

AMERICAN bicyclist

League of American Bicyclists

Working for a Bicycle-Friendly America

Nov-Dec 2011
www.bikeleague.org

**RIDE
GUIDE
& TOUR
FINDER**
p.20

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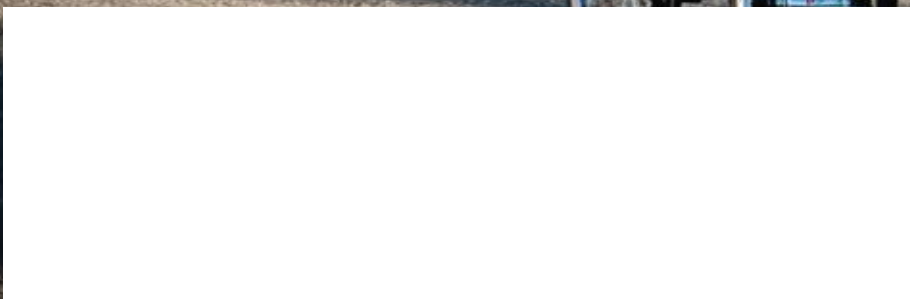
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BICYCLING IN THE
NETHERLANDS
Lessons for the USA?





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Cover: 2011 Bike Virginia ride.
Photo by spsquared.com

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ONE MISSION MANY VOICES

I'VE JUST FINISHED WRITING an article for a running magazine about the current threats in Congress to the core funding programs for trails and other bicycling projects and programs. We need all the voices we can muster in support of the Transportation Enhancements (TE), Recreational (Rec) Trails and Safe Routes to Schools programs — and runners have certainly benefited from this infrastructure!

Looking back 20 years to the creation of the TE and Rec Trails programs — the Intermodal Surface Transportation Efficiency Act was signed into law by President George H. Bush in December 1991 — is inspiring. We've come a long way from the days when just a few million dollars a year was spent nationwide

on anything related to bicycling. In 2011, that figure rose to close to \$750 million. Unfortunately, that's what we are at risk of losing, unless we speak up.

The money isn't everything. There's real momentum at the local level to get more people riding — everything from bike education in the schools to community bike rides and Ciclovía's or Open Streets events are giving people the chance to enjoy riding. Losing the Federal support for this work sends a really bad signal. Seeing state Departments of Transportation turn their back on bicycling (and running and walking) again — as most will do without dedicated funding programs — stands in stark contrast to what is clearly necessary to get our country and communities



moving again, literally and figuratively.

We can't afford to take a giant step back in the quest to build more livable, sustainable communities that offer transportation choices — it's not just about the bike. However, the job of protecting and preserving these critical funding programs does fall to bicyclists, and I know we are up to the task! That's something else I've learned over the last 20 years. |||

Andy Clarke
Andy Clarke, President



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Bike Share Takes America for a Ride

I just saw the latest issue of the *American Bicyclist* and the photos and article look great. Thanks for including the photos of Madison B-cycle!

- Brian Conger, Manager,
B-cycle Madison

Great new magazine on the latest citywide bike sharing programs. I'll have to admit, I was quite taken back by the picture on page 10 showing two "suits" riding these bike share bicycles without any helmets! Guess they should consider a helmet share program, too :-)

- Mike Honnold,
Illinois Valley Wheelm'n



Photo by Madison B-Cycle

Bike sharing is a great way to get citizens and visitors around without putting more cars on the road.

TWEETED



Draft fed transportation bill is bad news for #Detroit greenways. Less to no funding. Going backwards.
- DetroitGreenway November 8

FACEBOOK MESSAGE



In response to Proposed law would force cyclists off roads on federal land and onto paths: I've invited my senators to join me on a bike "ride" on DC's Rock Creek "Trail."
- Darren Buck, November 9

FACEBOOK MESSAGE



In response to Bike ped safety is crucial! The vote is tomorrow. Contact your senator now. Thank you for making it so easy to send an e-mail to my Senators — awesome Web form!
- Dave McClintock, October 31

TWEETED



Just got my confirmation for @BikeLeague's #nbs12. I'm number 27!
- Bike Arlington, November 3



FACEBOOK MESSAGE



In response to Have a great weekend! It's been so nice in Boston. Definitely want to get out even though I bike commute every-day! Must enjoy it while it lasts!
- Christine M. Casalini, November 4

FACEBOOK MESSAGE



In response to Senator Paul's Anti-Bike Amendment Fails — 60 Senators voted against it Shameful. All 38 Yays were from Republicans, including my two KS senators. One of them is even on the national bike caucus!
- Roger Barr, November 1

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 megan@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.

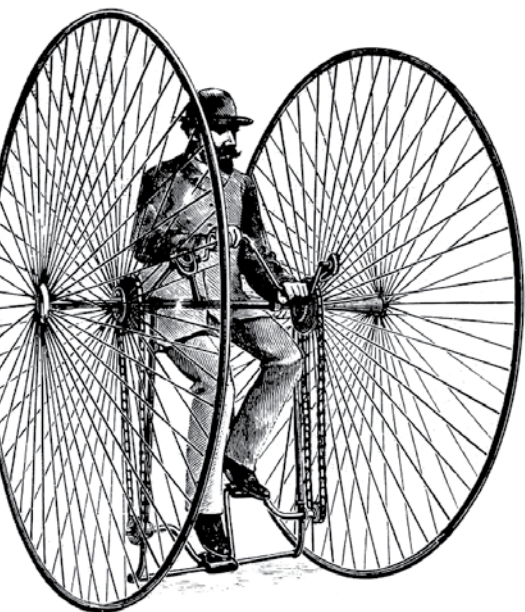
Advocacy Alerts

Thank you for sending the Advocacy Alert — Senator Rand Paul's (R-KY) amendment to divert Transportation Enhancement funds to bridge repairs. Thank you! Without your vigilance and dedication we'd be none the wiser.
- David Cavanaugh

TWEETED



If bicycle infrastructure is something that matters to you, you should sign the League's Right to Road petition.
- SingletrackM1nd, November 15



MAKE [LEAGUE] HISTORY COME ALIVE

The History Committee is looking for volunteers to collect, organize, and strategize on the best way to maintain the League's historical archives, which are not currently in one place. The committee will gather the materials, sort through them, prioritize them, and find a place to store them safely. The committee chair is Gail Spann, and the committee will meet via phone quarterly. To express interest, e-mail Elizabeth Kiker at the League at elizabeth@bikeleague.org.

staffsnapshot

Matt Wempe, State and Local Advocacy Coordinator

I couldn't ride a bike until I was about 10 years old. My friend Sean taught me because I was always the one walking next to the group of kids on bikes. My first bike was a teal Mongoose BMX bike; and though I've never done a day of BMX riding in my life, my last memory was comparable. I flipped over the handlebars going downhill and earned the road rash to prove it.

I didn't start riding regularly until I grabbed an old Schwinn road bike from my brother about half-way through graduate school at the University of Illinois Urbana-Champaign. For some reason it took a while for me to realize that bike commuting would be a whole lot faster than walking all over campus – averaging upwards of six miles per day. Once I graduated and started working for a local city, I kept on riding the few miles to work. Being a relatively new commuter, I made a lot of poor choices – riding an undersized bike with no helmet, no lights, and no skills.

When I moved to Fort Collins, Colo. for my job as the transportation planner and Safe Routes to School Coordinator for the city, I finally got into cycling. Fort Collins is too bike friendly to not buy bicycles and ride. In the three years I lived there, I ditched the old Schwinn and purchased an old Windsor single-speed, a Specialized road bike, and a newer but modified 10-speed Schwinn. I loved the ability to ride five minutes and be out in the county, riding 50-miles on excellent paved shoulders, and riding the mountains.

I moved to D.C. in September for the League's State and Advocacy Coordinator position, and one of my new favorite things to do is ride to the monuments at night on bike. D.C. is a unique place to cycle, and it's refreshing to see cyclists in business clothes on my morning ride. I've been incredibly lost during rush hour on one-way streets and am learning how to navigate through the city's TRAFFIC; but generally, I've found that I need to be a much more conscientious rider.

