

AMERICAN bicyclist

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League of American Bicyclists

Working for a Bicycle-Friendly America



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MAYORS ON A MISSION

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Cover: Robert Nordvall rides his electric bike through Pistoia, Italy.

GENERATIONS COME AND GO

LONG-TIME LEAGUE MEMBERS READING the electric bikes article are probably going to thinking, “Bob Nordvall, I know that name ...” And you’d be right. Nordvall was on the League board more than 20 years ago — including a stint as president — when I was first on the staff. We were headquartered in Baltimore, Md. and Nordvall was just up the road in Gettysburg, Pa., although now he lives in Italy.

Nordvall has stayed in touch. He regularly forwards interesting articles from the Italian newspapers about various aspects of cycling culture; he always seems to get to the *New York Times* before I do ... perhaps it’s the six-hour time difference that gives him the edge. In an e-mail earlier this spring, a brief testimonial to the benefits of his new electric-assist bike was rewarded with the suggestion that he write more about this for the magazine — proving that no good deed goes unpunished and that you never really leave the service of the League!

Let that be a warning to three League staff who are moving on this summer! After more than a decade of service on the board and staff, Education Director Preston Tyree is retiring — at least, that’s what he says ... we are going to make sure he’s involved in teaching and mentoring League Cycling Instructors. Both Jeff Peel (Advocacy Advance) and Carly Sieff (Bicycle Friendly America) are going back to school after breathing life into two of our core advocacy programs; it’s a big loss to the staff, but a huge gain to the bicycling movement as they pursue masters qualifications in planning and related topics.

So, we’ll miss you. But as Bob Nordvall will tell you, you are always part of the League family and never know when you’ll get roped back into service! |||



Andy Clarke,
League President



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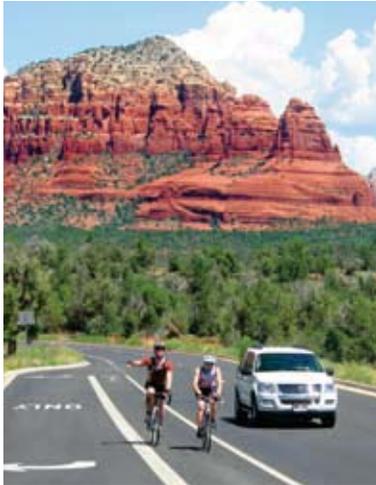
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TWEETED

 In Bike Month and every month, parents and caregivers can set positive examples for kids to bike safely.
- RayLaHood, May 2



Extreme Road Makeover

I just wanted to let you know how excited I was to see the beautiful Sedona — Village of Oak Creek area on the cover of your magazine! We recently bought property there and plan to build a retirement home in a few years. The bike lanes, roundabouts and overall improvements for cyclists helped in our decision to make this area the location of a retirement home. I want to take this opportunity to say a big thank you to the area cyclists who worked so hard to make this happen!
- Pam Milavec

In your otherwise excellent article on Arizona’s Red Rock Road, you describe Sedona as being “about two hours north of Phoenix.” My map shows it as about 120 miles, which even Lance Armstrong couldn’t ride in two hours. It might be best to quantify distance using distance units. League publications should be careful not to subscribe to the sort of car-oriented bias displayed by measuring distance in driving time. This bias is pervasive in the rest of the culture, but change starts with us.
- Kurt Nordback

FACEBOOK MESSAGE

 Happy Monday, Assembly Row fans! How many of you take advantage of the city’s expanded bike paths? The League of American Bicyclists (@BikeLeague) has recognized Somerville for its efforts to make cycling an easy, safe and popular means of transportation.
- Assembly Row at Assembly Square, May 9

FACEBOOK MESSAGE

 Today was Bike to Work and School Day in Urbana, Illinois. These five students (below) biked to a bike station at the middle school for some juice and homemade muffins before biking on to their elementary school!
- Jennifer Bender Selby, May 3

TWEETED

 **Bike to Work Week:** Exercise the choice – if you have it.
- Commute_by_Bike, May 12

TWEETED

 Commuter Relief Act would increase bike commuter benefits and flexibility.
- TaigaCompany, May 11



FACEBOOK MESSAGE

 I have belonged to The League of American Bicyclists for five years. I have gained a lot of information, and this keeps me riding safe. I also have taken the League Smart Cycling course, and it has helped me feel safe when riding in heavy traffic.
- Bob Carter, May 8

FACEBOOK MESSAGE

 Our entire staff commutes to work by bicycle here in Portland, Ore.!
- Roger Mallette, May 24

Come On!

I heard the League president Andy Clarke speak, joined the League, and just read my first issue.

I get it: how bikers in Arizona helped revamp a road, how the League helps bikers work the Hill in D.C., how Stanford is awesomely bike-friendly, and how biking works for people with Parkinson's. The only thing I couldn't believe was your giving page. Only TWO individuals are currently cutting you checks of at least \$1,000! (???) Come on! For biking to have any chance of going mainstream, defending federal dollars at their source needs to be front and center. Here is my personal \$2,000, and I hope other readers step up as well.
- Rachel Garst, Coon Rapids, Iowa



TWEETED

 I rode my bike to work on Bike to Work Day. It ruled. I did a wheelie. I didn't drive. I was free.
- #B2WD @SealLine @BikeLeague Noenemies, May 20

Driver's Ed + Bicycling

When I was a student driver in Northern Michigan, our driver's education instructor taught us what I thought were drivers/bikers laws. It may just have been a regional thing, but I was taught to give an entire lane to a bicyclist when passing, that bicyclists follow the same rules as autos, and as 'slow moving vehicles,' bikes on rural roads were expected to pull over occasionally and let faster traffic pass. This didn't cost anyone any extra dollars. Bike safety should be initiated in our driver's training classes.
- Vanessa Crowe, Quincy, Illinois

Fresno's Accomplishments

With the League back on the east coast they may not be aware of the significance of Fresno's achievement in becoming a Bicycle Friendly Community. It is on the same level as the east coast race to GOLD. Fresno broke the Cold WAR on biking in the San Joaquin Valley, so to speak, with our comprehensive Bicycle Master Plan. In 2010, we led the state and every city in the nation, besides New York, with 30 miles of new bike lanes, three miles of trails and one grade separation crossing!
- Bryan D. Jones, City Traffic Engineer/ Division Manager, Traffic & Engineering Services Division, City of Fresno Public Works Department

Ride with Larry

I just received my March/April issue of *American Bicyclist* magazine. I'm sending the Larry Smith story to my friend who has Parkinson's and struggles verbally and with balancing. This story should cheer up my friend.
- Karl Stadtmueller

Thanks for your letters

We eagerly await all of your comments — good and bad — on cycling, the League, our publications, and just about anything else you want to tell us about. E-mail meghan@bikeleague.org or mail it to us at 1612 K Street NW, Suite 510, Washington, D.C. 20006. Comment on facebook.com/leagueamericanbicyclists or twitter.com/bikeleague. Letters may be edited for style and length.



TWEETED

 \$4 a gallon? 4 more reasons to bike to work! CNBC- cnbc.com/id/42993598 features Andy Clarke from the League.
- RevCycles, May 12

BIKE TO WORK DAY 2011



Bike to Work Day was May 20, 2011 and thousands of people across the country hopped on their bikes and rode to work. In an e-mail blast to members, the League asked “Were you one of them? Did you ride on Bike to Work Day?” Here’s what you told us ...

Yes, I did! I “reverse commuted” by leaving my car at work last night and biking home ... then back by bike this morning. It was a spectacular, sunny, low 70’s morning for a commute on Hilton Head Island, S.C. — now a Silver-level Bicycle Friendly Community, Since we have so many visitors/ tourists and retirees, we celebrated with Bike to Work (or Play!) Day on the Island. Thanks for the inspiration.
- Linda Warnock

Yes, I did. In fact, I have biked to work this whole week and blogged about it! - Elisabeth Daniels
<http://oddballadventurer.blogspot.com/>

Hats off to America! We can and must beat this oil crisis, we must and can build jobs, and we must improve health and clean air with each peddle we take. Let’s have a new contract with America. We can get to where we need to go by people power. I ride and give my gas money to the ambulance service. They need it to haul sick people. Cyclists have two wheels, one in the front to tell us where we are going and one in the back to power our passion to get there.
- Thomas D. Lais

Thank you to Seal Line, for sponsoring the Bike Month commuter bag giveaway. This year, we gave 20 Seal Line bags to the 10 best Bike to Work Day tweeters and 10 randomly-selected people who posted their Bike Month events on the League Web site.

