

This is a newsletter prepared by lawyers to advise bicyclists about the joys of riding, bicycle safety, active transportation, and cyclists' rights. Bicycle Law is owned and operated by Coopers LLP, which has lawyers licensed in California, Oregon, and Washington state. Coopers LLP is regularly consulted by attorneys and cyclists nationwide on strategy related to bicycle crashes.



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# ROLLING RESISTANCE

ISSUE #10 | WINTER 2025 | SLOW IS FOREVER

NEW LAWS, SCENIC ROUTES, TIME OFF THE BIKE, AND MORE ►

# BICYCLE LAW



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Bicycle Law's lawyers practice law through Coopers LLP, which has lawyers licensed in California, Oregon, and Washington state, and can affiliate with local counsel on bicycle cases across the country to make sure cyclists benefit from cycling-focused lawyers.

Front cover photo: Zachary Morvant / @zmorvant  
Back cover photo: Erik Mathy / @erikmathy

**"Slow is Forever."** This is the inspiring motto of Scenic Routes bike shop, a wonderful group highlighted in this edition's community section. These three words capture an entire viewpoint—one so impactful that we chose it as the theme for this issue.


We explore California's recent Complete Streets victory, a significant step forward for safer, more inclusive transportation. This change mandates CalTrans—an agency still rooted in its Highway Department origins—to design streets that prioritize people. That means scaling down from high-speed cloverleaf on-ramps to spaces that accommodate bicyclists, pedestrians, and transit users. We learn more about Scenic Routes, its philosophy toward riding and bikes, and why they believe "Slow is Forever."

We also look at time off the bike, both by choice and by force. For many, wintertime is an opportunity to set the bike aside for a little while, refresh, and renew. We examine ways to maximize that off-bike experience. Finally, we explore recovery after a crash. What does that look like, where can it be challenging, and where can it be beneficial?

We close with a quote, old but true. "Life moves pretty fast. If you don't stop and look around once in a while, you could miss it." *Ferris Bueller.*

*Hoping you keep the rubber side down,  
Miles B. Cooper, Maryanne B. Cooper, Bob Mionske,  
and everyone at Bicycle Law*



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# NEW LAWS FOR CYCLISTS IN 2025

## California: Complete Streets and more

California cyclists rejoice: The 2024 legislative session brought a wave of positive changes aimed at improving safety, access, and infrastructure for people on two wheels. Let's delve into the key pieces of legislation that will shape California riding in the coming years.



## ***Building a network for all: Complete Streets (SB 960)***

California continues its commitment to “Complete Streets” with Senate Bill 960. This law ensures that all transportation projects consider the needs of pedestrians, cyclists, and public transit users alongside those of motorists. This holistic approach fosters a safer and more inclusive transportation network for everyone.

Giving SB 960 some much-needed teeth is the Transportation Accountability Act, AB 2086 (Schiavo), mandating enhanced reporting requirements for the Complete Streets law. This allows cycling advocacy groups like CalBike to monitor progress and ensure the vision of Complete Streets translates into reality on the ground.

## ***Banning bridge tolls for cyclists and pedestrians, AB 2669 (Ting)***

Visitors to certain news sites may see motorists grumbling for cyclists and pedestrians to pay tolls when using the Golden Gate and other bridges. Good news: Assembly Bill 2669, championed by Assembly-member Ting, makes permanent the elimination of tolls for bicycles and pedestrians crossing bridges. This bakes in further financial incentive for those who choose sustainable transportation options, contributing to a healthier environment and reducing traffic congestion.

## ***Unblocking coastal bikeway development, SB 689 (Blakespear)***

California's stunning coastline offers breathtaking cycling routes. However, the Coastal Commission's authority sometimes presents hurdles for new bikeway development in these areas. Senate Bill 689, authored by Senator Blakespear, streamlines the process by limiting the Commission's ability to block bikeway projects on existing roads. This paves the way for more coastal cycling paths, allowing riders to more safely enjoy the scenic beauty.