Also, cycling is a great way for me to feel healthy. I feel "blah" when I don't ride to work, which isn't often. Mostly though, I like that bikes give people a choice in how they move around town, just as good urban planning gives you choices on how you live.



GIVING

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

\$1,000 - \$4,999

Organizations

Granite State Wheelmen

Individuals

Alison Graves

Eric Swanson and Devon Hodges

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Organizations

Beth Shalom Congregation,
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Pacesetters

The League would also like to thank these donors, who have given monthly gifts to the League through our Pacesetter program. To set your own automated monthly contribution, visit bikeleague.org/pace or call the membership department at 202.621.5453.

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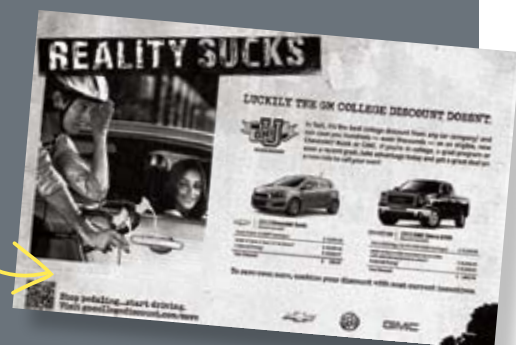
Cindy Winter

What has the League done for you lately?

WE GOT ANGRY ABOUT GENERAL MOTOR'S ANTI-CYCLING CAMPAIGN TARGETING COLLEGE

STUDENTS. By now you have probably heard about General Motor's ignorant "Reality Sucks" campaign. The advertisement alluded to bicyclists taking the back seat in popularity and not getting ahead in life. The ad pictured a bicyclist ducking his head as he passed a beautiful young woman in a car looking down at him. The tagline "Reality Sucks" was plastered right above the "lowly" bicyclist with the blurb to the right, "Luckily the college GM discount doesn't." Two of their cars were featured next to the sad cyclist – including a pickup truck big enough to haul the whole football team. We were pretty fired up about the ridiculousness of this advertisement so we blogged, tweeted and shared our anger with social media world. Interestingly, the League's "GM Blunders onto Campus" post is our seventh most viewed web page on bikeleague.org for 2011 – wow! Furthermore, our readers shared our message and clogged GM's inboxes and Twitter feeds so much so that GM cancelled the "Reality Sucks" advertising campaign and are still apologizing to bicyclists' tweets and Facebook messages.

Thanks to your tweets, e-mails and blogs, GM cancelled their "Reality Sucks" campaign.



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2012 BOARD ELECTION

THE LEAGUES' NATIONAL BOARD OF directors election is a critical responsibility for every League member. This time-honored tradition dates back to 1880, when the League first emerged as the national organization of bicyclists, and we encourage you to help shape the future of the League by reviewing the strong slate of candidates and casting your vote. This year's candidates have diverse cycling and leadership backgrounds and meet eight basic qualifications. We thank all those who applied. The next step is yours, so please vote in the upcoming election for those you think will best lead the League in achieving its mission – to promote and protect the rights of bicyclists; advocate for the interests of bicyclists; support bicycling skills education; and promote bicycling for fun, fitness and transportation.

The following four candidates will be up for election when voting opens on January 3, 2012. [Incumbents are indicated by a *]



Matt Moore

I am excited about the opportunity to use my talents and experience to assist the League.

My love of biking began by sneaking rides on my brother's AMF. In 1973 I blew my life savings on a 10-speed Mercier, headed for the Sparta-Elroy trail, and have been rolling ever since. I currently serve as General Counsel at Quality Bicycle Products. I received my law degree with honors from Hamline University in St. Paul and also hold degrees

in philosophy and history from St. Olaf College. I was a law clerk at the Minnesota Court of Appeals and the U.S. District Court in Minnesota and was in a private practice. I now serve on the Board of the Bicycle Products Supplier's Association (BPSA) and am Chair of the Legislative Committee, where I have worked to reform both the CPSIA and U.S. bicycle regulations. I am President of Minneapolis Off-Road Cycling Advocates (MOCA), a volunteer group that developed the first urban mountain bike trail in the United States. I am also a Director of Nice Ride Minnesota, the Twin Cities' bike sharing system. My family and I have lived and biked in Minneapolis for more than 25 years.



Rob Sadowsky*

I am running for re-election to the League's board to continue the progress we have made

in building a stronger organization that is responsive to its broad membership and is proactive in formulating a successful national bicycle advocacy campaign. I see the next steps in this evolution to develop an effective campaign that works closely with state and local groups to leverage resources and strengthen local's ability to gain greater access to transportation funding and to build their own funding pots through local initiatives.

I have more than 20 years non-profit management experience, including seven as the director of two large bicycle advocacy organiza-

Candidate Qualifications

- Commitment to cycling.
- Knowledge of Bicyclists' concerns and ability to craft solutions.
- Service experience as a leader in a nonprofit or business organization.
- Membership and Participation in League activities and programs.
- Professional-level skills in a field of use to the Board and League.
- Personal and professional character.
- An ability and willingness to bring substantial resources to the League.
- Willing to sign a statement of support for the League's Code of Ethics.

tions. I also serve on the boards of the Alliance for Biking and Walking, the Initiative for Bicycle and Pedestrian Innovation, and the Oregon Transportation Research Education Consortium. These connections have been valuable assets to the League's board as we grow our partnerships.

On a personal note, I like to bike with family to local restaurants, farmers markets and through our neighborhood streets during Sunday Parkways. I write a regular column for Portland's homeless newspaper *Street-Roots* on transportation. Follow me on twitter at rsadowsky or learn more about my work at the Bicycle Transportation Alliance at btaoregon.org.



John Siemiatkoski*

I am running for re-election to the League of American Bicyclists' Board of Directors. During my first term, I helped the League improve its fundraising, spoke at several state bike summits, and handed out several Bicycle Friendly Community awards. As a League Cycling Instructor (LCI), I have taught more than 500 students and have assisted with five LCI Seminars.

Never before has the bicycling movement been more exciting and relevant. Since members are vital to what we do, I recently agreed to chair our new Membership Committee. If re-elected, here's what I plan to help the League achieve:

- Increase membership - reach would-be bicyclists through encouragement and education.
- Enhance the Bicycle Friendly America program so more communities can promote bicycling.
- Unify the array of bicycling advocacy organizations so we speak for the entire bicycling movement.
- Engage our members to evangelize our mission, as state ambassadors, bicycling skills instructors, or trained and effective local advocates.
- Work with Bikes Belong and NBDA, so bicycle retailers can share our mission with their customers.

How Voting Works

- The League uses a preferential voting system for the board election -- giving members the ability to rank election choices.
- The size of the Board is 15, and members are voting on four candidates to fill three seats.
- The voting will take place on bikeleague.org. There will be links on the homepage and in American Bicyclist Update.
- League members, as of October 2, 2011, are eligible to vote. If you have any problems voting or need your membership ID, contact Scott Williams at scott@bikeleague.org
- Organizational members (if your club is a League member and you are not an individual member) can not vote.

The board should represent all bicyclists across America – I am the only candidate from the Northeast. I look forward to the opportunity to continue my service.



Corrine Winter

As a League board member, I hope to be a vital player in integrating bicycling into our nation's transportation legislation by sharing the knowledge that I have gained from working in my own local community with government agencies and business leaders. As Executive Director of Silicon Valley Bicycle Coalition, I oversee the organization's fundraising, membership, marketing and board development, as well as supervise our educational offerings, programs and advocacy work. I

believe bringing forth my experience running a similar organization at the local level will be helpful to the League.

I am passionate about bicycle advocacy and other transportation, land use and environmental issues. I think it's critical that we mainstream cycling and create facilities that are appropriate for all ages and user types. I believe the League has huge potential to continue to effectively push the bicycling agenda at the national level. This is a critical time, considering current threats to bicycle and pedestrian funding.

I have a degree in Environmental Studies and Physics from the University of California, Santa Cruz and was recently honored as one of 100 Women of Influence by the *Silicon Valley/San José Business Journal*.