PHOTOS
above left: People for Bikes made a pit stop in D.C. for Bike to Work Day!
above center: D.C. Mayor Vincent Gray accepts the city’s Silver BFC designation from League President Andy Clarke.
above right: More than 11,000 were officially registered for the D.C. Bike to Work Day event — where the League took part in all the festivities.



cascadedesigns.com/sealline

staffsnapshot

Darren Flusche, Policy Analyst

My first bike, like most kids, was a mountain bike. Mine was a garish shade of blue/green. My dad taught me to ride around the neighborhood, and I weaved among parked cars thinking I was safe. My father told me to keep a straight line and to be visible and predictable. Though the advice seemed counter-intuitive, I then knew I was allowed to be in the road and that riding there was safer. This made me feel confident.

I took this new confidence and my bike to school that year. It was a half-mile, so I either walked or biked. Once, I biked to school and forgot that I had, so I walked home. When home, my parents asked about my bike. Realizing what happened, I rushed to school but the bike was gone. A few weeks later, I saw a kid riding my bike — except it had taken a beating. I was too intimidated to demand my bike back but with the help of one of the toughest kids in school and the police, we discovered the bike was bought used from the thief. It was sad, and no one ended up with the bike. It was too beat up to ride.

This experience did not disillusion me, and I continued to ride to school and after college. I moved to New York City, and getting a bike was a no-brainer. I regularly rode and made it to where I was going faster than friends in cars, on foot and on the subway.

Now in D.C., I go everywhere on bike and ride to work daily. Thanks to D.C.'s density, most trips are 30 minutes or less. Riding a bike is fast, convenient, and — most of all — fun.

Also, if I'm not on my bike, I'm on Capital Bike Share. It allows me to bike to work, especially on days I know I'm going to go out afterwards and don't want to bike home. It allows that spontaneous bike trip. I walk by and say, "Hey, there's a station, I may as well bike." Bike share also connects me to the Metro, which is not very close to my apartment — but bike share is!



What has **the League** done for you lately?

SPONSORED NATIONAL BIKE MONTH! Thousands of people RSVP'd to the May is Bike Month event on Facebook, hundreds posted their events on our Web site, and too many Tweeters to count are using the #bikemonth hashtag to tweet about bike commuting and bike events. The nation is riding — riding more than ever. We don't let the high gas prices affect us!



Brand New Clubs and Younger Bicyclists, Join the League!

The League is now offering memberships to accommodate the up and coming and younger generation. Brand new clubs and start-up advocacy organizations can qualify for a free one-year membership. This allows new organizations to take advantage of League support for clubs, like the insurance program, Club Leadership webinars and special events, and discounted registration for the National Bike Summit. In addition to the free one-year membership for start-up clubs and advocacy organizations, the League has added a Web page to bikeleague.org that includes new resources for club leaders, including samples of many of the documents you need to run a club. Tools include a guide to incorporation and tax exempt status. *For more information, visit bikeleague.org/clubcorner.*

Additionally, as the breadth of bicycling extends across the U.S., so does youth interest in bicycling advocacy. To accommodate our younger advocates, the League now has a new Youth and Student discount membership. *For more information, visit bikeleague.org/join.*

If you are a start-up group, know of any brand new clubs, or would like to purchase a youth membership, please connect with membership director Scott Williams at scott@bikeleague.org.

The League is also offering an affiliate membership for businesses or organizations that don't fit into our other organizational categories. Visit our Join page for more info at bikeleague.org/join.

Start-up Clubs and Advocacy Organizations Taking Advantage of Free One-year League Membership

Team Velo Grande
Bath, Maine

Huntington Beach Bicycle Advocates (HuBBA)
Huntington Beach, Calif.

MEMS Bicycle Team
Conway, Ark.

Cannon Valley Velo Club
Northfield, Minn.

RideRichmond
Richmond, Va.

Green Lake Greenways
Green Lake, Wis.

Waukesha Bicycle Alliance
Waukesha County, Wis.

KanBikeWalk, Inc.
Kansas City, Kan.

Lonesome Pine Cycling
Norton, Va.



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TAKING THE LEAD



GAIL SPANN: BICYCLING BENEFACTOR

“I WAS A SINGLE MOM and self employed in the mid ’90s when I broke my pelvis racing mountain bikes,” said Gail Spann. “I was down for the count. Cyclists came every day to see me, often bringing lunch and mowing my lawn. One day representatives from two of the large bike clubs in the Houston area came with a card. When I opened it all sorts of checks and cash fell out; it was enough to cover ALL my medical expenses. Many checks were from cyclists I had never met. I swore then that I would find a way to serve and

give back to the cycling community that took such good care of me.”

Spann has certainly made good on that promise! In the past 10 years, she has become one of the League’s most active League Cycling Instructors, teaching hundreds of adults and children in the greater Dallas area. She’s served on the League board (twice!), she’s the League’s state ambassador for Texas and ... that’s just scratching the surface.

In fact, we can hardly keep up with her reports on everything going on in the Dallas area: from the launch

of Dallas’ new bike plan, to classes she is teaching all over the area, to meetings with the inspirational folk at Bike Oak Cliff, attending the presentation of a Bicycle Awareness week proclamation to the City of Benbrook, Texas. She is engaging, encouraging, and eager — the ideal cyclist and member!

Additionally, she and her husband Jim have pledged to be the League’s first ever Carbon-sponsors, donating \$25,000 annually to the League for five years, starting in 2011. With their generous donation, we are



Above: League President Andy Clarke (left), Gail Spann and League Vice President Elizabeth Kiker in Oak Cliff, Texas.

Left: 2010 League Board meeting ride in Boulder, Colo.

launching a new major donor program to help move the organization forward: Taking the Lead.

Our goal with the Taking the Lead program is to add at least \$200,000 annually to the League's unrestricted income. We will use the funds to revise our education program, provide more in-depth legal advice and research, and take the League's successful core programs to even greater heights.

The Spanns' generous gift immediately put us on the path to success, and we'll keep you posted on further progress towards this ambitious goal.

The Spanns do more than support the League financially — they also support us with their time and talents as well. The League's future, and the future of bicycling in America, depends on people just like them.

For more information on *Take the Lead*, contact Elizabeth Kiker at elizabeth@bikeleague.org. |||

GIVING

Thanks to the following people who have contributed at least \$100 to the League from March 1 - May 31, 2011. These contributions are above and beyond any dues payments.

\$10,000+

Gail & Jim Spann

\$1,000 - \$4,999

Individuals

Rachel Garst
 Andy Treinen
 Hans & Margaret
 Van Naerssen

Organizations

Bike-Walk Alliance of NH
 Gainesville Cycling Club
 Granite State Wheelmen
 Tri-County Bicycle Assoc.

\$100-\$999

Individuals

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 Leslie Arminski
 James Badgley & Family
 Daniel Bauer
 Robert Bennett
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Organizations

Chehalis Bicycle, Inc.
 Golden Gate Cyclists
 Hanover Cyclers
 Huntington Bicycle Club
 Los Angeles County
 Bicycle Coalition
 Naperville Bicycle Club
 Rochester Bicycling Club
 South Jersey Wheelmen
 Sussex Cyclists



2010 annual report

Above: Morning commute in Washington, D.C.

2010 WAS AN EXCITING YEAR in the life of the League. By almost any measure, our programs grew and continued to have a positive impact on cyclists and cycling in communities across the country; the National Bike Summit, which continues to grow despite challenging economic and political times, solidified our presence as an important voice in Washington, D.C.; and we helped our members speak up for cycling more effectively than ever.

2010 was also a year when we built some critical foundations for an even more exciting future.

- We purchased a new membership software program that is transforming our ability to serve existing members and has opened up a world of new possibilities to more effectively integrate our programs and membership activities, serve our

volunteers better, and track all of our activities.

- We initiated the development of a new strategic plan that will guide us through the next several unpredictable years with a clear focus and mission.
- We strengthened our governance and volunteer development by expanding the board, adopting preferential voting for board seats, establishing a club leadership training program, and creating a new monthly e-newsletter for all volunteers serving the League.
- We launched a major donor program — Taking the Lead — to raise operating funds that will enable our programs to grow.

As we enter our 131st year, the League’s board and staff are committed to building a stronger, more



Refer to the July-August 2010 issue of *American Bicyclist* for the workplan items that guide the following actions.

effective organization to promote and protect the rights of cyclists, advocate for the interests of all cyclists, support bicycling skills education, and promote cycling for fun, fitness and transportation.

