



AMERICAN BICYCLIST

PEDALING FOR JUSTICE

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A NATIONAL BIKE PLAN

*Strategies to reduce
fatalities and increase
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stakeholders come
together for better
bicycling p. 16*

January - February 2014

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RLP/6

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ON THE COVER: Gary Fischer and Rep. Jackie Speier (D-Calif.) at the 2012 National Bike Summit.
Credit: Chris Eichler.



A NEW MISSION AND VISION FOR THE LEAGUE

Bicycling brings people together

When more people ride, individual lives are better; communities are stronger and better connected; our nation is healthier, happier and environmentally and economically stronger.

After a day and a half of discussing, brainstorming, and parsing, these simple and powerful beliefs emerged from the League Board of Directors' strategic planning retreat. To me, they represent not only a compelling statement of beliefs but also an irresistible reason for "why" we do the things we do at the League.

So strongly do we believe these things that we want everyone in every community across the country to enjoy the benefits of bicycling and to have the opportunity to get on their bike and ride, for whatever reason is important to them. We see a future where that is possible — and yet we know we have our work cut out to make that vision a reality.

After affirming such a set of beliefs and laying out that bold of a vision, we enthusiastically took the next step. We stepped forward and embraced the challenge of leading the movement to create a bicycle-friendly America, for everyone.

At this exciting moment, the League board and senior staff were writing the prologue to the next chapter of our 134-year history. The deliberate and repeated focus on "everyone" speaks volumes to our commitment to inclusivity. Listening and learning emerged as key words in how we define leadership, alongside an internal commitment to being more intentional about the role we play (and

sometimes don't play) in the broader bicycling movement.

I'm also excited to report on a powerful, unifying and timely strategy that emerged for our work in 2014. This year marks the 20-year anniversary of the National Bicycling and Walking Study — a congressionally mandated action plan to double bicycling and walking levels while reducing crashes by 10 percent. That "study" created a genuine focus and specific action plan for federal, state and local transportation agencies that we need to re-create in 2014. More than that, we need to seize the momentum for bicycling that exists at the local level across the country; set more ambitious national goals; and engage health, economic development, energy and environment, as well as transportation agencies in realizing the full potential of bicycling.

A new National Bike Strategy — a national bike plan, if you will — can unify

our movement, focus our energies and be a catalyst for real change by identifying a clear role for advocates, the business community and government agencies at all levels in achieving two simple goals: getting more people riding, and making biking safer.

The 2014 National Bike Summit is the start of the process — and it's no coincidence that we chose "United Spokes" as the theme for this year's gathering of the bicycling movement's leaders. A national bike plan doesn't work if it's solely a League campaign — we must listen, learn and lead the bicycling movement to make it happen.

That's our mission, and I'm fired up and ready to go. ■

Andy Clarke

Andy Clarke, League President

National Bicycling and Walking Study?



FHWA Administrator Rodney Slater clarifies a point about the National Study for Andy Clarke and Chris Hart, acting administrator of NHTSA.

This year marks the 20-year anniversary of the National Bicycling and Walking Study — a congressionally mandated action plan to double bicycling and walking levels while reducing crashes by half. A new National Bike Strategy — a national bike plan, if you will — can unify our movement, focus our energies and be a catalyst for real change. Read more about the effort on page 12.

INBOX

THANKS FOR THE SUPPORT

In my work building the Women Bike PHL program, I have felt so supported by Women Bike — not just the Girl Scout grant we received, but the resource-gathering, report-writing, best-practice searching-out — it's great to feel so personally supported by the national-level efforts and not something I necessarily see happening in all arenas of the bike movement. It's also quite validating to be able to point to Women Bike when folks are trying to contextualize/understand the work I'm doing with Women Bike PHL. So thank you!

- *Katie Monroe, Philadelphia, Pa.*

ELECTRIC BIKES AND THE LEAGUE

The League is to be congratulated in helping to change the restrictive law in New York that tries to eliminate electric bike usage in cities. Electric Bikes Worldwide Reports (www.ebwr.com) estimates that 500,000 e-bikes are on the road in the U.S., with sales growing an estimated 50% in 2013. The League should recognize this trend and promote the use of bikes with electric assist as a pleasurable and useful means to take commute and pleasure trips on two wheels. In the not-so-distant future, e-bikes will control half the worldwide bicycle market, as it does in China today.

- *Frank Jamerson, Ph.D., Publisher, Electric Bikes Worldwide Reports*



HONORING A LEAGUE LEGEND

In October, the Village of Wheeling, Ill., renamed a portion of the Dundee Road Bicycle Path in honor of Phyllis Harmon (pictured), a member of the Bicycling Hall of Fame, in part, for her efforts reestablishing the League after World War II. Even at age 97, Harmon continues her (as the plaque notes) “tireless work to promote access to cycling for all!”

RIDERS LIKE ME

I have been riding for 25 years and never had any interest in joining the League because it never spoke for me. With the advent of Women Bike and the decision to hire Dr. Adonia Lugo, I finally feel like the League is advocating for cyclists like me. Sure took look enough. Now take my money!

- *Michelle Swanson, Olympia, Wash.*

ACCOUNTING FOR ALL BICYCLISTS

I appreciated the recent “Take Action” e-mail asking League members to contact their U.S. Congressional members in support of the Bicycle and Pedestrian Safety Act, which requires the U.S. Department of Transportation and state DOTs to account for and work to reduce bicyclist and pedestrian deaths. As President of Duke City Wheelmen (DCW), I posted the information because it is so important, although I did not really like the way the initiative was introduced using Joy Covey's death. It isn't that Ms. Covey's death isn't notable or important, but Ms. Covey had choices — she wasn't riding a bicycle because that was the only transportation she could afford. Using bicycles for transportation is an economic reality for clients at Noon Day Ministries, a resource center for homeless and near-homeless people. Monthly, DCW helps these cyclists by equipping their bikes with lights and reflective gear, making minor repairs and educating riders on safer cycling habits. Let's not further marginalize some cyclists looking for motivation to “Take Action.” Just as we want DOT to account for all road users who are killed, we need to consider all cyclists as equal stakeholders.

- *Jennifer Buntz,*

DukeCityWheelmen.org ■

STAFF PROFILES:

The League is Growing!

The League is growing! Thanks to support from Trek Bicycles and the Robert Wood Johnson Foundation, the League has welcomed three new staff members to build upon our work to create a Bicycle Friendly America for everyone!



STEVE CLARK, *Bicycle Friendly Community Program Specialist*

Steve Clark has spent most of his adult life celebrating, promoting and improving bicycling. He has been a bike shop owner, bicycle camp director, advocate/organizer, year-round bike commuter, bike tourist and racer, independent planning consultant, a League Cycling Instructor (LCI) and Coach and bicycle program manager. For the past eight years, he has been the driving force behind many of the innovations in the Minneapolis area, working as the Program Manager for Transit for Livable Communities, a non-profit based in St. Paul, administering the Non-motorized Transportation Pilot Program. He is a past president of the League of American Bicyclists' Board of Directors, co-founder of the Minnesota Coalition of Bicyclists, former Director of the Minnesota Pedal Power Camp and was the first Bike/Pedestrian Program Manager for the City of Boulder, Colorado. But some only know Steve as that guy who bikes 100 miles to the Birkie (American Birkebeiner Marathon Ski Race) with all his ski and camping gear from his farm (the Bike-Farm) in Wisconsin.