BOARD ELECTION CALENDAR

DECEMBER
22

Deadline for petitions to be submitted (no less than 10 days days prior to election)

JANUARY
03

Elections open online

JANUARY
31

Online ballots closed

JANUARY
31

New board members announced

MARCH
05

Annual Meeting starts new board terms

2012 NATIONAL BIKE SUMMIT WE CAN SAVE CYCLING

Washington, D.C. | March 20-22 | bikeleague.org/summit12

Some members of Congress want to put an end to Federal funding for bicycling projects and programs. We've successfully fended off several attempts to eliminate the primary funding programs – most notably the transportation enhancements program – thanks to your prompt and vociferous responses to our action alerts throughout the year.

After 20 years of growth in these programs, we're now talking about significant amounts of money. In the last (2011) fiscal year, more than \$750 million of Federal transportation funds were invested in bicycling and walking projects and programs – only 1.5 percent of the overall Federal

transportation program. Still, that's a lot of miles of trail, shoulder, and bike lane. That's a lot of bike parking spaces, bus racks,

education programs, maps and commuter programs that we all use that are at stake.

The attacks this year were just a taste of what's to come in 2012. By March 30, Congress has to either re-write or extend (again) the current law: the Safe, Accountable, Flexible, Equitable Transportation Efficiency Act – a Legacy for Users (SAFETEA-LU). Our opponents want to write us out of a new bill altogether, and have singled out bicycling programs for elimination in any further extensions of the current law, should they fail to agree on a new bill.

That makes the 2012 National Bike Summit, March 20-22 absolutely critical. The Summit brings the leaders of the bicycling movement to Washington to make the case for continued investment in better bicycling. We organize hundreds of meetings with members of Congress and their

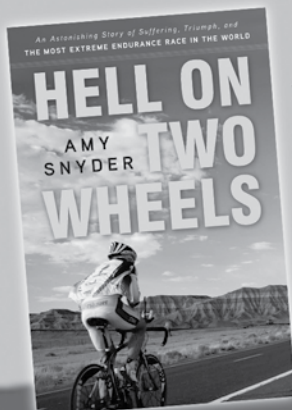
staff to make that possible – and we want to see you there. If you can't be there yourself, please encourage your club, advocacy group, or local shop to send someone to the Summit. We need your voice.

Register now at bikeleague.org/summit12 to secure the early bird rate.



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TUCSON IS SERIOUS ABOUT FEDERAL BICYCLING FUNDING

By Darren Flusche, Policy Analyst

IN 1991, CONGRESS PASSED A transportation authorization law that changed the way communities could use federal transportation dollars. Andy Clarke, now president of the League, and Peter Lagerwey, now a planner with Tool Design, were young(er) bicycling advocates that set out to train transportation professionals on all of the new eligibility that bicycling and walking projects had in the just-passed transportation bill. Their cross-country workshops, along with the growing transportation funding, laid the foundation for the increase in bicycling and walking projects we've seen the past 20 years.

Today, we are awaiting the next long-term transportation bill, watching the proposed changes, and preparing to make our case to Congress at the National Bike Summit in March. Once again, we are going on the road to talk about federal funding eligibility with transportation officials and advocates. This time with Action 2020 Workshops – Advocacy Advance's new training on federal funding opportunities. There has been considerable turn-over in agency staff since 1991, with many of the new staffers bringing with them more progressive ideas about active transportation modes like bicycling and walking, and many new bicycling advocates and advocacy organizations have emerged during that time.

The Living Streets Alliance (LSA) in Tucson, Ariz., along with the Pima



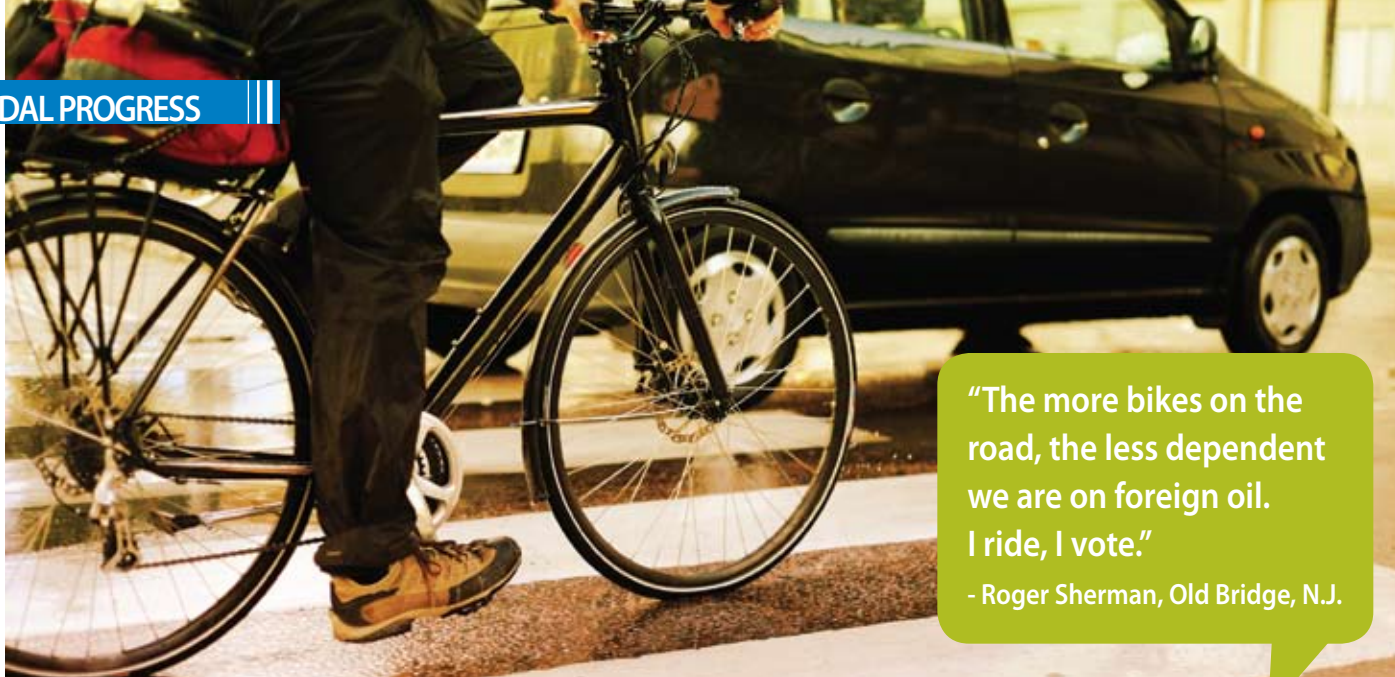
Tucson hosts first Action 2020 Workshop



Association of Governments, hosted the first Action 2020 workshop. The workshop presented an overview of federal funding sources; gave information on state and local policies and practices; Lagerwey and Clarke shared best practices; and participants mapped out next steps. More than 60 people attended the first Action 2020 Workshop and participants included: Arizona DOT program managers, University of Arizona officials, local and state advocates, and Tucson City Council members. Tucson mayor Bob Walkup and Arizona State Representative Steve Farley also spoke on a panel of elected officials. “What has been the most exciting for me to see is how — just in the course of this morning — people are making connections and answering questions for each other in the audience.” Living Streets Alliance president,

Emily Yetman told Tucson Velo. “One person will bring up an issue they’re having in another part of the state, and someone from ADOT will stand up and say, ‘Hey I’m the guy you need to talk to.’” To complete the loop, the LSA is also hosting the Alliance for Biking & Walking’s Winning Campaigns Training later this year to mobilize what they learned at the Action 2020 workshop.

Visit AdvocacyAdvance.org to learn about upcoming workshops in Pittsburgh, Penn. (January 20), and Atlanta, Ga. (February 10). |||



"The more bikes on the road, the less dependent we are on foreign oil. I ride, I vote."

- Roger Sherman, Old Bridge, N.J.

We have the Right to the Road

THE DRAFT OF THE SENATE'S transportation authorization bill, S. 1813 Moving Ahead for Progress in the 21st Century Act, includes language that would introduce a mandatory sidepath law on roads in our National Parks and other Federal lands. The law would require cyclists on Federal lands to use a path or trail, instead of roads, if the speed limit is more than 30 mph and a trail exists within 100 yards – regardless of its condition or utility of the path. "The problem with the provision is that the restriction applies regardless of the quality, safety and utility of the path

"Bicycles are not merely a plaything for children too young to drive cars; they are a serious means of transportation ... bikes have a place on the road and a place in the economy."