Promoting and Protecting the Rights of Cyclists

At the core of all our work is the simple principle that cyclists have a right to the road. We are legitimate users of the transportation system, deserving of equitable treatment, and in 2010 we worked with our affiliates and members in Colorado, Kansas,

and Puerto Rico to preserve those rights against specific efforts to ban or restrict cyclists from the road.

Our efforts to enshrine these rights in Federal transportation law suffered a setback in November 2010 with the departure of Representative Jim Oberstar from Congress (pictured at right) — he had written language into a draft transportation bill that did not pass; we will continue to seek this guarantee in future bills.



League staff worked with more than a dozen state affiliates on legislation to improve conditions and safety for cyclists. In 2010, these centered around three distinct types of laws:

- Safe passing legislation — Mississippi and Illinois were added to the list of states requiring motorists leave a minimum safe distance of three feet when passing cyclists.
- Distracted driving legislation — Florida, Michigan and Maryland all considered initiatives to discourage texting while driving and other distracted behavior.
- Vulnerable road user laws — several states tried to pass legislation that would give the police and courts more options with which to charge motorists who drive dangerously, but without the specific intent to harm someone that is usually required to generate a punishment that fits the results of their careless or reckless behavior.

The Bicycle Friendly State program, part of the larger Bicycle Friendly America initiative, has provided us with a comprehensive database of state laws, policies and regulations that we can now share with affiliates, state legislators and our members to ensure the best possible

legal framework for cycling in all 50 states.

Advocating for the Interests of Bicyclists

As the national organization of bicyclists since 1880, we take serious-

ly our responsibility to represent the interests of bicyclists at the national level. The 2010 National Bike Summit was larger than ever and cemented the League's critical role in bringing the bicycling movement together in our nation's capitol — more than 730

a letter from the league chair ...

THANK YOU FOR YOUR CONTINUED MEMBERSHIP in the League of American Bicyclists and for supporting our shared goal of a Bicycle Friendly America.

Well over 100 years ago, the League worked to transform the political landscape, advocating for improved roads and protecting bicyclists' rights. There is a very different political landscape today, and the League continues to play a leading role in improving bicycling conditions and protecting bicyclists' rights.

Thanks to the support of our members, partners, and the cooperation and initiative of many other organizations, we are once again making headway. Bicycling — the interest, involvement, and improvement — has blossomed in the last decade. Who would have imagined bicyclists as backdrops to corporate advertising? The Secretary of Transportation standing on a table to share his support of bicycling at a Bike Summit? Or more than 13 percent of the U.S. population living in Bicycle Friendly Communities?

There is a lot to do before bicyclists are accepted and treated as mainstream, and the League continues to play an important leadership role in this effort.

The League's 2010 Annual Report details last year's accomplishments. This record of success has continued for many years, with continued growth and impact in each of the following key programs: the National Summit and bicyclist advocacy, the Bike Friendly America program, the League Cycling Instructor and bicyclist education programs, and bicycling promotion.

On behalf of the Board of Directors, I want to thank the small, dedicated, and talented staff for making such a big difference in so many ways.

And thanks to you, our members and partners — your support and help are critical to creating a Bicycle Friendly America.

Hans van Naerssen,
League Chair

participants visited close to 400 Congressional offices to make the case for bicycling.

The star of the Summit in 2010 was U.S. Transportation Secretary Ray LaHood. His now famous table-top speech at the event almost overshadowed his release a few days later of a powerful statement of national transportation policy. LaHood announced that the days of favoring motorized over non-motorized transportation were over — an important affirmation of the League’s equity statement.

The National Bike Summit is also a showcase for America Bikes — a coalition of national bicycling organizations focused on passage of bicyclist-friendly Federal transportation legislation — and the bicycling agenda we have taken a leading role in crafting with our partners.

In addition to playing a leading role in the America Bikes coalition, League staff continued to serve on the boards of the National Complete Streets Coalition and Safe Routes to School National Partnership. We also initiated new working relationships with AAA, the US Green Building Council, the National Council for Promoting Physical Activity, and the Towards Zero Deaths national traffic safety initiative.



Ray LaHood at the 2010 National Bike Summit



Charleston, S.C.

The League invested time and money in boosting awareness of National Bike Month in 2010, including Bike to Work Day.

Our excitement at the launch of the Cities for Cycling initiative by the National Association of City Transportation Officials — including development of an urban bicycle facility guidebook — was tempered only by the slow-but-steady progress made by the National Committee on Uniform Traffic Control Devices (on which we serve) and the American Association of State Highway and Transportation Officials to update their guidance on developing bicycling infrastructure.

At the state and local level, our Bicycle Friendly America programs continued to set the standard, and provide the blueprint, for communities, states and businesses wanting to do more to encourage bicycling. (See 2010 highlights in box).

The BFA programs were perfectly complemented by the Advocacy Advance initiative — a joint project with the Alliance for Biking & Walk-

ing and funded by the SRAM Cycling Fund. Advocacy Advance staff published ten technical assistance tools and awarded grants worth more than \$200,000 to local organizations with the overall goal of securing more funding for bicycling and walking projects and programs.

Support Bicycling Skills Education

In 2010, the League certified more than 400 new cycling instructors, bringing the number of active League Cycling Instructors across the country to more than 1,600. Those instructors are teaching curricula that have — with the exception of the motorist course — all been updated within the last two years. We took one of the courses, our core Traffic Skills 101 class, into an online format for the classroom portions. This beta-testing of an online format will

2010 BFA HIGHLIGHTS

A 21 percent increase in applications for the Bicycle Friendly Community program

21%

A 40 percent increase in applications for the Bicycle Friendly Business program

40%

Launched the Bicycle Friendly University program



Expanded the BFC program to Ontario, Canada in partnership with the Share the Road Coalition

500 communities

Providing technical assistance to 500 communities

enable us to develop an online suite of classes in the near future.

The second edition of our education book, now called *Smart Cycling*, was published in October by Human Kinetics. Earlier in the year we released our Safe Routes to School Curriculum, the perfect teaching tool to ensure that bicycling skills are taught as part of every Safe Routes to School program.

Promote Bicycling for Fun, Fitness, and Transportation

The re-launch of the League's blog was one of many highlights in a year in which League programs were written up in publications such as *USA Today*, the *Wall Street Journal*, *Forbes* and countless smaller magazines and newspapers. The blog quickly became a reliable resource for members as well as state and local advocates wanting to keep up with our work and issues.

We invested time and money in boosting awareness of National Bike Month in 2010, including Bike to Work Day — the latter continued to be the single busiest day of the year for our Web site traffic — in the hopes of attracting a major sponsor in subsequent years. A record number of events and participants in Bike to Work Day events increased the profile of the event in the media.

Our National Rally in Albuquerque in June was a great event,

but sadly attendance was low. We continue to explore ways to make our presence known in the larger bicycling community — and were greatly aided in this task by our new volunteer State Ambassadors, who participated in dozens of events around the country, sharing League literature and information. We also established a presence at industry events such as Interbike and the Bicycle Leadership Conference at the Sea Otter Classic.

Organizational Development

Membership in the League remained static in 2010 — we didn't lose members, as did many other associations during that period, but we didn't see any significant increase either. Without costly and resource-intensive direct mail campaigns, the League's individual membership numbers have hovered around the 20,000 mark for years. Overall satisfaction levels among the membership remains high, with 33 percent saying they are "very satisfied" and 52 percent "satisfied" with their membership.

Several steps taken in 2010, however, will help us attract more members in the future. These include:

- Implementing a new membership database with greater flexibility and more features to help us track and manage member records. We immediately began to see ways in which we can better



of League members are satisfied or **VERY** satisfied with their membership.

serve our members and integrate our program activities into the membership program.

- Increasing volunteer support. We launched an e-newsletter — *The Headset* — for all League volunteers that gives them more timely and in-depth information about the League's activities that they can share with their classes, clubs, and other cyclists that they meet.
- Expanding the board and adopting preferential voting for all at-large board members. We had a record number of candidates for the 2011 board elections and were able to appoint candidates with valuable skills to serve the organization.
- Launching a leadership training program for bike clubs. We hosted two training courses and a series of webinars on running a local bike club, and increased the number of affiliated clubs and advocacy groups to more than 800 — this figure was less than 500 as recently as 2005.