ADONIA LUGO, *Equity Initiative Manager*

Adonia E. Lugo, Ph.D., became the Equity Initiative Manager at the League in November 2013. Through collaborations such as CicLAvia, City of Lights, the Seattle Bike Justice Project, Bicultures, the L.A. Bike Movement History Project, and most recently the Bike Equity Network, Adonia has worked since 2008 to bring cross-cultural understanding into bicycle advocacy, planning and research. In her new role, she plans to keep connecting the dots between grassroots bike cultures and formal advocacy to ensure that, in its efforts to build a more Bicycle Friendly America, the League represents a diverse range of communities. Earning a doctorate in anthropology from the University of California, Irvine this fall, Adonia wrote a dissertation entitled "Body-City-Machines: Human Infrastructure for Bicycling in Los Angeles" and found that social networks and cultural norms shape how we use streets. On her blog, urbanadonia.com, she reflects on why and how bicycling can lead the way in equitable and sustainable urban change. Adonia has been a part of the League's Equity Advisory Council since its founding in February, and her transition into a staff position at League HQ in Washington has been an exciting change for the life-long west coaster.



AMELIA NEPTUNE, *Bicycle Friendly America Program Specialist*

Amelia Neptune joined the League's Bicycle Friendly America team in December 2013, where she manages the Bicycle Friendly University and Bicycle Friendly Business programs. Prior to working for the League, Amelia was the first Campus Bicycle Coordinator for the University of Illinois at Urbana-Champaign, a bronze-level Bicycle Friendly University. She also served on the City of Urbana's Bicycle and Pedestrian Advisory Commission, the Champaign County Greenways and Trails Committee, and the steering committee of Champaign-Urbana's local bicycle advocacy organization, Champaign County Bikes. Before moving to Urbana in 2011, Amelia worked in communications for The Nature Conservancy for nearly five years. Amelia has a Bachelor's degree from Pitzer College in Claremont, California, where she created her own major combining sociology and environmental studies, focusing on the collective impact of individual actions, such as every-day transportation decisions. She holds a M.S. in Environmental Science and Policy from Johns Hopkins University. As a daily bicycle commuter who was once timid on two wheels, Amelia is thrilled to be working toward a more Bicycle Friendly America, to help others make the same shift to adopt bicycling into their daily habits. ■

CLUB SNAPSHOT:

Kansas City Metro Bicycle Club

BY DANA MEIER, SECRETARY

The Kansas City Metro Bicycle Club (KCMBC), in its present form, came into existence in 2012. KCMBC was formed through the merger of the Kansas City Area Bicycle Club (KCBC) and the Johnson County Bicycle Club (JCBC).

Both KCBC and JCBC had long and colorful histories reaching back into the 1960s and 1970s, but the merger brought together the major bicycle clubs in our bi-state metro area — from the Missouri side (KCBC) and the Kansas side (JCBC) — under one Board of Directors.

The merger allowed cyclists to belong to one club, not two, in order to receive benefits from metro area businesses. Cyclists no longer needed to remember two sets of membership rules. Having one club also centralized the process of supporting bicycling-related advocacy organizations at the city, state and national level. Yes, there was the challenge of meshing the two clubs different cycling cultures. And, logistically the club went from putting on three pay rides annually to five pay rides per year. But the merger has also allowed the club and Board to follow news and events pertaining to cycling as they occur within the metro area, rather than focusing solely on issues pertaining to only Missouri or to Kansas.

KCMBC is a social club where all are welcome. We strive to greet people new to cycling with open arms and provide them with information about cycling in Kansas City and the surrounding areas. The club has annual spring and fall picnics,



which focus on the fellowship of cycling. We also have a winter banquet, focusing on renewing camaraderie during the cold and inhospitable days of winter.

The club does a lot to support cycling in the area, too. Almost every ride in the metro area borrows equipment, talent and expertise from the club. The KCMBC is also a centralizing source for pedestrian and cycling advocacy in the area — from assisting in recycling bicycles to influencing the layout of new bridges, incorporating “Complete Streets” concepts in neighborhoods and donating resources to organizations to promote a healthy lifestyle that includes cycling.

Cycling in the metro area continues to grow and flourish. In the spring, summer and fall, pay rides are available to cyclist almost every single weekend. The cycling community has many established weekly rides that have a definite city flavor, but

there are also rides that tour the rolling hills and paved county rides just minutes from the metro’s urban core.

The club’s “Ride the Fountains” event held annually on Father’s Day is a predominantly urban ride taking cyclists past the historic, the trendy, and the must-see areas of Kansas City. Little known fact: We’re second only to Rome in the number of fountains within our city limits and the ride focuses on these beautiful icons. Plus, 40 percent of the proceeds from the ride go to maintaining the fountains and bike trails in our city’s parks.

Nothing compares to exploring a city from the perspective of a cyclist. We encourage you to see what Kansas City has to offer. ■

LEARN MORE ABOUT THE KCMBC AT [HTTP://WWW.KCMBC.ORG/](http://www.kcmbc.org/).

National Bike Summit: MOVING BEYOND GRIDLOCK

DON'T MISS THE PREMIER BICYCLE ADVOCACY
EVENT OF THE YEAR, MARCH 3-5, 2014

This year's theme for the National Bike Summit — United Spokes: Moving Beyond Gridlock — is all about winning. With another transportation bill looming in Congress, we must strengthen our movement AND address the big questions that are holding us back.

We need YOU to join us March 3-5 in Washington, D.C. for the 2014 Summit and the third annual National Women's Bicycling Forum!

Now in its 14th year, the Summit is the premier bicycle advocacy event of the year, uniting the voices of bicyclists on Capitol Hill to create lasting change nationwide. Unlike a traditional conference, the Summit is a transformative experience. Not only will you learn best practices to implement in your community and connect with people who share your passion, but you'll also gain direct access to federal policymakers to make the case for a Bicycle Friendly America.



At left, Yolanda Cade, of AAA, speaks at the 2013 National Bike Summit. At right, League President Andy Clarke introduces Rep. Earl Blumenauer (D-OR) at the 2013 Summit.



We recognize that there's incredible momentum around bicycling at the local and state level — and we'll be showcasing success stories at the Summit that highlight how advocates and stakeholders are:

- » Addressing equity and diversity
- » Working with the business community
- » Delivering effective education programs that improve safety

- » Changing the conversation through better messaging
- » Winning elections for political office, funding, or policy changes, and
- » Increasing bicycle mode share

We also know there are still a handful of all-too-common arguments used against doing more for bicyclists. We'll

LCI CORNER

Collaboration and Encouragement

CYNTHIA HOYLE, LCI#3053

LEAGUE CYCLING INSTRUCTORS have the rare privilege of defining the role we want to play in our communities to educate and advocate for safe and fun cycling. The Smart Cycling curriculum provides us with the flexibility to tailor our classes based on target audiences. But having good resources is only half of the job — the rest is up to us.

In Champaign-Urbana, Ill., where I live and work, we have the University of

Illinois — with 40,000+ students and 12,000+ faculty/staff from around the world. I work professionally with the local transit district and chair the C-U Safe Routes to School Project. I also work with the cities, the university and local bicycle organizations to provide education and encouragement on bicycle safety.