- Carissa Condor Grialva, Craig, Colo.



I bike. I vote. I'm telling the Senate ...

"Restricting bicycles from use on otherwise safe roads is unnecessary and gives the non-bicycling motorists the idea that bikes are only for use on bike paths." - Lee Nye, Naperville, Ill.

provided; it disregards the needs of cyclists to be on the roadway to access shops, services etc.; and ignores our fundamental right to the road," says Andy Clarke, League president.

The sidepath law is also rooted in mistaken philosophies. "One such idea is that it's just not safe for cyclists to share the road with cars going more than 30 mph and thus, for our own safety, we should have to use a path that is provided," says Clarke. "This paternalistic, at best, approach is guilty of not only blaming the victim but simply doesn't make sense unless every higher-speed roadway has a path alongside it." The second principle at play is "the idea that 'we provided this path for you, you'd darned well better use it.' To which our response should be ... if the path is any good, you shouldn't have to

force anyone to use it; they will use it voluntarily because it works."

The sidepath provision sets a terrible precedent, and passing it would send the wrong message to transportation agencies that these policies are acceptable. Laws like this have been taken off the books in states for more than 30 years, and the League is making sure this sidepath law is not passed. In doing so, we developed the Rights to the Road Petition (bikeleague.org/petition) to tell the Senate that the mandatory sidepath law is a bad idea. In less than a month, we received more than 11,000 signatures in opposition. Visit bikeleague.org/petition to read the signatures and comments and to sign the petition yourself. |||



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BIKE MONTH ABCs



ASSISTANCE – You need volunteers to hold a successful Bike to Work event, regardless if it is a small work function or a citywide weeklong bike fiesta. Recruit volunteers now and be specific what their role is. Avoid burnout by asking what their commitment level is and assign tasks accordingly.

BRAINSTORM – What did you do last year that worked? What is your Bike to Work Week dream? All of these ideas and more are worthy for your consideration. Get to work now, research successful events held in other cities and office, and start planning!

CO-WORKERS=CO-RIDERS

Are you the only one who bikes to work in your office? Well, encourage a co-worker who lives on your route to work along for a bike commute. You never know, you could make them a lifetime cyclist. If there is a network of bike commuters in your office, encourage them to implement a buddy system too, and soon you could have your whole office riding!

DO GET ON YOUR BIKE!

EVENTS – Now you have an event, so post them at bikeleague.org/bikemonth_events! Also, promote them any way possible to encourage registration and participation.

FUNDRAISING – Sponsorships are vital to successful Bike Month events. Prepare a specific funding proposal for each potential sponsor. Ask for a

specific amount of money or product with a plan showing the provider where their contribution will be recognized and how it will positively assist your efforts.

GET STARTED – If your workplace or community has never participated in Bike Month, it's time to start! It just takes one person to suggest the idea, and we guarantee that your boss or city will think it is a good idea. Get your community riding!

HISTORY – For 56 years, Bike Month has been the time for new or returning riders to get back on the saddle and ride their bike. Originally the Cycle Trade Association called the month American Bike Month but in 1956 it evolved to National Bike Month. Along with the name change, Bike Month became more about promoting cycling and safe bicycling, not just selling bicycles.

IDEAS – Need some? How about energizer stations, a citywide celebration in the town center before and after work, bike-in movies, bike to school competitions, free employee breakfasts, open street events, mayor-led rides or a bike scavenger hunt. It doesn't matter what you do, just make it fun to get new riders out there on their bikes!

JAM – Get out of a traffic jam and jam on your bike!

KIDS – Parents and teachers, encourage your kids and students to ride to school. It is a way to get them exercising and awaken their brains even before they enter a classroom. To find out if your community has a Safe Routes to School program, visit saferoutespartnership.org/local.

LOCAL LEADERS – Bike Month is the perfect time to involve your local leaders, especially if they have a history of not supporting bicycling. By inviting your mayor or council member to a Bike Month event or for a ride, they experience first-hand why bicycling is beneficial. You might get some new bike parking or added enforcement efforts by just extending an invite!

MEDIA – Drum up publicity for your Bike Month events by contacting your local media. A press release is a good start and a live interview is even better. For tips on dealing with media, visit bikeleague.org/bikemonth

NEXT YEAR – I know; I know. You just started planning your 2012 Bike Month events but remember to save and file all of your 2012 planning, sponsorship information and volunteer contacts. You will want them come 2013!

OFFICE PARTICIPATION – How can you get your office to participate? Start with an office wide commuter challenge, offer free breakfast for all those that ride during Bike to Work Week, host bike meet-ups to happy hours after work, and find who lives



near you and show them the way to bike to work.

PROMOTION – Promotion, promotion, and more promotion. Print out the League's Bike Month flyers at bikeleague.org/bikemonth_promotion and hang them in your office, post the banners and buttons on your office, bike club or community's Web site. Spread the word early!

QUESTIONS? If you have questions about anything Bike Month, e-mail the League at bikeleague@bikeleague.org or visit bikeleague.org/bikemonth.

ROUTES AND RIDES – New and returning riders will participate if riding to an event or to work is not confusing. Remember, biking to a destination is usually not the same way as walking or biking there. So please, make it easy for our new riders and provide clearly marked maps and/or directions on your Web site and in your office. If you don't have a readily available tool, Google Maps provides directions via bike.

SOCIAL MEDIA – Facebook, Twitter and the rest of the social media world are an easy and free way to promote your Bike Month events. An added bonus, many demographics you wouldn't usually reach are out there and listening on social networks. Harness interest across all ages and demographics and start tweeting on Twitter and sharing event information on Facebook. Start the conversation now!

TIMELINE – Timing is everything; and if you do not make and stick to a timeline, preparation might not get completed for your Bike Month event. Mark up your calendar!

U.S. COMMUTER DATA – Find out who is riding in or near your community and how many bike lanes are in your area by visiting bikeleague.org/acs2010.

VIDEO – record your Bike Month events and post them to your social networking sites. Let people know riding bikes is fun!

WEB SITE – If you have a business, club, city or group Web site and have the ability to get Bike to Work and Bike Month information on there, do it. A larger audience will receive your updates, and people who are looking for your Bike Month event information will have a place to find it. You may be the only source.

X-FACTOR – What is your one variable that could have the most significant impact on your community or office during Bike Month? Are you social? Coordinate a ride or an event with city. Are you an educator? Set up a rodeo or bike clinic. Use your special talent or quality and get people riding bikes this May.

YOU CAN DO IT – Whatever you need to do to get riding more, to get your community riding or your co-workers riding. You can do it!

ZIP around your community on your bike to do your errands and shopping. The more who people see you riding around town, the more people who will be encouraged to ride!

BIKE MONTH IDEAS

Learn more about Bike Month at bikeleague.org/bikemonth. |||



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Across America North
June 17 - Aug 6, 2012 - 3,667mi OR to NH

Ride the East
Aug 11 - Sep 5, 2012 - 1,675mi ME to FL



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BICYCLING IN THE NETHERLANDS

LESSONS FOR THE USA?

By Hans van Naerssen,
League Chair

BICYCLISTS MAKE UP MORE than 25 percent of all traffic in the Netherlands; Dutch cities have networks of well-marked bike routes that are enjoyed by grandmothers, schoolchildren, professionals and purple haired punks; and bikes are everywhere. Bikes are mainstream.

So how did the Netherlands, the tiny nation of windmills and cheese,

become the global leader in bicycle transportation? Are there teachable lessons for U.S. communities or is the Netherlands too flat, too European, and just too different? To find out, I joined city officials from Chicago, Ill., Washington, D.C. and Miami, Fla. on a Bikes Belong Foundation Transportation Leadership Study Tour of the Netherlands in early October. This

was one of several study tours led by the Bikes Belong Foundation to bring elected officials and transportation policy makers and planners from select U.S. cities together to study, experience and capture great ideas from the best cycling communities in the world.