Against a tough economic background, the League increased overall revenues in 2010, delivered effective programs to more communities, organizations and businesses than in prior years, and secured renewed multi-year funding commitments from our main industry supporters: Trek, SRAM and Bikes Belong. We were also honored to earn a Charity Navigator Four Star Charity rating in recognition of our "ability to efficiently manage and grow its finances." |||

Presenting on the BFA programs in more than 20 states and localities

Sponsoring the Velo City Global, Pro Walk Pro Bike, and World Mountain Bike conferences to promote the BFA programs



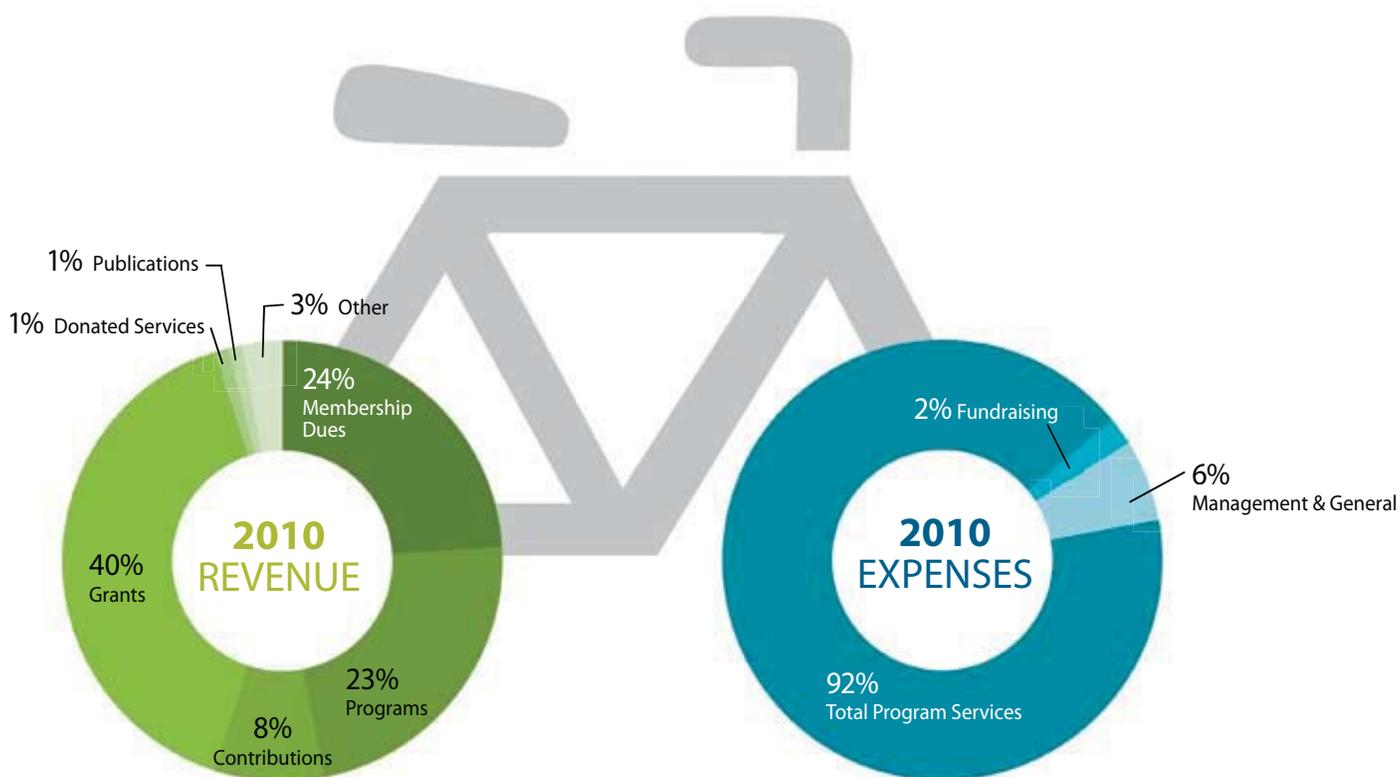
2010 financial report

A FULL AUDIT OF THE LEAGUE'S FINANCES FOR calendar year 2010 has been completed. We are pleased to report that 92 percent of our expenses were directed towards our critical advocacy and education programs for the second straight year — making this the 14th year in succession this percentage has exceeded 80 percent.

In 2010, we posted a loss of \$90,306 for the year. While this is dis-

appointing, the explanation is simple: the surplus of \$206,000 from the prior year included a \$100,000 grant payment right at the end of 2009 that was spent in 2010 to purchase new membership software. We are delighted that Trek and SRAM renewed their commitment to our core advocacy programs, and the Bikes Belong Coalition continues their multi-year support of the National Bike Summit and Bicycle Friendly America program.

We are fortunate to have diverse sources of income. The outstanding support of the bike industry, coupled with our member dues and contributions, establishes a solid base for our program work. The National Bike Summit and our education seminars now contribute one-fifth of our income. We are enjoying the functionality and flexibility of the new membership database as we strive to serve you, our members and supporters. Thank you for your support in 2010.



CONSOLIDATED STATEMENT OF ACTIVITIES

(For the year ended December 31, 2010)

	Unrestricted	Temporarily Restricted	2010 Total	2009 Total
REVENUE AND SUPPORT				
Membership dues	\$ 562,283	—	\$ 562,283	\$ 556,604
Programs and rallies	\$ 350,945	—	\$ 350,945	\$ 517,940
Contributions	\$ 220,436	—	\$ 220,436	\$ 175,343
Grants	\$ 12,136	\$ 978,086	\$ 990,222	\$ 921,863
Publication	\$ 48,298	—	\$ 48,298	\$ 26,553
Donated services	\$ 2,070	—	\$ 2,070	\$ 18,625
Interest and dividends	\$ 13,927	—	\$ 13,927	\$ 13,511
Other	\$ 2,487	—	\$ 2,487	\$ 0
Unrealized gain on investment	\$ 40,166	—	\$ 40,166	(\$ 59,138)
Realized gains on investment	—	—	\$ 0	\$ 0
<i>Net assets released from restriction:</i>				
Satisfaction of program restrictions	\$ 851,834	(\$ 851,834)	\$ 0	\$ 0
Satisfaction of time restrictions	\$ 150,000	(\$ 150,000)	—	—
Total Revenue and Support	\$ 2,254,582	\$ 23,748	\$ 2,230,834	\$ 2,289,577
EXPENSES				
<i>Program Services:</i>				
• Advocacy	\$ 1,211,517	—	\$ 1,211,517	\$ 959,902
• Membership Activities	\$ 370,552	—	\$ 370,552	\$ 323,632
• Promotion	\$ 242,771	—	\$ 242,771	\$ 253,810
• Education	\$ 320,519	—	\$ 320,519	\$ 371,614
Total Program Services	\$ 2,145,359	\$ 0	\$ 2,145,359	\$ 1,908,958
<i>Supporting Services:</i>				
• Management and general	\$ 137,270	—	\$ 137,270	\$ 124,074
• Fundraising	\$ 38,511	—	\$ 38,511	\$ 50,517
Total Supporting Services	\$ 175,781	\$ 0	\$ 175,781	\$ 174,591
Total Expense	\$ 2,321,140	\$ 0	\$ 2,321,140	\$ 2,083,549
CHANGE IN NET ASSETS	(\$ 66,558)	(\$ 23,748)	(\$ 90,306)	\$ 206,028
NET ASSETS, BEGINNING OF YEAR	\$ 277,913	\$ 443,546	\$ 721,459	\$ 515,431
NET ASSETS, END OF YEAR	\$ 211,355	\$ 419,798	\$ 631,153	\$ 721,459

LIFE & BICYCLE CHANGES

by Robert Nordvall

A serious medical condition forced Robert Nordvall to think beyond the pedal in order to continue the hobby he loves.

IMAGINE MOVING FROM Florida to New Hampshire and bringing with you a bicycle geared for the level roads of the Sunshine State. You soon would be buying a new bike or lowering the gearing on the one you had. Fortunately, when I moved to Italy from Pennsylvania in 2002 I already had bicycles with low enough gearing to handle the Tuscan hills.

Three years later, however, I suffered a dissection of my aorta. My doctor was firm — no exercise that caused me to get seriously out of breath. Suddenly riding in the hills became forbidden. I searched for level places to ride but these were few and often less interesting. Little by little I rode less. Whereas at first I did not climb hills on my bike because it was forbidden, soon if I faced even a slight climb, I could no longer do it for lack of practice.