One of my first decisions as a LCI was to encourage other area bicyclists to become LCIs. At least once per year we

tackle these issues head-on with sessions that help us get past misconceptions that: cyclists don't pay their way; cyclists are scofflaws; bicycling is not a Federal issue; it's just a local matter; and bikes are still a marginal activity and not a mainstream mode of transportation.

And, back for the third year, the National Women's Bicycling Forum will provide a full-day of programming dedicated to elevating female leaders and closing the gender gap in American bicycling. Don't miss keynote speakers, like Terry O'Neill, president of the National Organization for Women, a diverse array of break-outs and, of course, the Women Bike Pop-up Shop, featuring the wares of female cycling entrepreneurs.

Don't wait to sign up — the early bird registration rates expire January 22. ■
LEARN MORE AT BIKELEAGUE.ORG/SUMMIT.

offer Traffic Skills 101, so folks are qualified to take the LCI seminar. I do special outreach to women in the cycling community to attend these classes and have encouraged them to go on to the LCI training. Out of 10 women students in the past two years, four have become LCI's and one more is on the way!

We are providing after-school classes for middle school students and partnering with the League of Illinois Bicyclists

to use their online bike safety lessons — bikesafetyquiz.com — on campus and with bicycle enforcement. We also offer bike rodeos, and have created partnerships with the local public health, school and park districts to further outreach. The future of bicycling is ours to create! ■



GIVING

Thank you to the following organizations and individuals who have contributed at least \$100 to the League, above and beyond membership dues, in September and October 2013.

\$1,000-\$5,000

ORGANIZATIONS

Granite State Wheelmen
Seagull Century Ride
Twin Cities Bicycling Club
Florida Freewheelers, Inc.

INDIVIDUALS & FAMILIES

Swanson and Hodges Family
Bill Wilson

\$100-\$999

ORGANIZATIONS

Boeing Employees Bicycle Club
Georgia Bikes!
Louisville Bicycle Club
The Jelks Family Foundation

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PEDALING FOR JUSTICE

A double amputee and new advocacy organization ride for human rights

BY BENNETT FOSTER



Carlos and friends celebrate in front of the Texas State Capitol in Austin, TX.



As soon as the faded pink dome of the Texas State Capitol rose into full view, Carlos Gutierrez knew that he had completed an improbable journey.

A 35-year-old Mexican national and former small business-owner from Chihuahua, Mexico, the double amputee had never biked more than 20 miles before embarking on a 700-mile social justice ride from El Paso to Austin called Pedaling for Justice.



Two years ago, drug cartel thugs hacked off Carlos's legs for refusing to pay monthly extortion demands of up to \$10,000. He was left for dead as an example to other business-owners. Carlos and his family fled to El Paso immediately following the attack. It was in El Paso where Carlos learned that he was not alone.

"Since 2008 more than 100,000 Mexican citizens have fled the violence and sought refuge in El Paso," said Carlos

Spector, an immigration attorney who represents Carlos and started an advocacy nonprofit called Mexicans in Exile, which seeks to protect victims of violence and to denounce the human rights violations in Mexico.

An avid basketball player and swimmer, Carlos began riding his bicycle after prosthetic legs were generously donated to him by PrimeCare Orthotics and Prosthetics in Las Cruces, NM. "I would ride at night," Carlos said. "After my wife

and kids went to sleep, I would ride as fast as I could to the outlet mall to clear my head and get exercise." Studies have shown that physical activity, like bicycling, can relieve anxiety caused by post traumatic stress disorder.

"When I first met Carlos he was in a wheelchair and spoke very little," Spector said. "Then one day he walked into my office and said he wanted to do a bike ride to Washington D.C." to raise awareness about the increasing violence and



Ben Foster, Carlos Gutierrez and Victor Cordero in front of St. Pius X Church in El Paso moments after the pastor blessed Carlos and his bicycle.

human rights violations in Mexico — as well as the 98% denial rate of Mexican asylum seekers.

Spector told Carlos that a bike ride was a great idea, but suggested: Let's try for a closer capital, like Austin.

Spector called me in July about a member of Mexicans in Exile who wanted to ride his bicycle to Austin. At the time I was deep in the initial throes of building Velo Paso, El Paso's first bicycle-pedestrian advocacy group. Velo Paso was the logical outcome of El Paso Bike Month, which led 23 events, attracted over 800 bicycle riders and launched the first bi-national community ride between Ciudad Juarez and El Paso in over 6 years. There was clearly an appetite for a bicycle advocacy group that specialized in education, safety and infrastructure in the Paso del Norte Region, which led to the cre-

ation of an all-volunteer board of directors. In October, Velo Paso organized the first League Cycling Instructor Seminar in El Paso and inaugurated the city's first crop of LCIs.

"When Ben told [the board of Velo Paso] about Carlos and Pedaling for Justice, the only question we had was how many members are we going to send?" said Scott White, Velo Paso's policy director. "The bicycle is an incredible tool to raise awareness about issues you care about, and we fully support those endeavors."

Velo Paso eventually sent four members. Victor Cordero and I accompanied Carlos to Austin; Sarah Rich and Melissa

Lugo met us in San Antonio. Meanwhile, back in El Paso, Scott White led the campaign to save the Bike Share program, a four-month long protracted grassroots campaign to keep the Texas Depart-

"The bicycle is an incredible tool to raise awareness about issues you care about, and we fully support those endeavors."

ment of Transportation from shelving the nascent bike program, after the Austin-based state agency had already funded bike share programs in Austin, Fort Worth, San Antonio and Houston. (The first phase of El Paso's Bike Share

program was unanimously approved for \$700,000, in October, during Pedaling for Justice.)

Some members of Velo Paso saw the ride as a chance to shorten the distance between El Paso and Austin. El Paso sits on the westernmost point of Texas. It's closer to five other state capitals than it is to its own capital of Austin. We chose the southern tier that ran along frontage roads on Interstate 10 and Highway 90 because it was the most direct route, and one of the very few. Because of Carlos's prosthesis, we decided that we had to ride an average of 50 to 70 miles a day, and that we needed a sag wagon.

When members of Velo Paso weren't training with Carlos, we were tapping into the broad network of cyclists throughout Texas. "The support was tremendous," said Victor Cordero, Vice-President of Velo Paso, who operated as a translator for Carlos. "Cyclists and

friends and families of cyclists opened their homes to us and made calls on our behalf. Bike shops donated items and performed tune-ups in-kind."

While Carlos cannot put his old life behind him, he perceives this as a way to turn the tragic set of circumstances that exiled him from his home into something positive.

"The fear may never leave," he said. "But a part of it has been transformed into faith – faith in a better future – and it's the faith that gives me the strength to stand here in Austin." And Carlos is already planning next year's ride. Where to, you ask? "¡Vámanos a Washington D.C.!" ■ TO LEARN MORE ABOUT CARLOS GUTIERREZ AND THE PEDALING FOR JUSTICE RIDE, PLEASE VISIT FACEBOOK.COM/PEDALINGFORJUSTICE. BENNETT FOSTER IS THE PRESIDENT OF VELO PASO, WHICH AIMS TO MAKE BICYCLING AND WALKING SAFE AND ACCESSIBLE FOR EVERYONE IN THE PASO DEL NORTE REGION THROUGH EDUCATION AND OUTREACH. LEARN MORE AT WWW.VELOPASO.ORG.