BICYCLING IN THE NETHERLANDS WAS NOT ALWAYS GREAT

From the 1950s through the mid 70s, the Netherlands, like many nations, wanted to become modern like the U.S. The Netherlands planned large sprawling communities and connected them with expansive highways and transit. Private cars were the future for the country, and bicycles were not part of the plan. Dutch bicycle transportation declined dramatically.

The Netherlands' march toward 'progress' continued for more than two decades. They razed historic buildings and splintered communities to build highways and make room for motor vehicles. Red flags began to pop in the new Netherlands: an alarming rise in traffic fatalities – particularly children and bicyclists; the Oil Crisis of 1973; and emerging global environmental concerns. These new problems came to a boil in 1975 when Amsterdam residents took to the streets to protest the continued destruction of neighborhoods for freeways and metros. After two months of Amsterdam riots, the par-

tially completed highway project was cancelled. Officials with a different vision of the city's future were elected to office, and plans were revised to restore and preserve neighborhoods. Walking, bicycling and transit became centerpieces of urban planning – not cars. By the late 1970s, this major shift in strategy had spread to the national government and most cities in the Netherlands.

WHAT DID WE EXPERIENCE 30 YEARS LATER?

Fast forward to October 2011, more than 30 years later, to our five-day Dutch bicycling tour. We visited seven cities, ranging from mid-sized Groningen where bicyclists make up nearly 60 percent of the daily traffic (up from 43 percent fifteen years ago), to much larger and more U.S.-like Rotterdam where approximately one in five trips is made by bike. In each city, Dutch transportation officials shared an overview of their local bicycling history, policy, infrastructure and plans, followed by a guided tour on bike. Dutch riding was always safe, convenient, easy and fun – even for those who had not bicycled in decades. The interaction



1970's: A Street Bisects Amsterdam's Museum Square

between all transportation modes – walking, bicycling, driving and transit – was well thought out and elegantly engineered, with minimal conflicts and frustration. Bicycling through the hearts of Rotterdam and Amsterdam -- two dense, bustling cities -- was easy and safe.

How safe? In 2007 the Netherlands had 10 bicycle fatalities per billion kilometers bicycled (that's one per 62 million miles). This is an 80 percent drop from Dutch bicycling fatalities some 30 years earlier, despite a 25 percent increase in daily miles bicycled per person per day. Adjusted for population, bicycling is about five times safer in the Netherlands than in the U.S.

In addition to safety, Dutch bicycling touts a pretty high mode share. Approximately 27 percent of the Dutch population bicycles regularly for transportation – half do so at least once a week. Women constitute



Amsterdam bicycle parking at the rail station

55 percent of bicyclists. Bikes are so ingrained in the Dutch lifestyle that there are more bicycles than residents! Actually, most have two bikes: one to get from home to the train, the other from the train to work. The average Dutch bike trip is about three miles, and transit or cars are usually only used when trips are longer than 6 miles – although, electric bikes are becoming popular for longer distances.

The integration of well-honed traffic tools and an appreciation of bikes as a part of life allow Dutch engineers to tailor-make solutions that fit the immediate context. For instance, most bicycling routes in the Netherlands have smooth, red asphalt surfaces to differentiate from surfaces used for pedestrians or motor vehicles. This limits confusion of who

belongs where. Beyond transportation, cycling is recognized as a social activity. Typically, bike lanes are wide enough for two abreast, enabling conversation and safe passing.

The breadth of Dutch bicycling networks is also a lesson to take home to the States. The interconnected bike networks reach all parts of a community – not just downtown hubs. The networks are convenient and complete, easy to see and to navigate, include consistent signage, and work to minimize stopping. Traffic signals are timed to maximize mobility, to minimize bicyclist frustration, and to limit conflicts between bicyclists and turning cars. Obvious pavement markings communicate right of ways. Intersections are made safe and comfortable with open, well-lit and easy-to-bike



A Bicycle Street in a residential area, bikes have right of way

tunnels and bridges and well-marked roundabouts. Their dedicated Bike (high)ways connect city centers and suburban neighborhoods. Bicycling on busy streets is facilitated with cycle tracks that place car parking to the left of cyclists. Low speed neigh-

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BIKES BELONG FOUNDATION

In June 2006, Bikes Belong launched the Bikes Belong Foundation to make bicycling safer, to get more kids riding, and to improve the health and quality of life for Americans. It stands as a separate, complementary organization to the Bikes Belong Coalition and is home to several projects, including: Bicycling Design Best Practices Program, People for Bikes, Safe Routes to School, and Foundation Grants.

The mission of the Bicycling Design Best Practices Program is to increase bicycle use in America by adapting and implementing state-of-the art international practices in infrastructure and urban design to make bicycling safer, more comfortable and more appealing. This program is what makes the study tours and workshops possible, like the one in Holland.

There are three key elements of the Bicycling Design Best Practices Program:

1. **Improve U.S. design manuals and professional guidance**
2. **Study Tours and Workshops**
3. **Grants** - The Bikes Belong Foundation offers competitive grant opportunities to cities whose leaders have participated in the Best Practices Program.

To learn more about the Bikes Belong Foundation and the Bicycling Design Best Practices Program, visit bikesbelong.org/bikes-belong-foundation.

A circular logo with a gear-like border. Inside, it says "THE ANNUAL BICYCLING ADVENTURE" at the top, "Bike Virginia" in large letters in the center, and "TOUR" at the bottom. Below the circle is a banner that says "25 YEARS".

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Find us on

neighborhood streets are designated as bicycle streets where there is mixed car and bicycle traffic. Bicyclists have the right of way in both directions and motor vehicles are restricted to one way use behind bicyclists. We even experienced a more recent trend in Dutch traffic planning – a completely shared space with no markings, no signs, and complete integration of all modes – and the traffic still flowed slowly and smoothly.

There is also a social element at work in the Netherlands. Bicycling is fun, and almost 70 percent of the Dutch population associate joy with bicycling. Social interaction is encouraged with bicycling zones wide enough for two abreast. Children receive traffic education and have to pass both a written and an on-the-road bicycling test at age 11, and

every Dutch citizen knows to look both ways before they step off a curb into a cycle track! In fact, bicycling in the Netherlands is so prevalent that bicycle parking has become a problem. You would think that 243,000 bicycle-parking places in Amsterdam alone would be more than enough – not so. Their advice – plan for bike parking.

WHAT DOES THIS MEAN FOR THE U.S.?

The Netherlands is different than the U.S. It's compact, flat, and has the highest population density of any other nation. Holland's total



A cycle track with parking on the left

population is the same as Florida but is only twice the size of New Jersey. The country enjoys year round moderate, occasionally wet and windy, temperatures. And the Dutch tend to be open, liberal, and international. The U.S. has a tremendous amount of land, variety of terrain, climates, city types, and residents. However, lessons from the Dutch can apply to our country. Like the Netherlands, we share the basic metropolitan structure of large and small city centers with surrounding suburbs, plus the basic desire and need to get from point A to B safely, conveniently and quickly. The elected and senior transportation officials from Miami, Chicago, and D.C. agreed that planning and engineering principles from the Netherlands could be applied to their cities. Each city is already working on implementing concepts.

Work to make your city a Bicycle Friendly Community by visiting bikeleague.org/community, and schedule a trip to the Netherlands so you, too, can be inspired. We have a long way to go before we can even be considered on the same level as Holland. Hoi! 🚲



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BICYCLE FRIENDLY AMERICA SLIDESHOW

By Bill Nesper
Director, Bicycle Friendly
America Program

THE LEAGUE PROMOTES AND celebrates the great work of the communities, businesses, universities and states that have been designated through the League's Bicycle Friendly America (BFA) program. In doing so, the staff and board have traveled to bicycle-friendly locations across the country to meet the people behind the bicycle-friendly work. We love visiting these places and formally recognizing winners at local award ceremonies. Here are a few highlights from recent award ceremonies:

The Woodlands Township,

Texas received its brand new bronze Bicycle Friendly Community (BFC) award in October. League Board member Gail Spann was there to present the township board with the award alongside our statewide partner Robin Stallings, the executive director of Bike Texas.