## ***Limits on Class III bikeways: SB 1216 (Blakespear)***

While Class III bike lanes (shared with motor vehicles) have their place, particularly on low-traffic neighborhood streets, they can be less desirable on high-speed roads. Recognizing this, Senate Bill 1216, also authored by Senator Blakespear, restricts the use of state funding for Class III bikeways on high-speed routes. This prioritizes the safety of cyclists by directing resources towards more protected infrastructure like separated bike lanes on roads with faster speed limits.

## **Safety and regulation for e-bikes: AB 1774 & SB 1271**

California takes a proactive stance on e-bikes with two new laws championed by CalBike. Assembly Bill 1774, authored by Assemblymember Dixon, tackles the issue of e-bike modifications. This law prohibits the sale of devices that alter e-bikes to exceed the legal speed limit, addressing safety concerns around high-powered e-bikes on our roads.

Battery safety is paramount with e-bikes. Senate Bill 1271, authored by Senator Min, mandates that all e-bikes sold in California must have certified safe batteries. This not only minimizes the risk of battery fires but also clarifies regulations regarding what constitutes a legal e-bike, strengthening consumer protection.

## **Oregon: E-Bike definitions & young rider provisions**

We're looking at one key piece of legislation passed in 2024, which aims to clarify e-bike classifications and protect younger riders.

### **E-bike definitions and other provisions: HB 4103**

HB 4013, which will take effect on January 1, 2025, will add more detailed definitions for e-bikes in the Oregon Revised Statutes. The new definitions include:

- *Class 1:* Has a maximum speed of 20 mph and no throttle
- *Class 2:* Has a maximum speed of 20 mph and a throttle
- *Class 3:* Has a maximum speed of 28 mph and no throttle
- *Age restrictions:* Children under 16 can only ride Class 1 e-bikes, while those 16 and older can also ride Class 2 and Class 3 e-bikes
- *Unsafe riding:* Creates a new offense of unsafe e-bike riding, with a maximum fine of \$100

#### Sources:

calbike.org, *Bike-Friendly Wins and Losses (but Mostly Wins) in 2024*, by Jared Sanchez. [www.calbike.org/bike-friendly-wins-and-losses-but-mostly-wins-in-2024]

bikeportland.org, *Oregon State Parks e-bike rule change takes key step forward*, by Jonathan Maus. [bikeportland.org/2024/10/10/oregon-state-parks-e-bike-rule-change-takes-key-step-forward-390459]

Oregon State Legislature, House Bill 4103. [olis.oregonlegislature.gov/liz/2024R1/Downloads/MeasureDocument/HB4103/Introduced]



# BEYOND TWO WHEELS

By Zachary Morvant

It's usually September or October when I start fantasizing. I'll be riding along, usually training for a late-season race, when I catch myself dreaming of doing something else. *Gee, that trail runner looks like they're having fun, I'll think. Ooo, the waves look pretty; maybe I should finally get back into surfing. My wife thought I was cooler when I surfed.*

This is how I know I need a break from cycling. And soon.

There are myriad reasons for even the most dedicated riders to intentionally take some time off the bike. For professional and amateur racers, a physical and mental reset is the first step to success before training for next season. For folks living in wintry climes (hello and condolences from my perennially temperate tower in San Francisco), riding outdoors may not be an option. And of course there are people who are just generally less obsessed with bikes or simply enjoy a more balanced athletic life. (Must be nice.)

Getting some much-needed rest and embracing perfect laziness has its place. But eventually, boredom creeps in. (Speaking personally, this happens maybe a week into my "off-season," a term that makes my spouse's eye twitch.) I'm possessed by a near-constant need to be active, and simultaneously strive to keep myself from touching the bike for just a bit longer. So, what else is one to do?

I conducted a highly informal survey through Instagram to see what cyclists in my network had to say.