Carlos rests his road-weary legs at the Outback Oasis Hotel in Sanderson, TX.

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IT'S TIME FOR A NATIONAL BIKE PLAN

A strategy to slash bicyclist fatalities and increase mode share

BY ANDY CLARKE

America needs a new National Bike Plan. Bicycling is on the rise across the country and the opportunity to realize the remarkable potential of the bike to solve numerous complex problems is within our grasp.

Cities are seeing annual double-digit percentage increases in cycling. Mayors and business leaders understand that a bike-friendly community is essential to attract talented and creative people and they are backing new infrastructure, education programs, bike-sharing systems, and all manner of rides and events to entice people back on to their bikes. Meanwhile the need for increased levels of bicycling has never been greater as we face the dramatic public health crisis of obesity and costly environmental consequences of climate change.

American cities are expecting to add up to 100 million inhabitants over the next 30-40 years — and simply cannot do so with the same reliance on single-occupant car travel as today. Imagine the parking issues!

We've been here before, of course. The 1973-74 oil crisis ushered in a new era of bicycling and in 1978 President Carter adopted a "Bicycle Transportation for Energy Conservation" plan, which envisaged a dramatic increase in bicycle travel to save energy — but the plan went nowhere.

Then, in 1994, the National Bicycling and Walking Study was released with the goal of doubling non-motorized trips and cutting crashes involving the most vulnerable road users by 10 percent. This time, the safety goals have been met and usage has definitely increased — but we still haven't hit those targets. We're not even close.

Perhaps the third time is the charm. Af-

ter all, we know what to do to get more people riding and we know how to make bicycling safer. Now we just have to make it happen. A new National Bike Plan is needed to cut fatal bike crashes by half and increase bike travel to 5 percent of all trips by 2025.

TOP 10 REASONS WE NEED A NATIONAL BIKE PLAN

1» The blueprint for creating a Bicycle Friendly Community includes having a current bike plan that is being funded, implemented and evaluated — the same need is there for the nation.

2» Peer nations — our economic competitors — have a plan for bicycling. France, Australia, the United Kingdom, and Germany, have all adopted bike strategies in

NATIONAL BICYCLING AND WALKING STUDY

BY ANDY CLARKE

One simple sentence in the 1991 Transportation Appropriations bill authorized the U.S. Department of Transportation to complete a report on bicycle safety and use in the United States. The task was assigned to the Federal Highway Administration (FHWA) and, over the course of the next two years, the agency documented the state of bicycling and walking in the early 1990s through 24 case study reports.

The final report, which was delivered to Congress at the start of National Bike Month in 1994, set two overarching goals: doubling the percentage of trips made by foot and bike, while simultaneously reducing fatalities and injuries by 10 percent. These goals — the first ever national mode share targets — appeared in virtually every state and local bicycle plan written throughout the remainder of the 1990s. While they were conspicuously missing a completion date, they became a clear and consistent target that made sense of the need for the new "transportation enhancements" program and planning requirements created by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).



recent years. Japan just appointed a bike czar to coordinate the work of several national government departments working on cycling.

3 » We had one 20 years ago, and it really worked! (see sidebar)

4 » Establishing national targets and performance measures helps every state and community identify its own goals – and see how it connects to a larger national effort.

5 » A clear role is identified for federal, state, regional and local government — and there's a critical role for each to play.

6 » A national bike plan can effectively document the benefits of getting more people riding across multiple sectors — health, transportation, energy, environment, education, recreation, economic

development, tourism — and plug bicycling into pre-existing goals and objectives in each of those sectors.

7 » When you add up all the benefits of bicycling, across all sectors, disciplines and levels of government, the argument for getting more people riding becomes utterly compelling.

8 » The plan can unify the bicycling movement around our shared goals and objectives, celebrating and focusing the unique contribution of local advocates, the bike industry, the racing and mountain bike community, and national groups like the League.

9 » The next transportation bill — and potentially a new national transportation strategy — **MUST** incorporate bicycling. A National Bike Plan is essential to make the case and define the outcomes.

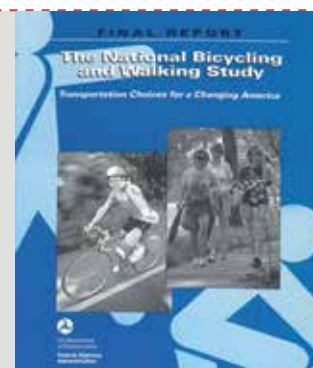
10 » We can't wait any longer to achieve the vision of the 1994 National Bicycling and Walking Study: "A nation of travelers with new opportunities to walk or ride a bike as part of their everyday life."

The League is committed to seeing the adoption of a new National Bike Plan in 2014 – the stakes are too high to strive for anything less – and our work starts at the National Bike Summit in March. However, we recognize that to have any chance of success, the plan cannot be the League's alone and it must focus on the bike as a means to an end, not an end in itself. This will test our new strategic planning focus, mission and vision to the maximum.

We are ready for the challenge. Will you join us? **ANDY CLARKE IS THE PRESIDENT OF THE LEAGUE OF AMERICAN BICYCLISTS**

The study also identified a 60-point federal action plan that became a 10-year work plan for the Federal Highway Administration, guiding their multi-million dollar research agenda and creating training tools for state and local transportation agencies. Five- and 10-year progress reports show the NBWS had a profound impact on the work of the transportation agency and laid the foundation for the progress we see today. State and local action plans "recommended" in the final report also generated consistent planning and policy implementation across the country.

Did the plan work? In 1990, 7.9 percent of all trips in the United States were made by foot or bike. By 2009, that number had risen to 11.9 percent – not yet double, but a significant increase nonetheless. The 1991 traffic crash data showed that 841 cyclists and 6,595 pedestrians lost their lives compared to 677 and 4,432 respectively in 2011; considerably better than the target of a 10 percent reduction.



2014 FEDERAL POLICY PRIORITIES

The League doesn't just organize the National Bike Summit one week per year — we have a presence on Capitol Hill, advocating for the best policies for bicycling, every day. In 2014, we're focusing in on four key areas to build a Bicycle Friendly America for everyone. But we'll need your help.

FUNDING

The Transportation Alternatives Program is a powerful tool for local communities, but the funding process can be hard to navigate. Ask lawmakers to support the League's initiatives to make it easier to access this funding for biking and walking projects — and reduce the red tape surrounding small projects that don't have environmental impacts.

SAFETY

In 2012, 726 people lost their lives on U.S. roadways while riding their bikes — that's a 7.2 percent increase from 2011. Bicyclists and pedestrians now make up more than 16 percent of all traffic deaths. This has to stop, and a one-sentence in bill in Congress could do it. Urge your lawmakers to vote yes on the Bicycle and Pedestrian Safety Act. <http://bit.ly/1ex9byo>

Sign up for our action alert list and get involved here: www.bikeleague.org/TakeAction



EQUITY

Bicycling is a great equalizer – and more and more people are getting on bikes. Many more would do so but are concerned about their safety. A new bill in Congress would create incentives – low-interest, long term loans – for local governments to fund bike/ped networks in underserved communities, while ensuring local control over these investment decisions.