Davis, Calif. was, again, awarded the highest honor – a platinum-level BFC designation in October. Board member David Madson was on hand to present the award. Davis was the first community to receive a Platinum-level BFC award in 2005.

The Bicycle Friendly University (BFU) program, in its inaugural year, awarded 26 colleges and universities BFU designations. League BFA Program Specialist Nicole Wynands presented Chatham's Bronze-level BFU award to Mary Whitney, Chatham University Sustainability Coordinator and Michael Boyd, Chatham's Bike Coordinator and Professor of Music.

The Regional Transportation Commission of Southern Nevada (RTC) was recognized as the first

Bicycle Friendly Business (BFB) in Nevada this September at the 2011 Interbike Expo in Las Vegas, Nev. League President Andy Clarke presented RTC General Manager Jacob Snow with the Silver-level BFB award. RTC and Interbike also announced the 2012 Viva Bike Vegas Grand Fondo ride, which will now coincide with the closing day of Interbike 2012.

If you are a recent BFA award recipient or if you win a designation in the future, we want to visit you! For more information on the BFA program, please visit bikeleague.org/bfa or e-mail us at bfa@bikeleague.org.



Gail Spann (left) presents a BFC award to Woodlands Township Board of Directors Chairman Bruce Tough (center) and Robin Stallings (right).

League Board Member David Madson presents Davis mayor Joe Krovoza with the award at the U.S. Bicycling Hall of Fame 2011 Induction Ceremony Dinner.

League President Andy Clarke (right) presents Regional Transportation Commission of Southern Nevada General Manager Jacob Snow with the Silver-level BFB award.

(From R to L) Nicole Wynands; Scott Bricker, Executive Director of Bike Pittsburgh; Mary Whitney, Chatham University Sustainability Coordinator; Michael Boyd, Chatham's Bike Coordinator and Professor of Music.



RIDE GUIDE

The League has 700 affiliated local bike clubs and another 250 advocacy groups. We invited them to choose one of their rides to highlight in this listing — you can find out more about the clubs and all their rides by using the Find It! feature on www.bikeleague.org. In addition, the National Bicycle Tour Directors Association has an extensive list of multi-day rides at www.nbtta.org. 2011 *American Bicyclist* advertisers are highlighted in yellow.

ALABAMA

Alabama's Magnificent Bicycling Adventure (AMBA)

AlaBike
5/19-5/16/12
amba1.com
Terrain: Rolling
AMBA is a seven day ride sited in one location with out-and-back loops each day.

Johnny Ray Century

East Alabama Cycling Club
9/22/12
auburn.edu/~lakwean/registrationform.html
Terrain: Rolling
Choose from 100, 63, 34, or 20 mile routes through the gorgeous countryside of the Alabama piedmont.

ARIZONA

Santa Fe Century

Santa Fe Century & Trail Committee
5/20/12
Santfecentury.com
Terrain: Rolling
The century's 26th Year. 3,000 Riders. Fully supported Century & Half-Century Rides.

CALIFORNIA

America by Bicycle's Cross Country Challenge

6/2/12-7/24/12
americabybicycle.com/CCC/
Terrain: Varied
San Francisco Calif. to Portsmouth N.H. in 52 days, 3,872 miles and six stages. Fully Supported with NO CAMPING! registration@americabybicycle.com.

Bike the Bay

San Diego County Bicycle Coalition
8/26/12
sdbc.org/
Terrain: Flat
A non-competitive, community bike ride around San Diego Bay via the Bayshore Bikeway for riders of all abilities.

Gold Lake Highway Loop

Plumas-Sierra Bicycle Club
Ongoing Club Ride in Summer and Fall
psbicycleclub.org
Terrain: Hilly
Prettiest ride in the High Sierras - three climbs, alpine meadows and many lakes, cascading river, and the spectacular Sierra Buttes.

Grizzly Peak Century

Grizzly Peak Cyclists
5/5/12
grizz.org/century
Terrain: Hilly
70 and 110 mile rides; Details in early 2012.

Sierra to the Sea

Almaden Cycle Touring Club
6/16-6/23/12
sierratothesea.org
Terrain: Hills, rural rollers to flat
Scenic and challenging 400-plus-mile tour from Bear Valley to San Francisco. Camping, meals, and SAG \$655. Registration opens 1/19/10.

Sunday Morning ROAD Ride

Delta Pedalers
Every Sunday at 8 a.m.
Terrain: Easy Hills
deltaped.org
Ride through Byron to Los Vaqueros Reservoir and return to Brentwood for coffee.

CONNECTICUT

AngelRide

AngelRide - Angel Charitable Trust
5/16-5/27/12
Terrain: Rolling to Hilly
angelcharitabletrust.org/ride or www.angelride.org
AngelRide is a one or two-day bike trek across Connecticut benefiting The Hole in the Wall Gang Camp founded by Paul Newman. Riders raise a minimum of \$1,000.

FLORIDA

4th Annual Bike Brunch

Naples Pathways Coalition, Inc.
1/29/12
Terrain: Visit Website
bikebrunch.org
Breakfast, bag, rest stops and SAG vehicle support, and brunch included with registration - a shirt too if received by deadline.

Tour of Boca

Boca Raton Bicycle Club
1/8/12, 2/19/12 and 3/11/12
Terrain: Road to Gently Rolling Hills
BocaRatonBicycleClub.com
Five-mile, easy-paced, police escorted bicycle ride beginning at Patch Reef Park on Yamato Road (just west of Military trail).

GEORGIA

10th Annual AIDS Vaccine 200

Action Cycling Atlanta
5/19-5/20/12
Terrain: Varied
actioncycling.org
Two-day, 200-mile ride through Georgia countryside, benefiting the Emory Vaccine Center.

Bicycle Ride Across Georgia (BRAG)

Bicycle Ride Across Georgia
6/2-6/9/12
Terrain: Visit Website
brag.org
Discover Georgia by bicycle. BRAG is a family-oriented tour. It is not a race.

IDAHO

Devil's Slide

Twin Rivers Cyclists
Early March 2012
twinriverscyclists.org/Events/
Devil%27s%20Slide/Devil.htm
Terrain: Rolling with one significant descent
USACycling sanctioned mountain bike race over rolling terrain with the Devil's Slide descent as the central feature. Experts do three laps.

ILLINOIS

Blackhawk Country Roads

Blackhawk Bicycle & Ski Club
5/26-5/27/12
blackhawkbicycleclub.org
Terrain: Rolling to hilly
Rolling countryside, quaint towns, unspoiled views along the Sugar River and challenging Wisconsin hills.

Bob Galloway Memorial Amish Country Bicycle Tour

Decatur Bicycle Club
9/12/12
decaturbicycleclub.org
Terrain: Flat & Family Friendly
A bicycle tour through the Amish country side around Arthur, Illinois.

Folks on Spokes Easter Ride

Folks on Spokes Bicycle Club
4/29/12
folksonspokes.com
Terrain: Flat to gently rolling
First invitational of the Chicagoland cycling season. Five routes from 18-65 miles.

Sweet Corn Century

Illinois Valley Cycling Association
8/11/12
bikeiv.org
Terrain: Rural, flat to rolling hills
A rolling rural ride past wind farms and fields during the Mendota Sweet Corn Festival.

TOMRV - Tour of the Mississippi

River Valley
Quad Cities Bicycle Club
6/9-6/10/12
http://qcbc.org
Terrain: rolling hills
Midwest cycling tradition in its 34th year. 1,500 bicycling enthusiasts come to ride the challenging ride on scenic roads, through Midwest farmland, and along the Mississippi River.

INDIANA

Amishland and Lakes

Michiana Bicycling Association
8/3-8/5/12
mbabike.com
Terrain: Flat to Rolling
Friday night & Saturday Amish country 23-100 miles. Sunday Rolling hills of Michigan-around the lakes 23-64 miles.

Hilly Hundred Weekend

Central Indiana Bicycling Association
10/19-10/21/12
hillyhundred.org
Terrain: Rolling Hills
A classic bicycling event designed for the touring cyclists that include food, entertainment and fellowship with more than 5,000 cyclists.