Photo: Amy Smith



**Amy Smith, crit and road racer for Super Sprinkles:** "My two fav off-season activities: yoga and snuggling with my cat Joan. My favorite thing about yoga is that it's a simple thing you can do every day to bring strength, flexibility, focus, and mental clarity. You can do it pretty much anywhere, which is a bonus—even 5 minutes a day makes a difference.

"When it comes to my cat Joan, I love when she crawls into my lap and falls asleep. I always feel a bit honored that she could sleep anywhere, but she picks my lap."

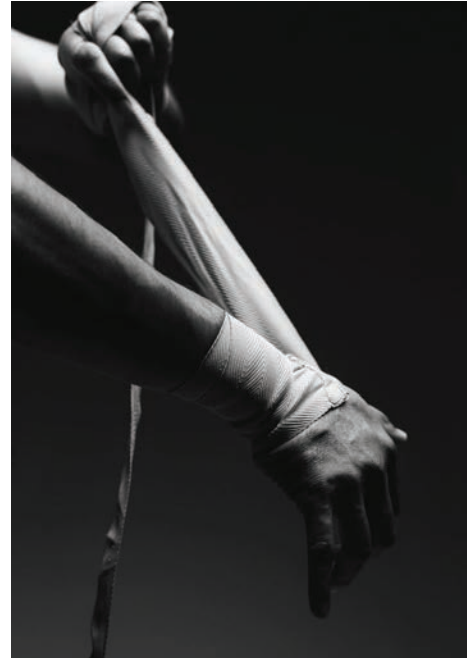


Photo: Raimundo @fixieray

**Raimundo aka Fixieray, bike rider and descent artist:** "Boxing. Although you're using your upper body to strike, the power and agility all comes from the lower body. It's an explosive sport, which balances the body as a cyclist. The coordination it gives you is also something you don't find very often in most cycling. I'd say it gives you the explosiveness of track cycling with the body movement and coordination of downhill mountain biking. If you decide to spar, then it brings in the masochism of riding a track bike in the streets of a hilly, car-filled city."

**Miles Cooper, attorney, lifelong cyclist, and recovering rower:**

"As a driven individual who gets pleasure thrashing myself and working through pain, my biggest challenges historically have been overuse injuries and ignoring small injuries until they become bigger injuries. As I closed on 50, I found that if I incorporated yoga into my routine I was able to hear what my body was telling me before it was too late. While I've done yoga at a variety of wonderful places, nothing compares to Grace Cathedral's Yoga on the Labyrinth. The soaring ceiling, stained glass, outstanding instruction, and world-class sound performance accompanying the practice is simply magical. Keeping the mind and body limber and open doesn't hurt either. If you're visiting San Francisco, drop by (they rent mats) and you'll be transported."



*Grace Cathedral's Yoga on the Labyrinth.*

**Marissa Axell, cycling coach for 40+ women:** "Weight lifting! Getting strong to go faster... slowing down aging, upping my metabolism, and feeling f\*\*king powerful!"

**Zachary Piña, cyclist and photographer:** "Long trail hikes with the dog, weighted vest. Forest bathing, but tiring. Honestly, it's the time of year. Forces me to go slow but not so slow that I'm not getting at least a small workout. Plus, the leaves, the creeks are ripping, it's all just magic."

**Carissa, Fat Cake Club ride leader:** "Gym time, yoga, strength training and some indoor spin classes. I actually really like they all take significantly less time than cycling, and also new communities and feeling stronger! I always get aches and pains on the bike so I really want to build more strength off the bike."

### **There are planks, and then there are planks**

Besides core work and yoga being very popular with the two-wheeled set, there is another activity that many enjoy this time of year: skiing. As a child who grew up shredding skinny planks down Alyeska, alpine skiing is a nostalgic pastime for me, even if I've lost contact with it the past several years.