NATIONAL PLAN

We need a National Bike Plan to realize the huge potential of bicycling to help solve complex and costly problems such as climate change, congestion and the obesity epidemic. The plan would establish national performance measures and action plans for government, advocates, and the private sector at the federal, state and local level.

UNITED SPOKES

When community stakeholders come together, the result is better bicycling for all

Riders in Omaha, Nebraska

No matter where you look — your television, magazine ads, local gyms or out on the street — bicycling is in the public eye. Through our Bicycle Friendly America program we've witnessed the tremendous growth and innovations that are making biking better in hundreds of communities, businesses and universities nationwide. While the recipe for success is different in every setting, there's one key ingredient: Bringing a range of different stakeholders to the table. As we aim to make cycling bike-partisan at the federal level, with champions from the health and business and civil rights communities, we're inspired by the collaborations happening at the local level on a daily basis. Here are some of their stories.

DAYTON, OHIO

BY ANDY WILLIAMSON AND VALERIE BEERBOWER

Following the collapse of manufacturing jobs and the housing bubble, Dayton needed to find new ways of doing businesses and living more sustainably. Like other Rust Belt cities, Dayton also suffered from loss of its young adult population, who fled to cities with vibrant urban cores and espoused bike-friendly principles they desired.

Fortunately, through the efforts of community catalysts, advocates, and amenable municipal leaders, cycling became a public-private partnership that helped attract and retain young talent while addressing an infrastructure demand of an increasingly urban-dwelling population.

Dayton's history is steeped in cycling: Visitors can still check out the bicycle shop owned by famous fraternal flying duo the Wright brothers. Horace Huffman revolutionized bicycle transportation by developing a mass-produced ride that made bikes more affordable. Dayton even boasts the largest paved, off-street connected bikeway network in the country with more than 330 miles and counting. But America's love for automobiles



Dayton, Ohio. Photo by Elzora.com Photography

relegated bike riding to more of a pastime.

Then in 2009, cycling advocates rallied community supporters and government entities together at the Miami Valley Cycling Summit. The Summit provided structure and assistance for communities to implement the Miami Valley Regional Planning Commission's "Comprehensive Local and Region Bikeways Master Plan" and also re-engaged a grassroots effort, known today as Bike Miami Valley. More than 400 attendees from five counties, as well as representatives from park districts and other municipal bodies, still collaborate to organize and execute the biennial event.

Four years later, interest, engagement and involvement in cycling in the Dayton region has exploded. The University of Dayton has two profound cycling initiatives, including a free bike for the exclusive use of incoming freshmen who pledge not to bring a car on campus. Large-scale events draw thousands of community members to celebrate outdoor recreation, including Five Rivers

MetroParks' special Bike to Work Day pancake breakfast to showcase commuter cycling. Marketing and research firm LexisNexis has a bike coordinator on staff, and media conglomerate Cox Media Group Ohio is working to join the ranks and be recognized as a Bike-

Dayton's history is steeped in cycling; Dayton even boasts the largest paved, off-street connected bikeway network in the country with more than 330 miles and counting.

Friendly Business. And Bike Miami Valley recently published a feasibility study to implement a downtown bike share program, which is in the process of seeking funds.

It's this public-private cooperation that greases Dayton's cycling chains. One civil servant who has been a long-time supporter of cycling is Dayton's Mayor-Elect Nan Whaley. "As a local government, we are only successful when we have partnerships from the public and private sector," she says. "By getting business and government to work together,



Dayton, Ohio. Photo by Elzora.com Photography

we are generating more creative solutions to developing a bikeable city. From the bike racks and bike paths, to potential bike parks and bike share, Dayton's culture of bike friendliness could never happen without all our partners. Small business, hospitals, transit authorities and bike advocates must be active participants with a seat at the table for our city to continue to make us more and more bike friendly."

Like many cycling enthusiasts who get their stats on two wheels, it sometimes it sometimes takes a steady hand and a gentle push to get things rolling. Thanks to collaboration and cooperation between advocates and governmental entities, more and more people can take advantage of the benefits of bicycling, nurturing Dayton's burgeoning bike culture.

ANDY WILLIAMSON IS THE GREAT LAKES REGION DIRECTOR FOR THE INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION, AND VALERIE BEERBOWER IS A PUBLIC RELATIONS ASSOCIATE WITH TRICOMB2B AND CHAIR OF THE BOARD OF UPDAYTON.

OMAHA, NEBRASKA

BY JULIE HARRIS

The story of the rise of bicycling in Omaha has been told many times, and the tale usually begins by referencing our initial Bicycle Friendly Community application in 2005 as the catalyst. The visual for this in our slideshow featured League president, Andy Clarke's face with a large caption, "DENIED!" underneath. (We love to pick on our friend, Andy!)

That application was a wake up call. Omaha's vast trail system — more than 100 miles of paved trails in all — was great, but not enough on its own to create the kind of city that embraces and encourages bicycling. Omaha took on the challenge in the manner for which our city has become known:

by creating a diverse public-private partnership of agencies, organizations and advocates.

In 2006, Live Well Omaha, a non-profit organization focused on improving the health of the city, started a bicycle commuter challenge to encourage cycling for transportation, and organized the inaugural Mayor's Ride to celebrate Bike to Work Week. The City of Omaha followed by creating a Bike/Ped Advisory Committee. The private sector was tapped to provide funding to create the 20 Mile Loop, Omaha's first network of on-street bicycle facilities.

In 2009, Omaha took a big leap forward with the creation of a Bicycle/Pedestrian Coordinator position at city hall. Funding for the position was provided by Alegent/Creighton Health (a local health system), and other grant dollars. The Douglas County Health Department included bicycling initiatives in a Communities Putting Prevention to Work grant, which resulted in the "I

Ride" share the road campaign. Funding to update the Transportation Master Plan was included in the grant, as were Safe Routes to School initiatives.

The role of bicycle advocacy grew tremendously during this period as well, with the creation of Omaha Bikes, focused on cycling, and Mode Shift Omaha, looking at transportation issues as a whole. Local bike shops stepped up to become involved in advocacy and more than 20 new League Cycling Instructors have been certified.

In 2011, Omaha again applied for a Bicycle Friendly Community designation,

In 2006, Live Well Omaha started a bicycle commuter challenge to encourage cycling for transportation, and organized the inaugural Mayor's Ride to celebrate Bike to Work Week.

and this time was awarded at a Bronze level. We were thrilled to have Congressman Jim Oberstar on hand to present the award at the newly created Heartland Active Transportation Summit.

Momentum has not stopped, even though we no longer have the Andy Clarke "Denied!" slide to motivate us. Omaha launched a B-cycle bike sharing system in 2011 with five stations and is now expanding into the entire downtown area, again with the help of private sector funding and public sector support. Summer bike challenges, Mayor's Rides and other events continue to happen and federal dollars have funded regional bicycle safety education.

Many challenges remain, but our resolve is strong as we work towards Silver and beyond. The Omaha model of bringing public and private interests together will continue to provide the leadership we need to get there.

JULIE HARRIS IS THE ACTIVE LIVING PROGRAM MANAGER FOR LIVE WELL OMAHA.

QUEENS, NEW YORK

BY DOROTHY LE AND HELEN HO

Formed in April of 2012, after discussions from the 2nd Annual Youth Bike Summit, the Biking Public Project (BPP) aims to expand local cycling advocacy discussions by reaching out to under-represented bicyclists including women, people of color and delivery cyclists.