Orchard Country Bike Tour

Maple City Bicycling Club
5/20/12
Maplecitybicyclingclub.org
Terrain: flat to some moderate rolling
Family and friends get-it-in gear, warm-up ride, scenic routes, and 16,30 and 55 miles.

Ride Across Indiana (RAIN Ride)

Bloomington Bicycle Club
7/21/12
rainride.org
Terrain: Flat to Gently Rolling
RAIN is a one way, one day, 160-mile ride from the Illinois/Indiana state line to Richmond, Ind.

Three Rivers Festival Tour

Three Rivers Velo Sport
7/15/12
3RVS.com
Terrain: Flat to rolling.
Beautiful gently rolling countryside, well-stocked centralized SAG, and ice cream to bring you home.

KANSAS

Buffalo Bill Century

Leavenworth Bicycle Club
9/15/12
leavenworthbicycleclub.com
Terrain: Rolling countryside
30th Annual BBC Weekend in bucolic Leavenworth County. Good roads, great commercial SAGs, and fun!

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MAINE

22nd Annual Maine Bike Rally

Bicycle Coalition of Maine

7/6-7/8/12

mainebikerrally.org/

Terrain: Moderate

More than 35 rides feature area covered bridges, off-road trails, lakes, historic sites, challenging mountain climbs and special gardens.

The Maine Lobster Ride and Roll

Bicycle Coalition of Maine

7/21/12

bikemaine.org/events/lobster-ride

Terrain: Coastal

Four great rides to choose from (16, 30, 50, 100).

11th Annual Maine Women's Ride

Bicycle Coalition of Maine

6/03/12

bikemaine.org/events/

womensrideindex

Terrain: Moderate

A heart disease awareness event, registration includes 5, 10 or 25 mile ride.

MARYLAND

Cumberland Valley Century

Cumberland Valley Cycling Club

8/11/12

bikecvcc.com

Terrain: Rolling to hilly
Cycle on 25, 63 and 103 mile routes on the low-traffic roads of Washington County.

MASSACHUSETTS

40th Annual Eastern Tandem Rally

Eastern Tandem Rally organization

9/3-9/5/12

eastertandemrally.org

Terrain: Rolling hills

Come join 100+ tandem teams in a diverse and enjoyable weekend outing for twicers!

Great River Ride Century

Northeast Sport Cyclists

10/7/12

greatriverride.com

Terrain: Hilly

2012 will be the 25th Anniversary of the GRR, New England's most challenging century.

MICHIGAN

One Helluva Ride (OHR)

Ann Arbor Bicycle Touring Society

7/14/12

aabts.org/ohr/

Terrain: Flat to gently rolling, rural
Mostly low traffic, rural roads thru Southeast Michigan, great lunch and rest stops.

24th Annual Shoreline West

Bicycle Tour

League of Michigan Bicyclists

8/5-8/11/12

LMB.org

Terrain: Flat to Rolling to Climbs

Explore the beautiful coastline of Lake Michigan as you ride by beaches, sand dunes, cherry farms and lighthouses.

Gran Fondo di Thumb

5/27/12

tourdefrankenmuth.com/drupal/

gran-fondo

Terrain: Flat

Up to 130 mostly flat miles through Michigan's thumb, wind farms and Little Bavaria, Frankenmuth.

MINNESOTA

Bicycling Around Minnesota-BAM

Bicycling Around Minnesota - BAM

Inc.

8/23-8/26/12

bambiketour.org

Terrain: Varied

Bicycle in beautiful NE Minnesota and experience Lake Superior, the Iron Range, lakes, forests and northern prairies.

MONTANA

42nd Annual TOSRV West 2012

Missoulians on Bicycles

5/19-5/20/12

missoulabike.org/tosrvwest/

Terrain: Paved roads bordering mountains

TOSRV West is a supported, two-day, challenging double century tour through western Montana's most spectacular scenery.

Tour of the Swan River Valley

Missoulians on Bicycles

5/19-5/20/12

missoulabike.org/tosrvwest/

Terrain: Moderate

A two day epic ride in the Swan River Valley.

NEBRASKA

Kool-Aid Classic Bicycle Tour

Hastings Unique Bicyclists

8/11/12

incolor.inetnebr.com/drewarc/

kaclassic

Terrain: Gently Rolling Hills

20-, 40- and 65-mile routes on scenic roads surrounding the birthplace of Kool-Aid.

Heatstroke 100

Great Plains Bicycling Club

9/26/12

greatplainsbikeclub.org

Terrain: Rolling hills

Well sagged, well run, fun ride. 25, 35, 50, or 100 miles. More than 300 cyclists in 2011.




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NEW JERSEY

The Revolutionary Ramble

Morris Area Freewheelers
6/9/12
rambleride.org
Terrain: rolling to challenging
depending on the tour

Ride for Autism

Jersey Shore Touring Society
6/9/12
jsts.us and ride4autism.org
Terrain: Rolling Hills
One-day charity bicycle tour to raise
funds for Autism New Jersey and
also to raise community awareness
about autism.

NEW MEXICO

Santa Fe Century

Santa Fe Century and Trail
Committee
5/20/12
santafecentury.com
Terrain: Rolling, with a few climbs
The 25th Anniversary year and
3,000 riders.

21st Annual Gila Inner Loop Tour

New Mexico Touring Society
5/12-5/13/12
NMTS.org
Terrain: Varied
Scenic two-day tour on the Gila
Inner Loop. Ride through pine
forests and green meadows and
see wide-open vistas in the Gila
National Forest and along the
beautiful Mimbres River valley.

NEW YORK

More Cowbell

TEEN TREKS
7/20-/7/22/12
NeedMoreCowbell.org
Terrain: Challenging
A three-day bicycle ride from
Boston to New York, the Trek is a
fundraiser to end amyotrophic
lateral sclerosis (ALS).

Gold Coast Tour

Huntington Bicycle Club
July 2012 (TBA)
huntingtonbicycleclub.org/
goldcoast.html
Terrain: Varies
Tours of the beautiful Gold Coast of
Long Island. Various distances and
degrees of difficulty.

NORTH DAKOTA

CANDISC Bicycle Tour

CANDISC
8/4-8/11/12
ndtourism.com/whatdo/events/
festival-details.asp?AID=836
Terrain: Fronteir
Cycling Around North Dakota in
Sakakawea Country.

OHIO

Dog Days Wine Tour

Silver Wheels Cycling Club
7/21/12
DogDaysWineTour.com
Terrain: Flat to Rolling
Rides of 30, 50, 65, 90 and 125
miles (The Double Dog Dare). Rest
stops at wineries. All participants
get cookout. Cost \$25; \$30 after 7/1.
Optional t-shirts and wine bags.

Dry Run Century

Westerville Bicycle Club
9/9/12
westervillebicycleclub.org/dryrun
Terrain: Rolling
Fully-supported tour of 30, 50, 70
or 100 rolling miles.

Mad Anthony River Rally

Toledo Area Bicyclists, Inc.
8/4/12
toledoareabicyclists.org
Terrain: Flat
Enjoy watching the corn grow
while you ride 31-100 mile routes
on rural roads.

OREGON

Yaquina Lighthouse Rides

Yaquina Wheels Bike Club
8/18/12
yaquinawheels.org
Terrain: Rolling hills; total elevation
gain of 2,800 feet
Description: Three rides of 103,
72 and 25 miles. All rides start
and end at the Yaquina Head
Lighthouse.

PENNSYLVANIA

Round the Valley

Lebanon Valley Bicycle Coalition
8/25/12
roundthevalley.org
Terrain: Rolling
A scenic 25-mile, metric and
century ride through small towns
and Amish farmland on lightly
traveled roads in Lebanon County.

Three Creek Century

Harrisburg Bike Clubs
9/16/12
threecreekcentury.com
Terrain: gentle; one route has
challenging hills
The best ride to experience
the beauty of south central
Pennsylvania. Great for all levels

SOUTH CAROLINA

FestiVELO

Festivelo
11/7-11/12/12
festivelo.org
Terrain: Flat
Visit Website for details.

Ride for Raptors

Ride for Raptors
1st or 2nd October Saturday
ride4raptors.org
Terrain: Flat
25, 60 and 100 mile routes in
rolling hills of Anderson and
Pickens counties.