For those who are looking for more aerobic stimulus (and a lower chance of high-speed impact), cross country (aka Nordic) skiing can be either a leisurely way to enjoy the snow or a Technicolor yawn-inducing VO2max workout.

### **Coming back around**

I knew a coach who gave his athletes one piece of advice regarding the length of their off-season: "Don't touch your bike until you are absolutely itching to ride it again. Then, wait another week."

Sound advice for those of us with the discipline to follow it.

The whole point of taking a break from cycling is to recharge and rejuvenate yourself, both physically and mentally. Whether it's through yoga, boxing, hiking, weightlifting, snow sports, or furry friend cuddles, the key is to find activities that bring fun and balance to your life. By stepping away from the bike, even briefly, we can return to it with renewed vigor and joy.



# SCENIC ROUTES COMMUNITY BICYCLE CENTER

By Zachary Morvant

“How’d it go at the post office today?” That’s what Jay’s girlfriend asks him when he gets home from working at Scenic Routes. You see why when you step inside. This isn’t your typical bike shop.

“Slow is forever” is stitched into sweaters and other soft goods. Against one wall is a turntable, shelves thick with records, and a Chemex coffeemaker flanked by all the necessary accoutrements. With the “Death Monsters Ahead” stencil on the floor and the conspicuous absence of performance-oriented, high-priced carbon bikes, it reminded me of a now-defunct shop I used to live near, Pedal Revolution, crossed with some kind of anarcho-cyclist cooperative. Even though I identify in many ways as a freak for speed, I felt welcome.

*Below: Jay puts the final touches on a customer’s bike. Opposite: The shop entrance, motto in sticker form, and a stencil some might recognize. Photos: Zachary Morvant / @zmorvant*





Joel, the turntable, and stacks of wax. Photo: Zachary Morvant / @zmorvant

Jay and I discuss the origins of the bike I rode in on (I had felt the need to blend, so I left my fast plastic rocketship at home): a Dutch townie-style contraption I bought at the SF Bicycle Coalition's Winterfest auction after a few IPAs suckerpunched my frugality, dragged it into a closet, and replaced it with a generous impostor. "That definitely looks like a Surly Cross Check fork," Jay says, squinting. "But the frame looks like something else." He rattles off a brand name I don't recognize.

Scenic Routes was born out of the early days of the pandemic. Jay had been working in restaurants and, like many in the service industry, was laid off as the world shut down. A vision of helping folks fix their bikes began in an apartment and then migrated to a new home in San Francisco's Inner Richmond.

Jay describes Scenic Routes as a community center for bicycle culture. That "means that sometimes we are compelled to drop our wrenches and take a seat on the couch while one of our friends shares the stressors of their week. It means that sometimes we are busier flipping records and pouring cups of coffee than we are fixing flats. It means that when

anyone under the age of ten walks through our doors, suddenly the most important part of our job is picking out the perfect sticker and adorning it gracefully on the littlest of bikes."

#### They host events almost every week:

- 1st Thursdays are a free flat-fixing class
- 2nd Thursdays are "Night Moves," accessible, no-drop night rides with hot chocolate
- 3rd Thursdays are "choose your own adventure" mechanic classes
- Last Thursdays are community nights

There's also a "Girls, Gays, and Theys" ride. Allies are welcome—but are reminded to leave space for the people whom the event is for.

Scenic Routes also offers a membership program with different tiers and respective benefits. The perks range from "our undying love" to discounted tuneups all the way up to "You can come into the shop and yell 'I pay your salary' and it'll kinda be true." I picked some of the more flippant ones, but there is serious value to be had in parts and labor for the regular rider.

With a genuine belief in community, cooperation, sustainability, and the bicycle as an integral part of one's life, Scenic Routes is about the furthest you can get from a Big Brand™ bike shop. It's the kind of place I think is essential to getting (and keeping) more folks on two wheels in a way that reaches beyond the marketing personas we're served, helping to weave the bicycle more handily into the fabric of our everyday.



