Network? Take a look at the revamped Northern Ireland section of www.nationalcyclenetwork.org.uk Follow the link on the front page to the ‘Regional News Pages’ then click on Northern Ireland.

The Editors are impressed with the ability to download and print high quality OS maps.

REMINDER

**Pedalling Picnic
Sunday 13th June**

**Meet 1.45pm
at Cutters Wharf / Boat
Club Carpark Stranmillis
or Island Centre Lisburn**

**Cycling to Dixon park for
fun and picnic (byo)**

And remember to

Tag a Bike

Bag a Member