CHANGE FOR THE BETTER

Then I realized that just like the person going from Florida to New Hampshire, I too had to change bikes. No ordinary bicycle could be light enough or geared low enough for me to ascend without excess

effort. I had to get an electric assist model and quickly noticed that they seem to be more common in Europe than in the U.S.

Local cities in Italy provide a financial incentive for electric bikes as a way to reduce car traffic, and many Italians have inexpensive but heavy lead battery electric bikes to commute and travel around town. These e-bikes are self-propelled. They serve a good purpose but are no fun to ride without using the battery power. I wanted something much closer to a traditional bicycle — something that would have a battery assist when needed but be enjoyable to pedal without that help. The electric assist bikes with lithium batteries provide this alternative.

I began my research on e-bikes and discovered the prices vary from about \$1,400 to \$3,600. Also, the more expensive bikes tend to be lighter and have a few more features. Some have the motor in the front wheel hub while others have it integrated with the front crack assembly. Some have the battery on the rear rack while others put it on the seat down tube. Batteries varied

too. The time to fully recharge the battery ranges from 30 minutes to four hours, and it is hard to estimate how far one can go on a full battery charge because of differing terrain. Bicycles might advertise a range of up to 40 miles but it is hard to tell if this means 40 miles with the assist feature constantly engaged — in normal riding this feature is not used on level stretches. In general, the gearing is six or seven speed, sometimes with internal hub gears. I wanted to set a budget, and I did not think that my riding needs required a \$3,600 bike. So then I had to decide which features were the most important for me and which were the ones I could do without. For me, the feature most important was the highly rated motor system as part of the front crack.

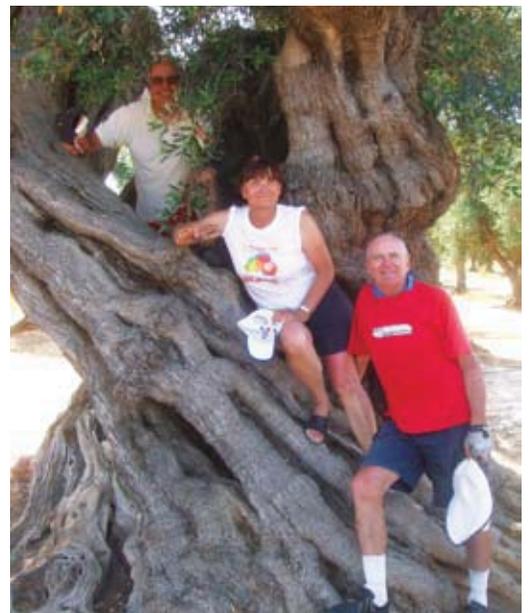
LESSONS LEARNED

I ended up purchasing a bike with a city bike configuration and tweaked it a bit. I put on narrower tires and lowered the gearing so that I would need less electric assist in the hills. Then off I went. My first big climb was one used recently in the Tour d'Italia. On the road surface I could still read the names of some of the racers spray-painted on the pavement by their fans. At my start, the battery was almost fully charged. This was a slight mistake because as the grade increased near the top, I suddenly was out of power. Fortunately, I was close to the town at the summit. I was

able to walk the last part of the climb and enjoy some refreshments at the local bar (which in Italy sells far more than alcoholic drinks).

Lesson one: always charge the battery fully before a hard ride. The charging apparatus is not heavy. I can carry it on the back rack, and when I stop for lunch I plug it into an outlet to boost the charge.

The bike is heavier than my other ones so I ride a little slower on the flat areas, sometimes falling a bit behind my riding companions. However, all this changes as we start up a hill because the bike is geared higher than a typical touring model — on climbs I cannot go at the slow pace of the lowest gear of such a bike. My lowest gear is higher and thus faster



Robert Nordvall (pictured in back) served on the League Board from 1989 to 1995. He was League president from 1992 to 1995 when the name changed from League of American Wheelmen to League of American Bicyclists. Photos provided by Robert Nordvall.

than that of my partners. On a recent ride, my friends groaned as I passed them on the hill but their groans turned to sighs of satisfaction when I saved them from a steep uphill grade. I reached the summit far ahead of them, realized that we had taken a wrong turn, and flew back down the hill telling my struggling friends to turn around and follow me. They were very pleased to do so.

Even more fun than passing your companions travelling uphill is passing a racing cyclist climbing the same hill. The fact that my bike is an electric assist one is not obvious upon a quick look, so the racers seem per-

plexed as this old guy on a city bike surges ahead. To be nice, I quickly slow down and let them pass me.

These episodes remind me of one of my most vivid cycling memories. I was riding for a few days with a group on a cross country trip. We were climbing out of Riverside, Calif., not the most punishing climb but certainly a steady one at a moderate pace. Of course, we all had excellent bikes and outfits to match. Suddenly we were passed by two workers on cheap, discount store bikes. They smiled at us and said “Good Morning” in Spanish. A truly humbling experience.

FEEL THE BURN

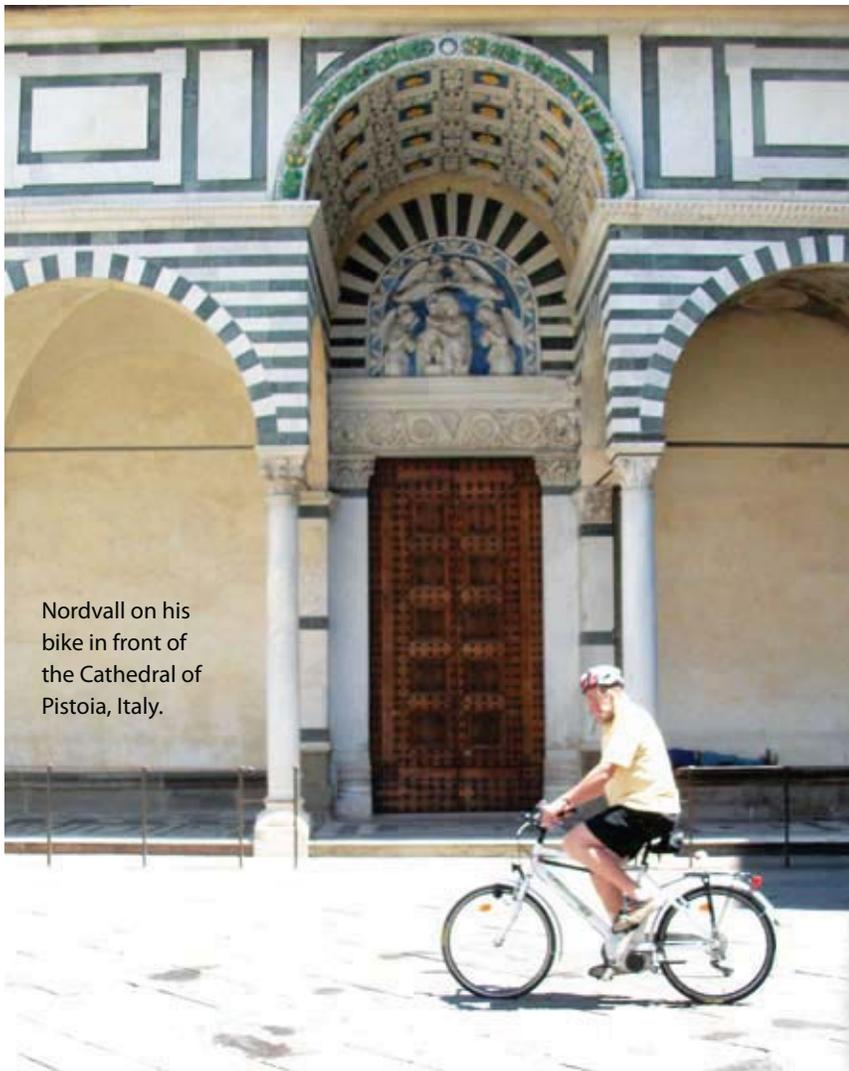
One of the nicest things about the bike is that it is not totally easy to pedal using the assist feature. The sensor reacts to the pressure being put on the pedals. Only as more pressure is used does the assist kick in. The effort level is constant, but not negligible. On really steep climbs I might stop one or two times to be sure that my effort is not beyond that approved by my doctor. In short, I am getting reasonable exercise while still being able to ride where I want to on my electric bike.