Their in-house refurbished bike brand is named for the California scrub oak. Photo: Zachary Morvant / @zmorvant





## RESULTS

(drum roll please)



# 3,462

lbs of food donated



# \$2,737

fundraised



# 81

racers



# 19

volunteers



# 500+

tacos eaten

## SMSW 2024: RESULTS ARE IN!

The 17th edition of the Supermarket Street Sweep is in the books! It takes a village to make this event happen, so some thank-yous are in order.

A grocery cart full of gratitude goes out to our awesome volunteers, dedicated racers, fantastic fundraisers, and generous sponsors.

And a very special shout out to our Bicycle Law team members for organizing, promoting, providing t-shirts, swag, and extra volunteer muscle—but perhaps most importantly, after-party tacos and refreshments.

Local “photographer with a bike problem” Erik Mathy (@erikhmathy) captured the action. Reach out to us on Instagram if you haven’t found your photos yet.

See you next year!



Photos: Erik Mathy / @erikhmathy



Photo: motherloadmovie.com

## ANSWERS TO THE NAME OF LUCKY\*: RECOVERING FROM A CRASH

By Miles Cooper

When we tell cyclists' stories to claims adjusters, defense lawyers, mediators, and juries, I draw on personal experience. Getting scraped up and gurneyed by paramedics as riders roll by is no fun. Nor is the uncertainty on the way to the ER, wondering what's broken or torn. Having great surgeons who know their stuff helps, but surgery isn't particularly joyous either. All this though? That's the easy part. The hard part is the recovery.

When a body part isn't functioning or requires immobilization, one's entire existence shifts. And when cyclists fall we frequently injure our dominant side. We instinctively put out that dominant hand to break our fall, instead breaking our hand, wrist, or other part further up. This means eating with the other hand, buttoning pants with the other hand, wiping—stuff—with the other hand. The upside is the change requires one to be in the moment. This is the time to step back and be thankful for the things that do work. You might be eating with the wrong hand but at least you didn't break both wrists supermanning over a car's hood. Both wrists? Well, at least you can still go for a walk. No matter what happens there's a way of looking at it, and you're almost always better off than someone else out there.

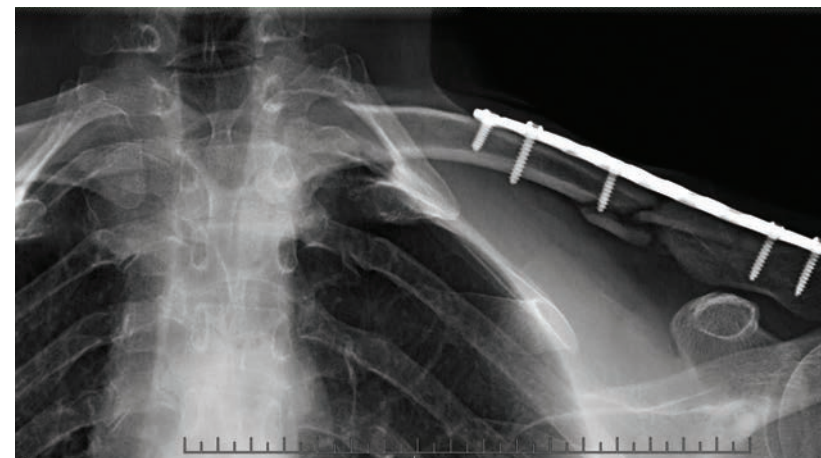
## MOTHERLOAD AT THE LITTLE ROXIE

Do cargo bikes have the power to save the world? We certainly think so. And cyclist, filmmaker, and mother Liz Canning may convince you, too.

Last fall, we were proud to present a screening of Motherload (motherloadmovie.com)—a crowdsourced documentary that explores the power of cargo bikes to reconnect us with our communities and our planet. It's an electrifying (and occasionally electrified) tale fraught with frustration, inspiration, and joy.