BPP is an all volunteer group that gained momentum and support during a fundraising campaign on ioby.org that raised \$6,000 in initial project seed

money from 160 individuals in less than 12 hours.

This past year, BPP focused on outreach, with the most recent efforts centering around the incredibly diverse borough of Queens, NY. Over the summer, BPP surveyed and photographed cyclists and community members in Jackson Heights and Corona, Queens. We met people where they were, in a variety of situations and places, including public plazas, bicycle infrastructure, parks and community events. Some examples include intercept surveys at the 34th Avenue Bicycle Lane in Jackson

Heights and tabling at the Corona Plaza 1st Anniversary Celebration.

Over the course of the summer outreach events, BPP surveyed nearly 150 people in Queens from 3 to 72 years old. Only 14 (9%) of respondents felt they have decision-making power in their community, more than 60% speak a language other than English at home, and the top item that would encourage them to ride more frequently was bike lanes for safer streets.

In addition to outreach activities, BPP displayed the photographs of riders at various events and public spaces, including a large vinyl poster display near Queensborough Plaza as part of No Longer Empty's public exhibition art space.

BPP learned from this outreach that there is enormous diversity in people who are cycling, especially if outreach is focused specifically on reaching such populations. The next steps include documenting our efforts into a zine-publication to share best practices thus far and developing leadership trainings for those community members who want to gain organizing skills and learn about advocacy.

Please keep up with us as we embark on the next phase of our project to have the bicycling community look more like our actual communities.

INTERESTED IN THE BIKING PUBLIC PROJECT'S WORK? E-MAIL US AT INFO@BIKINGPUBLICPROJECT.ORG. DOROTHY LE AND HELEN HO ARE FOUNDERS OF THE BIKING PUBLIC PROJECT.



Bike Fetish, Queens, NY



Malaika Neri of Queens, NY



Warsaw, Missouri

WARSAW, MISSOURI

BY RANDY POGUE

The City of Warsaw enjoys a unique setting for outdoor recreation and biking. At the foothills of the Ozark Mountains and nestled between Missouri's Great Lakes (Lake of the Ozarks and Truman Lake), the area abounds with an abundance of flora and fauna. The terrain is varied from miles of flat tree-lined levees to hills that would challenge Tour de France competitors.

So, in recent years, community leaders realized we had a unique opportunity to build our future based on our primary asset: the natural beauty of our environment. But having a resource does not always equal success. To capitalize on the environment, the City of Warsaw understood we needed a well-planned, well-organized and well-maintained trails program.

In 2006, our small town of just 2,000 people created the Warsaw Trail Master Plan, looking closely at our assets and how the community could provide cycling and walking links for recreation and access to commercial, residential and

school areas. To allow for better accessibility for all users, the city made a commitment to create a system that is at least 10-foot wide and concrete surfaces where possible.

Work commenced on miles of paved and non-paved biking and walking trails which capitalized on the extensive levee system on both Lake of the Ozark and the Truman Lake area. The trail system is diverse with five miles of waterfront paths, 21 miles of mountain biking trails and recently bike lanes were added to major arteries through the City by the Missouri Department of Transportation.

In 2008, the Truman Lake Bike Club teamed up with the City of Warsaw to create an exciting mountain bike trail. Truman Lake Mountain Bike Park has been built on Corps of Engineer land bordering Truman Lake, and designed for riders of all ages and skill. Now there are approximately 20 miles of mountain bike trails, including a 16-mile loop called "Come & Get Some!"

The city nurtures a cooperative public and private partnership for our trails. Recently the city cooperated with community leaders to create the Osage Lakes Greenway Corporation. Its mission is to

plan, support and create a quality community trail system to enrich the lives of all people, regardless of age, while preserving our natural environment, promoting our history and educating the community on the importance of conservation and personal wellness.

Economic growth has also resulted from the emphasis on biking in the area. Recently opened Truman Lake Bikes is a full service store that provides sales, service and rental. The store has doubled its sales each year for the past three years and has become one of the nation's foremost outlets for Trek Bikes.

Warsaw has set the lofty goal of becoming "The Most Bike-Friendly community in Missouri."

Given what they have accomplished thus far, it would be a fair bet that we will reach our goal.

FOR MORE INFORMATION ON BIKING IN WARSAW VISIT WWW.WELCOMETOWARSAW.COM. RANDY POGUE IS A CITY ADMINISTRATOR AND PLANNER FOR THE CITY OF WARSAW, MISSOURI.

HARRISONBURG, VIRGINIA

BY RICH HARRIS

What does a bicycle friendly community look like and how do you get there? How do you get all members of the community to understand and value this? This is a question our Shenandoah Valley Bicycle Coalition (SVBC) has been actively pursuing and making a reality for many years. But it's not easy when there are multiple jurisdictions and levels of commitment.

Our community is located in the Shenandoah Valley 100 miles from Washington, D.C. It consists of the City of Harrisonburg surrounded by Rockingham County, and includes two universities, James Madison University (JMU) and Eastern Mennonite University (EMU), which, combined, host more than 22,000 students.

How do you get all these folks on the same page? For the past two years we've held a day-long Community Bike Walk

Summit that brings diverse members of the community together. This has been an effective approach for relationship building, educating key decision makers, increasing communication across jurisdictions, coordinating joint efforts, developing new ideas and developing specific community goals for the coming year.

In 2012, the Shenandoah Valley Bicycle Coalition received an Advocacy Advance Rapid Response Grant for a facilitated workshop. We brought together nearly three dozen city and county elected officials and staff, nonprofit agency staff and bicycle advocates to learn how to better coordinate the bicycle development efforts of the entire community. The workshop was responsible for the development and funding of two master bicycle plans (James Madison University and Rockingham County) and the submission of three (JMU, EMU and Rockingham County) Bicycle Friendly applications and recognitions. There was an overwhelming response to continue this Community Summit approach on an annual basis.

For 2013, SVBC decided to plan, develop and fund the Summit ourselves. We partnered with the Harrisonburg and Rockingham County Metropolitan

Planning Organization and the City of Harrisonburg, Rockingham County and James Madison University were sponsors. Based on the previous year's success, there was great interest and over 60 participants representing the same diversity of groups attended.

The morning session focused on understanding what a bicycle friendly community looks like and what has Harrisonburg and Rockingham County done to get there. While valuable for all participants it was particularly geared towards city and county elected officials and staff. The afternoon session focused on small group sessions to identify the strengths and weakness of the community development towards the League's 5 E's of a Bicycle Friendly Community — and to develop specific steps that could be taken to improve each area. The Summit concluded with summarizing the next steps and having participants commit to joining action groups to work on these goals during the coming year. To make sure we're continuing that collaboration and moving forward, we created a Summit website to house the program, yearly goals and a Google document to aid in the follow up and collaboration. ■ LEARN MORE AT [HTTP://SVBCOALITION.ORG/BIKE-WALK-SUMMIT/](http://svbcoalition.org/bike-walk-summit/). RICH HARRIS IS A SVBC BOARD MEMBER AND CHAIRMAN OF THE HARRISONBURG ROCKINGHAM BIKE WALK SUMMIT PLANNING COMMITTEE.