A LOVELY PLACE FOR A BIKE RIDE

Italy has an extensive supply of lovely places for bike riding. Although the roads are narrow, the drivers are respectful of bicyclists. They don't view a cyclist as an unpredictable child. Drivers know that they can pass you without worrying that you will suddenly veer into the center of the road. If for some reason they cannot pass you for a while, they are patient. Thus the riding is not only beautiful; it is also pleasant.

When I go on bike tours, I ordinarily take the train to the starting point. The electric bike is a little heavier to lift on and off the train, but not impossibly so. In Italy, and I think often elsewhere in Europe, bikes are accommodated on regional trains but not on high speed long distance trains. So it takes a little longer to get somewhere taking a bike on the train, and one has to change trains more often, but it is a small price to pay for the joy of riding in such beautiful landscapes.

If I had not experienced the problem of the dissection of my aorta, I probably would still be riding a



Nordvall on his bike in front of the Cathedral of Pistoia, Italy.

regular bike and, hopefully, climbing hills as I did before that medical incident. Even if this were true, I probably would still arrive at an age when the bike riding I had done before was no longer possible. At this point (old age), many may permanently retire the bicycle. I think an electric assist bike is a much better alternative. III



The Tuscan hills are beautiful, but bicycling them is not for the faint of heart ... literally.

ELECTRIC BIKES

More than 120 million Chinese ride an electric bike every day

- That number will grow by 29 million in 2011.
- Culturally in China, it is considered a step up to buy an electric bike from a non-motorized bicycle.
- The Chinese e-bikes use a 250 watt motor with top speed at 15 mph and a lead acid battery.
- Throttle control, Power On Demand is used most often in China.

Europe passed 1 million electric bike sales in 2010

- European bike dealers have discovered they can make more money selling e-bikes.
- The Pedelec (PEDal ELEctric Cycle), dominates in Europe and Japan, and has a pedal torque sensor.
- A Pedelec requires pedaling action to activate the motor. The bike still provides exercise but with help up hills and headwinds.

The U.S. sold less than 100,000 e-bikes in 2010.

- An electric bike is legally classed as a bicycle in the U.S. with top speed of 20 mph and motor size less than 750 Watts.
- Throttle control, Power On Demand and the Pedelec are both found in the U.S.

E-bike technology has improved dramatically

- Powerful light electric motors located in the wheel hub or at the crank.
- Lithium ion battery technology (the same as in four wheel EVs and controllers).

The two-wheel EV, the electric bike, is a transportation choice for short trips. Congestion, limited parking in cities and high gas prices might turn those who can not ride a bike for health or personal reasons to choose an e-bike. For more info, look up Electric Bikes Worldwide Reports at www.ebwr.com. Thanks to the Light Electric Vehicle Association (LEVA) for assistance with this data. For more information visit levassociation.com.



photo courtesy of eMoto

mayors a mission

Community Leaders Strive for a More Bicycle Friendly America

By Bill Nesper, Director, Bicycle Friendly America Program

FOR COMMUNITY LEADERS, mayors and city councils, there are countless good reasons to build Bicycle Friendly Communities: from improving health and sustainability to improving quality of life and community connectivity. However, what motivation is more powerful than a little friendly competition?

Minneapolis, Minn.

When Minneapolis Mayor R.T. Rybak pedals his way to the finish line in the annual Commuter Challenge competition, it's not just winning that's on his mind. He, like many other mayors across the country, is trying to inspire change through his own actions and leadership.

Minneapolis was first designated as a silver-level Bicycle Friendly Community in 2008, but for Rybak, that was just the beginning of a long-term commitment to creating a more livable community. "We've made a deliberate effort to be one

of the nation's top bicycling cities, and those investments mean we have more ways for people to commute and experience the city on two wheels," said Rybak. Thanks to the city's efforts, Minneapolis doubled its share of bicycle commuters over the last nine years, placing it behind only Portland, Ore. among the largest cities in the U.S. — no small feat for a city with a notoriously harsh winter.

The latest round of BFC awards was particularly inspiring due to the strength of the applications and the diversity of the communities applying — from 1,200 people in Sisters, Ore. to more than 8 million in New York City. Out of 45 new applicants, 21 received awards. Minneapolis, Minn. earned a gold level award, the highest of this round. The city's great investments in expanding and connecting the bike network, bicycling safety education and encouragement programs, most notably through the Bike Walk Ambassador Program,



Minneapolis Mayor R.T. Rybak wins the Great Commuter Challenge 2008. Photo by Bike Walk Twin Cities.

www.flickr.com/photos/bikewalktc/2978942132/sizes/z/in/set-72157608422859445/



on

“The latest round of BFC awards was particularly inspiring due to the strength of the applications and the diversity of the communities applying.”

Green bike lanes in Boston, Mass.
Photo credit: Niole Freedman,
Boston Bikes



Minneapolis, Minn.

have paid off for its residents and communities across the country that are now looking at Minneapolis as a model. Minneapolis is an eye roll-proof example of what can be done almost anywhere – build it, follow the BFC roadmap, and people will ride! For more information, visit bikeleague.org/minneapolis.

The East Coast

The East Coast has moved up the bicycling ranks with some BFC model cities of its own. To date, the East Coast has had very few silver-level, or higher, BFC communities. Now, that's beginning to change. Boston,



Boston, Mass.



Sabo Bridge for pedestrians and bikes in Minneapolis, Minn.

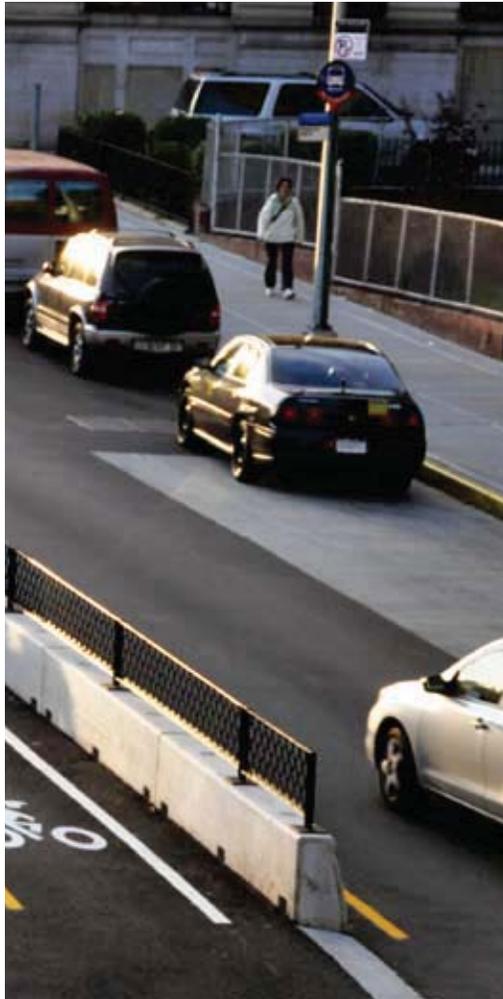


Sands Street Bike lanes, New York City

New York City, and Washington, D.C. all earned silver designations in this latest round, and these cities are now competing to be the first to earn gold.

Boston, Mass.

Since Mayor Thomas Menino launched Boston Bikes in 2007, the city appointed former Olympic cyclist Nicole Freedman as Boston's new bike czar, added 38 miles of bike facilities total (of only 900 miles of street in the city), expanded bike parking, improved enforcement and has seen bicycle commuting grow by 125 percent between 2005 and 2009 — a level four times the na-



2011 spring **bicycle friendly communities**

THE BICYCLE FRIENDLY COMMUNITY PROGRAM has grown exponentially over the past eight years. To date, the League of American Bicyclists has received 452 applications and designated 179 Bicycle Friendly Communities in 44 states.

The BFC program recognizes communities that promote bicycling and provides technical assistance in the form of a roadmap to help cities build great communities for bicycling. Communities are using the League's tools and roadmap, especially these standout communities that moved from previous BFC Honorable Mentions to an award-level this round: Des Moines, Iowa; Harrisonburg, Va.; Hilton Head Island, S.C.; Las Cruces, N.M.; Norman, Okla.; Northampton, Mass., and Tybee Island, Ga.

21
TWENTY-ONE COMMUNITIES are awarded the BFC designation for the first time:

Silver Level

- Boston, Mass.
- Sisters, Ore.
- Hilton head Island, S.C.

Bronze Level

- Athens & Clarke County, Ga.
- Cupertino, Calif.
- Des Moines, Iowa
- Eau Claire, Wis.
- Fresno, Calif.
- Harrisonburg, Va.
- City & Borough of Juneau, Alaska
- Kansas City, Mo.
- Keene, N.H.
- Las Cruces, N.M.
- Los Altos, Calif.
- Norman, Okla.
- Northampton, Mass.
- Raleigh, N.C.
- Sedona, Ariz.
- Somerville, Mass.
- Tybee Island, Ga.
- Wilmington, N.C.