As we did previously when we hosted a viewing of The Street Project, all proceeds were donated to an organization that aligns with our vision of safer streets for all: in this case, the San Francisco Bicycle Coalition.

Interested in attending a future screening? Have a film you think we should screen? Send us an email: [info@bicyclelaw.com](mailto:info@bicyclelaw.com)



Part man. Part machine. All cycling attorney.



Miles and Dylan at the Supermarket Street Sweep. Photo: Erik Mathy / @erikmathy



Off-road adventures of yesteryear. Photo courtesy of Miles.

On our recovery arc we also learn we aren't as important as we think. We believe the world revolves around us, and if we stop for just a moment to tie our shoes, that world collapses. We think this—until a crash. Suddenly we find that folks can find a way to get things done without us, work will be fine, and people come out of the woodwork to lend a hand. That's helpful because the recovery phase can be long, nonlinear, and challenging.

One unspoken challenge? A lack of movement and missing time outside. Cyclists come in all flavors. Commuters. Social riders. Racers. One commonality: they get outside and they get their endorphins flowing. Now that's been taken away. One can quickly slip into sadness without replacing that in some fashion. I've had the good fortune to have primarily upper-body injuries in my crashes. For those curious, these include three surgical repairs (collarbone, wrist, and acromioclavicular joint) and other miscellaneous non-surgical events (two hand fractures, a radial head humerus fracture, and rib fractures). Call me lucky, aggressive,



*Dr. Barry works on getting a patient back to doing what they love. Photo courtesy of Dr. Barry.*

or slow. (Side note: all of these have been entirely mistakes of my own making, usually as a result of my ego. None involved drivers.)

With the injuries I've sustained thus far, I've still been able to walk. As part of my injury recovery plan I make sure to include time outside, preferably while there's some sun out, walking. Getting to and from physical therapy is a great way to incorporate movement. Those eager to maintain peak fitness like indoor cycling trainers so that the return is not as hard. Since I ride to adventure, not to win, those devices have no appeal for me. Whatever one's movement plan is—walks, the trainer, swimming, something more exotic given complex injuries—do something. Otherwise an active person will go stir crazy, and the recovery will be that much worse.

Most recovery includes physical therapy, which is important. There's the basic approach, which involves doing exercises with the therapist. Learning the routine and doing it at home or at the gym between PT sessions, with the therapist's permission, typically results in a better recovery. There's a fine line here between being proactive and overactive. Between the therapist and one's own body one comes to learn the difference between discomfort (which is expected), and warning pain (where one should stop). Health insurance can be stingy with PT, and it can be hard to get to PT as often as one would like. That's where asking for guidance on home exercise helps.

Finally, recognize that recovery isn't linear. There can (and likely will) be setbacks. One loses one's balance, begins to fall, and puts weight on the immobilized body part, re-injuring it. An X-ray shows non-union for a fracture, requiring further surgical intervention. While no one wants a setback, knowing they can happen and expecting them as part of the process makes them more palatable.

Recovery can be tedious and terrifying or one can embrace it as an opportunity to work through a different problem set. One can't change the path, so it is best to change the perspective. As I reflect on my most recent incident I want to acknowledge Piers Barry, M.D., whose surgical acromioclavicular joint repair was done so well I can't tell which shoulder was hurt without searching for the scar in the mirror with my glasses on. The fact he's a top cyclist who has helped lots of competitors stay at the top of their game doesn't hurt either.

\*A reference to the old missing pet flyer: "Lost dog: 3 legs, blind in one eye, missing right ear, tail broken, recently fixed—answers to the name of Lucky."



**Stay healthy with The Ready State**

On the latest episode of Miles's podcast, he chats with Juliet and Kelly Starrett of The Ready State about mobility, exercise, fighting burnout, and more.

Scan to watch this episode on YouTube