TENNESSEE

Bluff City Blues 100

Memphis Hightailers Bicycle Club
10/6/12
memphishightailers.com
Terrain: Hilly
Great riding, blues music, BBQ, beer
and great route. Do not miss this
great event.

TEXAS

19th Annual Armadillo Hill

Country Classic
Austin Cycling Association
5/12/12
armadilloclassic.net
Terrain: Rolling
Seven different courses that wander
through the Texas Hill Country and
the National Wildlife Refuge. See
quaint towns like Bertram, Oatmeal
& Burnet. Enjoy the beautiful rolling
scenery.

Easter Hill Country Tour

Austin Cycling Association
4/6-4/8/12
ehct.com
Terrain: Texas hill country
Three-day tour and social gathering
out of Kerrville over Easter weekend.
The geological history of this area
produces small, intimate valleys
with steep hillsides.

River Region Classic & The Dragons' Back Ride

Hill Country Rivers
10/20/12
riverregionclassic.org
Terrain: Hilly
Three challenging courses through
the Texas Hill Country, Concan,
Uvalde, Utopia, Vanderpool, and
Media. Dragons' Back is known for
Texas-size climbs. Your legs and
lungs will burn.

VERMONT

VerMontreal Bike Tour

Local Motion
5/31-6/03/12
localmotion.org/vermontreal
Terrain: Gentle rolling
Cycle gently rolling rural Vermont
landscapes to bike-friendly Montreal
and the annual Tour de l'Île. Fine
hotels, great food, full baggage/sag
support. Easy to moderate (35 – 65
miles/day).

VIRGINIA

30th Annual Shenandoah Valley Century

Shenandoah Valley Bicycle Coalition
9/9/12
svbcoalition.org/events/century/
Terrain: Rolling
Ride options for 25, 50, and 100 or
more miles, the Shenandoah Valley
Century is the finest way to tour
the scenic and historic Shenandoah
Valley.

Bath County Harvest Moon

Festival Century
Shenandoah Mountain Touring
9/22/12
www.mountaintouring.com
Terrain: Rolling
Rolling paved country roads in
scenic mountainous terrain with
two challenging climbs in the
100 and 60 mile routes. Enjoyable
intermediate ride.

Bike Virginia Tour

BikeWalk Virginia
6/22-27/12
bikevirginia.org
Terrain: Check Web site
Tour Historic Winchester, Va. &
Harpers Ferry, W. Va., among other
areas. Help celebrate our 25th year!
Registration opens December 1,
2011!

Shenandoah Valley Heritage Ride

Winchester Wheelmen
6/3/12
bgcrider.org
Terrain: Rolling hills
Rides of 10, 30, 50, 70 miles over
terrain of rolling hills. Start at 8 am
at the Valley Health Wellness Center
in Winchester, Va.

Thursday Evening Burn

Queen City Cycling Club
Every Thursday (March-Oct.)
queencitycyclingclub.com
Terrain: Rolling
The ride is a no-drop ride with two
re-groups, averaging 18 to 20 mph
on rolling terrain.

WASHINGTON

Group Health Inland Empire Century

Tri-City Bicycle Club
5/12/12
tricitybicycleclub.org
Terrain: Flat to Rolling Climbs
Ride through open spaces, rivers,
wheat fields and orchards of
Washington State's Inland Empire.
Ride options are 25, 50, 75, and 100
miles.

30th Annual McClinchy Mile

B.I.K.E.S. Club of Snohomish County
3/17/12
bikesclub.org
Terrain: Flat to Hilly
What's a McClinchy Mile? Choose a
20, 34 or 47-mile loop or combine
them for a spring century.

Ride Around Puget Sound

Bicycle Alliance of Washington
8/25-8/26/12
rapsodybikeride.com
Terrain: Rolling Hills
Five bike clubs organize this
challenging 170-mile weekend
loop known for great food and
friendliness. Fundraiser for
statewide bike advocacy.

WISCONSIN

Mondays Around Monona

We Are All Mechanics
Mondays in Aug-Sept 2012
weareallmechanics.com/Events.html

Terrain: Flat
Casual, slow-paced 11-mile ride around Lake Monona. We meet up after the ride for dinner and/or drinks.

Wright Stuff Century

Bombay Bicycle Club of
Madison, Inc.
September 2012
bombaybicycle.org
Terrain: Rolling Hills
Ride is 30, 60, or 100 miles through hills and meadows on lightly traveled roads.

WYOMING

Tour de Wyoming

Cycle Wyoming
7/15-7/20/12
cycleywoming.org
Terrain: Varies
Event covers 370 miles, with daily ranges from 50 to 84 miles. Loop starts and ends in Green River and explores southwest Wyoming and includes bits of Utah and Idaho.

NATIONWIDE

Bike MS

bikems.org
Terrain: varied
For cyclists and all those seeking a personal challenge and a world free of MS, Bike MS is the premier fundraising cycling series in the nation. With a choice of more than 100 extraordinary rides, the Bike MS experience is the ride of your life. |||



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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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Terrain: Flat to Rolling
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6/16-23/12
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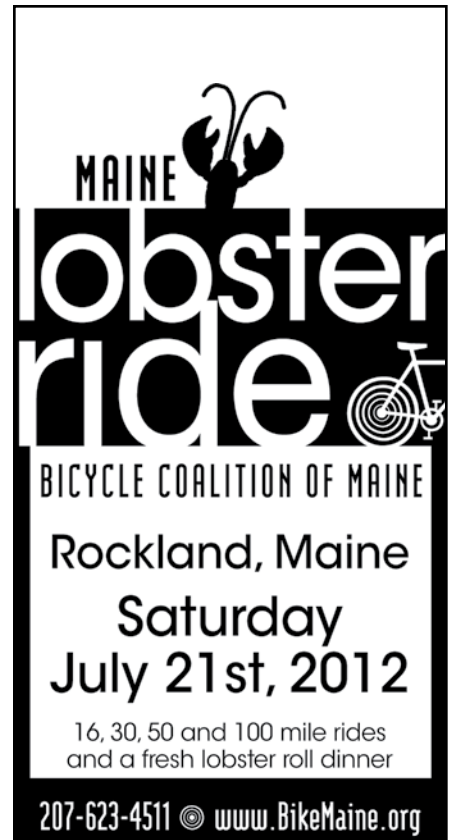
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Joseph Blumenthal ♥ Bicycling for a Good Cause

I am a 76-year-old cardiologist, and I have been riding a bike since the age of 60. I do long distance charity rides on my own, and my SAG lady is my wife. Prior to my love affair with bicycling, I had been active and loved playing squash. At 60 my knee gave, and I couldn't play squash anymore. I was depressed, and my daughter, a physical therapist, suggested I ride a bike to rehabilitate my knee. My knee was eventually replaced in 1988, and I got back to riding only six weeks after the operation. I have been riding ever since.

I always wanted to ride across the country but I never really had time. I was working in a hospital in San Francisco, and one of my lab techs suggested instead of a cross country ride that I do a ride with a purpose. I called up the American Heart Association (AHA) in 2006 and pledged to ride for them. The AHA sent out brochures for me saying who I was and what the ride was for, and they asked their donors to pledge towards my ride. I also sent it to everyone I knew — \$1 for a mile, 1 cent for a ride, or whatever they could give. The hospital where I was working even



gave me a big contribution. I rode a 1,000 miles for the AHA from British Columbia to San Francisco, and I raised \$24,000. The ride took me 25 days, and I averaged 50 miles a day.

My rides aren't formal, and I play a lot of it by ear. I don't book anything in advance and typically ride three or four days in a row. I don't ride like hell. Since the first AHA ride, I rode for them a second time and have ridden for a few local organizations. For the second AHA ride, I did 450 miles and raised between \$6,000 and \$7,000. I rode this year for the local community center and the local radio station, and I collected \$7,000 for them.

I've been a member of the League for about 12 years and will do anything to promote cycling and raise money for a good cause. I joined my

local group and am just pro-cycle period. I've averaged one charity ride per year for several years, but I am getting a little older and am retired. Well, not totally retired. I work at the local clinic, and the clinic is always short of money. I might do a ride for them next year. I do love riding. ■■■



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