10
TEN COMMUNITIES* successfully renewed their designation and three moved up to higher designations

Gold Level

- Minneapolis, Minn.*

Silver Level

- New York, N.Y.*
- Washington, D.C.

Bronze Level

- Beaverton, Ore.
- Carmel, Ind.
- Lexington & Fayette County, Ky.
- Mesa, Ariz.
- Roswell, Ga.
- Shawnee, Ks.
- South Sioux City, Neb.

THE BICYCLE FRIENDLY Community, Bicycle Friendly State, Bicycle Friendly Business and Bicycle Friendly University programs are generously supported by program partners Bikes Belong and Trek Bicycle's One World, Two Wheels Campaign. To learn more, visit bike-league.org/communities.



tional average. In 2010 alone, Boston convened the Boston Bicycling Safety Summit, installed 20 miles of bike lanes, incorporating numerous best practices like cycle tracks, bike boxes, colored bike lanes, buffered bike lanes, and special treatments over trolley tracks and at high-crash intersections. Mayor Menino's leadership in building a more bicycle-friendly Boston continues this spring as the city has announced the city's new Hubway bike-sharing system. "Over the past four years, we have taken great strides toward making Boston a city that welcomes and encourages bicycling but this innovative bike share system may be the most significant step yet," Mayor Menino said. "We have worked tirelessly to build the infrastructure necessary to sup-

port such a system and we are confident that there is no better time to make Hubway a reality." For more information, visit bikeleague.org/boston.

New York, N.Y.

New York City, newly upgraded from a bronze to silver BFC, has long been known for innovation and it is now applying that spirit to promoting bicycling. Under the Commissioner of the New York City Department of Transportation, Janette Sadik-Khan, the city has made great strides since their 2004 honorable mention and 2007 bronze award. New York City developed an

in-depth crash analysis, distributed 45,000 copies of the BikeSmart Guide to Cycling, and built an unprec-



Boston, Mass.

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“Two things that all these Bicycle Friendly Communities have in common are energetic cyclists and motivated leaders.”

edented amount of new and innovative bicycle facilities. The city now has a nation-leading 500 miles of bike lanes. In 2010 alone, the NYCDOT installed more than 50 miles of bike infrastructure citywide, including protected on-street bicycle paths on First and Second Avenues, Columbus Avenue and Prospect Park West. Bold leadership like this doesn't come without detractors. For example, the Prospect Park West two-way protected lanes have sparked a lawsuit. However, the lanes are widely popular and supporters of the lanes have out-numbered opponents at public meetings eight-to-one. Despite the controversy, NYC DOT continues to push forward to make bicycling safer, more comfortable, and more convenient. *For more information, visit bikeleague.org/nyc.*

Washington, D.C.

Washington, D.C. first received a Bronze BFC award in 2004. Over the last seven years, it unveiled several signature projects including buffered bike lanes on Pennsylvania Avenue



Capitol BikeShare, Washington, D.C.

connecting the White House and the Capitol Building, a world-class bike parking facility, and the largest public bike sharing system in the country — Capital Bikeshare. These major projects are supported by an extensive bicycling education and encouragement program for children and adults. Washington now has the highest share of bicycle commuters of any major city on the East Coast. *For more information, visit bikeleague.org/washington_dc.*

Two things that all these Bicycle Friendly Communities have in common are energetic cyclists and motivated leaders working in partnership with the bicycling and business community. Together, they share a vision of well-designed, welcoming streets; educated and considerate road users; and transportation choice. They've been working hard to make that vision a reality.

Communities across the country, from iconic American cities to beautiful small towns are turning themselves into welcoming places for bicyclists. The Bicycle Friendly Community program partners with these places and provides a roadmap — or better yet a bike map — that shows the way to bike-friendliness.

For more information, visit bikeleague.org/communities.

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HOW **NOT** TO LOSE BICYCLE FUNDING [spend it.]



IN EARLY APRIL, WHEN Democrats and Republicans reached a budget agreement to keep the federal government open, they decided to rescind, or take back, \$3.2 billion in transportation funds, \$2.5 billion of which would be cut at the discretion of state departments of transportation.

Historically, some of the strongest programs for bicycle and pedestrian projects – Transportation Enhancements (TE), Congestion Mitigation & Air Quality (CMAQ) –

suffer dramatically more from these kinds of cuts than other programs. That's because rescissions impact money that has not yet been spent and state DOTs are often slow to spend bicycle and pedestrian funds. And that's what we aim to stop.

Bicycle and pedestrian projects are good for communities, good for jobs, good for business, good for health, good for clean air, and good for transportation networks. The way to protect bicycling and walking programs from disproportionate rescis-

sions in the long run is to ensure that state departments of transportation are making full use of programs that most often fund bicycle and pedestrian projects.

CHAMPION THE CAUSE

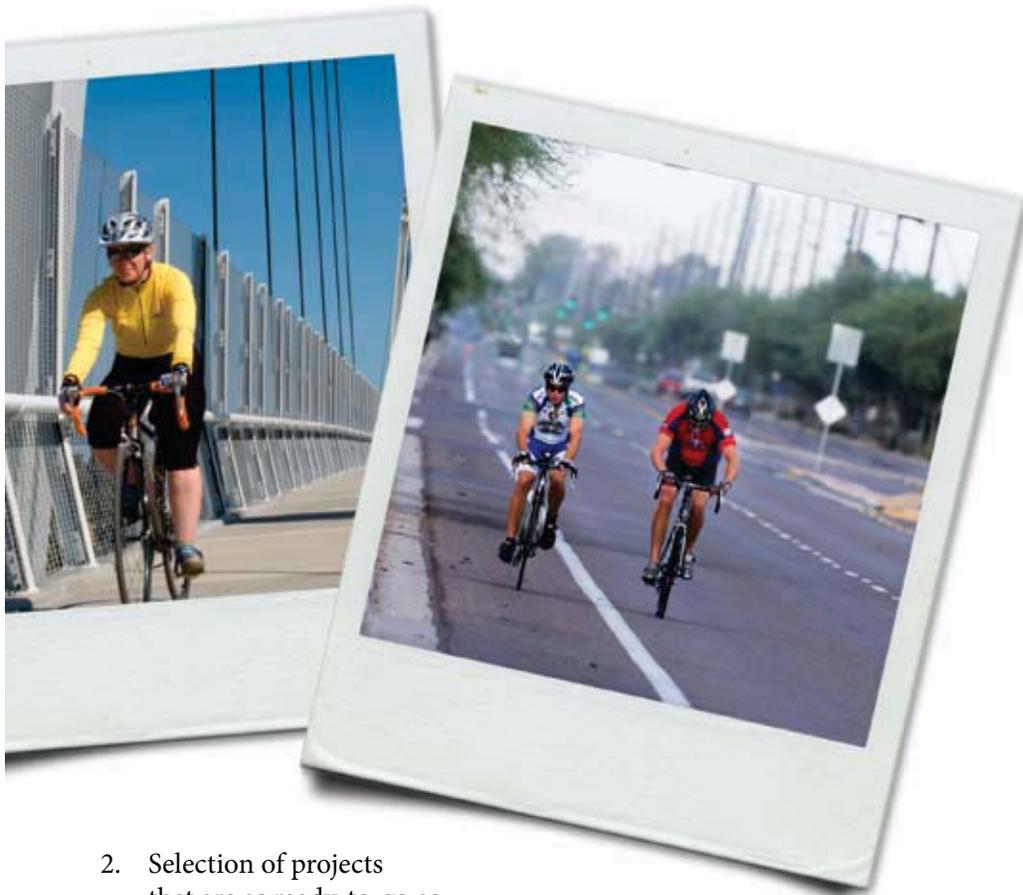
Help programs compete for priority by finding political and agency champions who will make sure these programs are expertly administered. Push for these signs of excellence:

1. Timely and regular call for projects and selection of projects.

BUILD SUPPORT

To build support for biking and walking projects, advocates should:

- 1) Identify cities, towns, and Municipal Planning Organizations (MPOs) that have benefited from Transportation Enhancements, the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, Safe Routes to School, and Recreational Trails projects and highlight them to show the DOT, the state legislature, and the governor's office their importance.
- 2) Urge the head of state DOTs and governors to ensure bicycle and pedestrian projects get their fair share of funding from these funding sources quickly. In some case, state legislatures can be helpful as well. If you are doing any public events, such as ribbon cuttings, you can use that opportunity to encourage elected officials to invest more in bicycle and pedestrian projects.
- 3) Meet with state DOT personnel to review USDOT guidance on each funding source as it relates to bicycle and pedestrian projects and make sure they are implementing good projects and programs.