League Vice President of Programs Bill Nesper, fourth from left, joins bike advocates for a photo during his visit to Harrisonburg.

AMERICAN BICYCLIST

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 308, Washington, DC 20006-2850, 202-822-1333; bikeleague@bikeleague.org, fax: 202-822-1334.

BOARD OF DIRECTORS

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 Harry Brull, harrybrull@bikeleague.org
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 Jay Ferm, jayferm@bikeleague.org
 Jennifer Grey Fox, jennifergreyfox@bikeleague.org
 Alison Hill Graves, allisonhillgraves@bikeleague.org
 Tania Lo, tanialo@bikeleague.org
 Ann Rivers Mack, annmack@bikeleague.org
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Editor: Carolyn Szczepanski
Designer: Carey Donnelly, Studio d

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DRIVING STUDENTS ON BIKES

BY RUTH THOMPSON



CITY OF CHATTANOOGA'S DRIVERS EDUCATION PROGRAM GOES MULTI-MODAL

When the City of Chattanooga, Tenn., installed traffic enforcement cameras in June 2007 the public outcry was predictably loud. But city officials turned the volume down by directing dollars from traffic violations to a subsidized driver education program. Held in four-day sessions, the program offers a professionally taught defensive driving curriculum for students aged 15- to 22-years old.

What makes Chattanooga's program unique is a half-day class that includes a presentation about how automobile drivers should behave around bicyclists, pedestrians and transit. The presentation is followed by a bus ride, a walk across downtown and a short bicycle ride on city streets using Chattanooga's bike share: the Bike Chattanooga Bicycle Transit System.

Why do this?

"We want these students to understand the different perspectives that each mode of travel provides," says Caroline Johnson, Drivers Education Coordinator for the Chattanooga Transportation Department. "If we can give these young drivers a sense of how it feels to be that bicyclist, that pedestrian, that bus rider - we have gone a long way toward making them more cautious and empathetic drivers."

According to Chattanooga Bicycle Coordinator Philip Pugliese, the bicycle education component of the program began as a presentation for local law enforcement.

"We borrowed from a program started by Kelley Segars at the Knoxville Transportation Planning Organization," he says. "After presenting to police and bus drivers, I thought the content could be adapted to educate teenagers on how to properly interact with bicyclists on the road."

Pugliese found that bicycle education reached more people and produced better results with targeted audiences. "In drivers' ed we have a captive audience," Pugliese says. "They really want that driver's license, so they have to pay attention!"

"And they get to have some fun," Johnson adds. "After a week of sitting in a classroom watching safety presentations and studying vocabulary the students jump at the opportunity to get outside and try those flashy bike share bikes."

One of the 15-dock Bike Chattanooga stations sits right in front of the downtown branch of the Chattanooga Public Library, where the sessions are held. League Cycling Instructors from the City's Outdoor Chattanooga division do the in-class presentation and then they take half of the class on a group ride to a destination about 15 minutes away. The other half of the class walks with Johnson across town to the same destination, practicing mid-block crossings along the way. Once there, the groups switch.

"The adaptability of bike share bikes to any adult rider makes outfitting the kids easy," says Outdoor Chattanooga Programs Coordinator Terri Chapin. "We also provide helmets, basic safety instruction and group ride support."

One of the biggest challenges for the LCIs are kids who don't know how to ride a bike. For that reason, Chapin schedules three ride leaders: a lead, a sweep and an extra staff person to as-

sist struggling students. "The last thing I want is to have a status-conscious teenager be ridiculed for not being able to ride a bike," she says. "This is supposed to be fun."

When both classes arrive back to the library, the whole group boards the Chattanooga Area Regional Transporta-

If we can give these young drivers a sense of how it feels to be that bicyclist, that pedestrian, that bus rider - we have gone a long way toward making them more cautious and empathetic drivers.

tation Authority's free Electric Shuttle. They ride the downtown loop and finish back at the library.

Johnson is so enthusiastic about the program's results that she's investigating ways to do the multi-modal education at driver education classes in Chattanooga's outlying areas. "I hope we can help dispel the isolated, confrontational mentality that is all-too-often adopted inside a car — and provide a valuable lesson in how we all interact with others in a public space," she says. ■ TO LEARN MORE ABOUT THE PROGRAM, CONTACT CAROLINE JOHNSON, CHATTANOOGA DEPARTMENT OF TRANSPORTATION AT JOHNSON_C@CHATTANOOGA.GOV. RUTH THOMPSON IS A LEAGUE CYCLING INSTRUCTOR AND EVENTS/MARKETING COORDINATOR FOR OUTDOOR CHATTANOOGA.



In Chattanooga a half-day drivers' ed class is followed by a bus ride, a walk across downtown and a short bicycle ride on city streets using Chattanooga's bike share.

WHEELS IN MOTION: TRACTION WITH AMTRAK

National coalition advocates for eased rules to bring bikes on trains

BY WINONA BATEMAN

Whether commuters hoping to use their bicycle for the last mile on both ends of work, or long-distance travelers looking to travel to the start of their tour, bicyclists are constantly asking how they can use Amtrak to get where they're going.

Amtrak does offer roll-on service on some of its lines and takes bikes as baggage on others — but many Amtrak stations don't accept either. And for many cyclists, the requirement to remove pedals and handlebars to box a bike is a big barrier to train travel.

Because of the interest and concerns expressed by our members, Adventure Cycling Association is building a coalition of bicycle-advocacy groups, transportation officials and individuals to work with Amtrak on improving bike service. To ensure that the coalition truly understands the challenges and opportunities of increased service, rail-passenger groups are also involved. To date, Adventure Cycling is working with League, the Alliance for Biking & Walking, national rail-passenger groups, AASHTO, as well as state bike and rail-passenger organizations in New York, Vermont, Michigan, Virginia, Washington and California. This strong coalition of advocates is bringing vast knowledge and expertise to bear on the issue.



John Lindenmayer, Advocacy and Policy Director for the League of Michigan Bicyclists, loads his bicycle onto an Amtrak train. Photo by Josh DeBruyn, MDOT Bicycle and Pedestrian Coordinator.

The effort must be a true partnership with Amtrak. Amtrak is faced with continued political budget pressure, dependent on state and federal legislatures for the funds needed to upgrade and operate the passenger rail system. Bicyclists need to bring value to Amtrak as custom-

ers who enhance revenue rather than just add costs. In other words, cyclists must generate added income from ticket sales.

Recently, there has been significant progress in bicycle service on some lines. Culminating a two-year effort by Michigan bike and rail advocates and the

Michigan Department of Transportation, Amtrak added roll-on bike service this September to the Blue Water Line, which connects Port Huron, Mich., at the southern end of Lake Huron, and Chicago. As a result, two large universities — Michigan State University and Western Michigan University — and the state capital are now directly connected to America's rail hub in Chicago by a line that offers convenient roll-on service for bicyclists. Bicyclists must simply make a reservation and pay a \$10 fee; bikes fit in racks in a modified café car, four bicycles per train.

Recently, demonstration runs with the modified café car model were con-

ducted on the Adirondack, Ethan Allen Express and Vermonter lines to determine how this service might work for them. The Amtrak Cascades line also recently increased capacity for roll-on service.