2. Selection of projects that are as ready-to-go as possible.
3. Multi-year project programming so complex projects can be staged to use appropriation and obligation authority when ready (to see how this is managed well, look at any of the big highway funding programs, like NHS and state STP).
4. Transparent decision-making process with meaningful public involvement.
5. Clear criteria for selecting the best projects.
6. Project sponsors (local governments) offering good cost-effective projects that invest in proven facilities and programs that will grow cycling and walking (and project sponsors being forthright and accurate about project implementation timetables).

Cyclists interested in working on these kinds of campaigns should get in touch with their local bicycling advocacy group or members of the Advocacy Advance team: Darren Flusche, darren@bikeleague.org; Brigid O'Keane, Brigid@peoplepoweredmovement.org; Jeff Peel, Jeff@bikeleague.org; and visit advocacy-advance.org for more information and resources for accessing federal transportation funds. |||

THE LEAGUE OF AMERICAN BICYCLISTS

The League of American Bicyclists, founded in 1880 as the League of American Wheelmen, promotes bicycling for fun, fitness and transportation, and works through advocacy and education for a bicycle-friendly America. The League represents the interests of the nation's 57 million bicyclists. With a current membership of 300,000 affiliated cyclists, including 25,000 individuals and 700 organizations, the League works to bring better bicycling to your community. Contact League officers, directors or staff at League of American Bicyclists, 1612 K Street, NW, Suite 510, Washington, DC 20006-2850, 202-822-1333; bikeleague@bikeleague.org, fax: 202-822-1334.

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thanks!

EVER WONDER IF BEING A LEAGUE CYCLING INSTRUCTOR and teaching a child how to ride a bike makes a difference? Here are a batch of thank you notes from a fourth grade class that Jim Cassidy, LCI 1629 and BikeWalkCt taught last fall. They speak for themselves. |||

October 8, 2010

Dear Coaches,

I have learned so many things. Now I learned how to 'check' the air in my tires and Brakes and chains. I had a extraordinary time doing everything that you told us to do. **DO NOT GET THE DOOB PRIZE!** Thank you so much. I also learned how to change the hieght of my bike.

Your bike friend,
Alex

October 8, 2010

Dear Coaches,

Thank you for teaching us how to ride our bikes safely and properly on the road. A lot of us thought that it was funny when you called getting hit by the door of a car and you called it the door prize. I wish that bike safety would continue all through the year @. Thank you for letting us borrow helmets and bikes but I did not like that we had to use hair nets. I wish that we could do this in fifth grade too. I wonder if there will be more bike safety at Fullerton.

Your friend,
Sydney

Oct. 8, 2010

Dear Coaches,

Thank you so much for teaching me how to ride a bike properly and safely. I had alot of fun riding with you guys. And thank you so so much for taking us on that fantastic bike-ride around the neighborhood. I had so much fun doing that. Thank you for teaching me how to use the hand signals. Last-weekend I took a bike ride with my family all the way to Jason & Jimmys house, and that was fun. I also had fun doing all of those test's. p.s tell coach Tom I said hi.

OCTOBER 8, 2010

Dear coaches,

Thank You For Teaching us how To Ride our Bikes MORE SAFELY. MY MOST FAVORITE PART WAS learning how to use gears and also The Ride Through The neighborhood. Thank You also For The Goodie-Bag IT ROCKED. THANKS again

Your Friend, JACK

October 8, 2010

Dear Coaches,

You were the best coaches ever. You told me how to signal and how to stay safe on the road when bike riding. You also did it in a fun way. I was really excited to now that I would get to ride bike. NOW I will do my signaling and ride safe. I will also remember to do a bike check when I go riding. I will also make sure my helmet is on tight and to watch out for cars when I stop at a stop sign.

Bicycle friend,
Garrett



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in **STYLE**

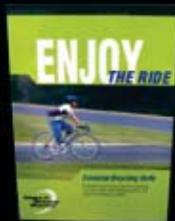
Visit www.velowear.com/labwear.aspx to get your cool new jersey. And visit www.bikeleague.org/store for apparel, accessories and educational materials to help you gear up for your next ride.

Next time you go for a ride, show your support for the League of American Bicyclists with the cool new League jersey.

There is lots of other merchandise for sale in the store, from the brand new BikeEd video to water bottles, hats, t-shirts and more.



HAT



BIKE ED VIDEO

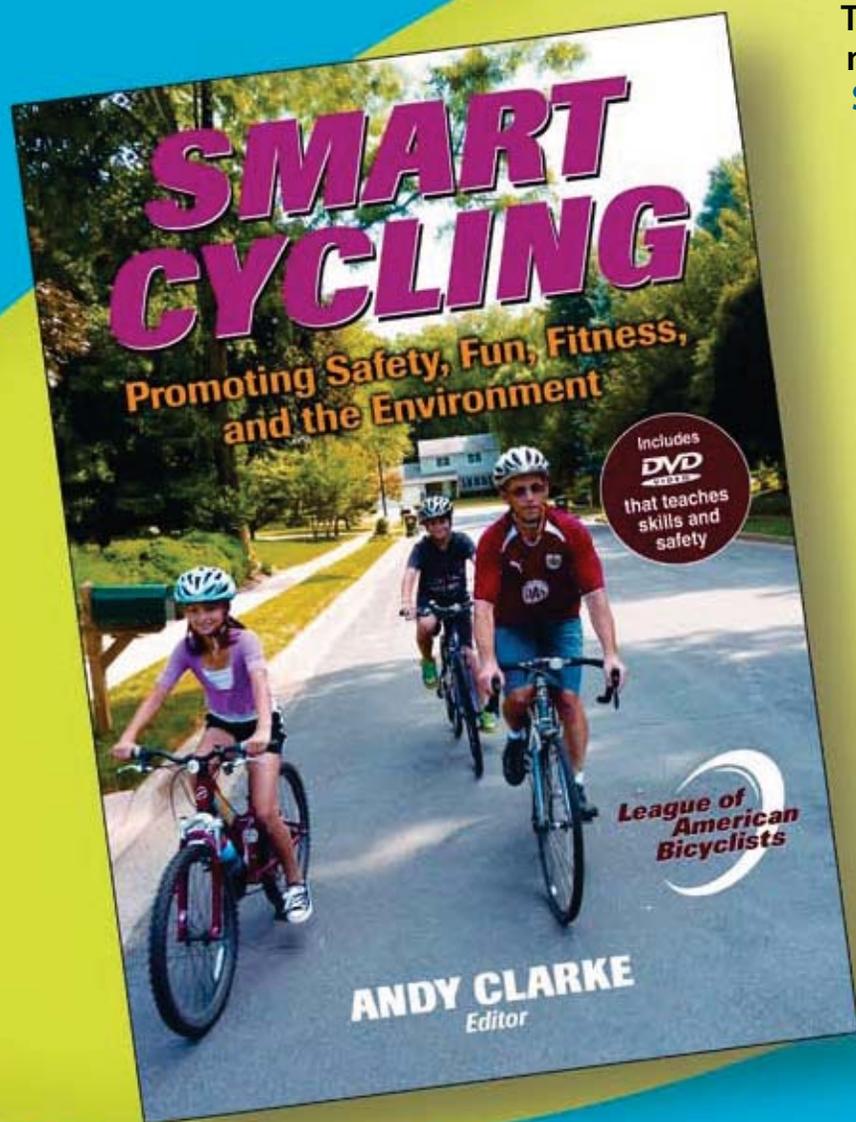


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The League of American Bicyclists' new book **Smart Cycling: Promoting Safety, Fun, Fitness, and the Environment** is the perfect read for new and returning cyclists.

Smart Cycling, edited by League President Andy Clarke and published by Human Kinetics, covers what all bicyclists need for riding for fun, fitness and transportation. The book overviews: how to choose the right bike and gear, essential basic cycling skills, the rules of the road, maintenance and quick repairs, safety strategies, commuting and group riding. Smart Cycling is a great resource for parents, teachers, students and new and returning riders. The book includes a copy of the League's Enjoy the Ride DVD.

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