Making the Amtrak system truly bicycle friendly will require much more work. On sold-out trains, it's difficult to make a business case to remove seating to provide room for bikes, but on other trains, bike service can actually generate more revenue per passenger. We are working with Amtrak to find room for bikes on full trains, and make it easy for cyclists to bring their bikes on many more train lines.

We're looking for one or more pilot projects where accommodating bicycles can be successful in the hopes of sharing this experience across the Amtrak system. We plan to engage national and state level transportation agencies and rail-passenger groups in this effort to make sure that solutions have broad support and applicability.

If we can show Amtrak that the cycling community can bring value and not just make demands, we can build a long term and mutually beneficial relationship that meets both our goals. Luckily, the wheels are finally in motion. ■■■ QUESTIONS OR COMMENTS? E-MAIL [KIRONS@ADVENTURECYCLING.ORG](mailto:kirons@adventurecycling.org). WINONA BATEMAN IS THE MEDIA DIRECTOR FOR THE ADVENTURE CYCLING ASSOCIATION



Commuter Rail Bicycle Policies

Learn more at bikeleague.org

System	Metro Areas Served	States Served	Bikes Allowed?	Weekday Ridership	More information
A-train	Denton	TX	Yes	3,300	http://www.dcta.net/bikes-transit/bikes-a-transit/menu-id-140.html
Altamont Commuter Express	San Jose–Stockton	CA	Yes	1,400	http://www.bayrailalliance.org/altamont_commuter_express_ace
Caltrain	San Francisco–San Jose	CA	Yes	48,400	http://www.caltrain.com/riderinfo/Bicycles/Bicycle_FAQs.html
Capital MetroRail	Austin	TX	Yes	2,200	http://www.capmetro.org/bike.aspx?id=61
Coaster	San Diego	CA	Yes	5,800	http://www.gonctd.com/bike_ride
FrontRunner	Pleasant View - Salt Lake City - Provo	UT	No	5,800	http://www.rideuta.com/mc/?page=ridingUTA-BikesOnUTA
Long Island Rail Road	New York City - Long Island	NY	Yes	324,300	http://www.mta.info/lirr/about/Bicycles/
MARC Train	Baltimore–Washington, DC	MD, WV, DC	No (folding bikes OK)	36,100	http://mta.maryland.gov/marc-frequently-asked-questions
MBTA Commuter Rail	Boston	MA, RI	Yes (except peak)	133,200	http://www.mbta.com/riding_the_t/bikes/
Metra	Chicago	IL, WI	Yes (except peak)	303,800	http://metrarail.com/metra/en/home/utility_landing/riding_metra/bikes_on_trains.html
Metrolink	Los Angeles - Southern California	CA	Yes	43,700	http://www.metrolinktrains.com/news/promotions_detail/title/Bike_Guidelines
Metro-North Railroad	New York City, New Haven, Poughkeepsie	NY, CT	Yes (with permit, except folding bikes)	298,200	http://www.mta.info/mnr/html/getaways/bikerule.htm
Music City Star	Nashville	TN	Yes	1,100	http://www.musiccitystar.org/PDF/2012-MusicCityStarRide-Guide.pdf
New Jersey Transit Rail Operations	North Jersey; New York City; Philadelphia – Atlantic City	NY, NJ, PA	Yes (except peak)	276,459	http://www.njtransit.com/tm/tm_servlet.srv?hdnPageAction=PressReleaseTo&PRESS_RELEASE_ID=2769
New Mexico Rail Runner Express	Albuquerque	NM	Yes	3,900	http://www.nmrailrunner.com/rider-tools/rider-info/bike-access
Northstar Commuter Rail	Minneapolis – St. Paul	NM	Yes	2,500	http://metrotransit.org/bike-n-ride-on-northstar.aspx
SEPTA Regional Rail	Philadelphia	PA, NJ, DE	Yes (exceptions)	123,900	http://www.septa.org/policy/bike.html
Shore Line East	New Haven–New London	CT	Yes (but not on the whole length)	2,200	http://www.shorelineeast.com/riding_sle/rules_policies.php
Sounder	Seattle–Tacoma	WA	Yes	10,900	http://www.soundtransit.org/Documents/pdf/riding/2010BicycleBrochure.pdf
South Shore Line	Chicago - South Bend	IL, IN	No	12,400	http://www.nictd.com/policies.html
Trinity Railway Express	Dallas–Fort Worth	TX	Yes	8,200	http://www.dart.org/riding/bike.asp#rail
Tri-Rail	Miami–South Florida	FL	Yes	13,800	http://www.tri-rail.com/rider-information/bicycle-policy/
Westside Express Service	Portland	OR	Yes	1,700	http://en.wikipedia.org/wiki/Westside_Express_Service

WOMEN BIKE INFOGRAPHIC CONTEST WINNERS!

In August, the League's Women Bike program released our first report — Women on a Roll — which included a wealth of information on the power and potential of female bicyclists. In a matter of months, the report was viewed more than 12,000 times — but we wanted to take it a step further. We wanted to share this knowledge in new and innovative ways. So we hosted our first Women Bike Infographic Contest to invite participants nationwide to combine the compelling data with great design.

GRAND PRIZE WINNER

Paul Halupka and Alex Helbach from Chicago's Active Transportation Alliance pulled together this beautiful take on why women ride. We love how the graphic effortlessly portrays different types of riding and revolves around a bicycle motif that doubles as a chart. The movement and vitality are inspiring and the information is simple to see and digest.

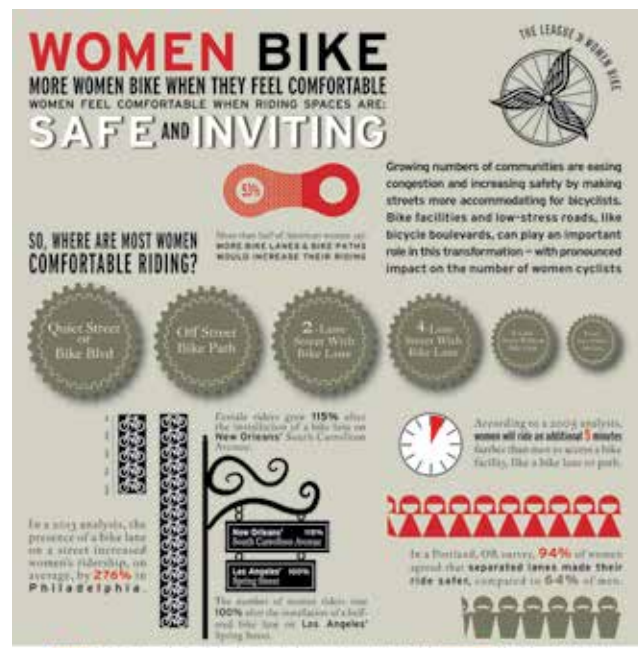
“Developing this infographic was a daunting task,” Halupka says. “The variety of data was overwhelming and the issue of gender equality in the world of bikes is a big deal to us personally, as well as relevant in Chicago and nationwide. Proper communication of these complex issues is key, so, for Alex and I, taking on this project not only felt like a big responsibility, but something we really wanted to do right. We feel pleased and lucky to be in a position to help the League do their awesome work!”

INSPIRED?

Learn more about innovative messaging at the National Bike Summit and National Women's Bicycling Forum in Washington, D.C., March 3-5, 2014. Learn more and sign up at bikeleague.org/summit. ■■■

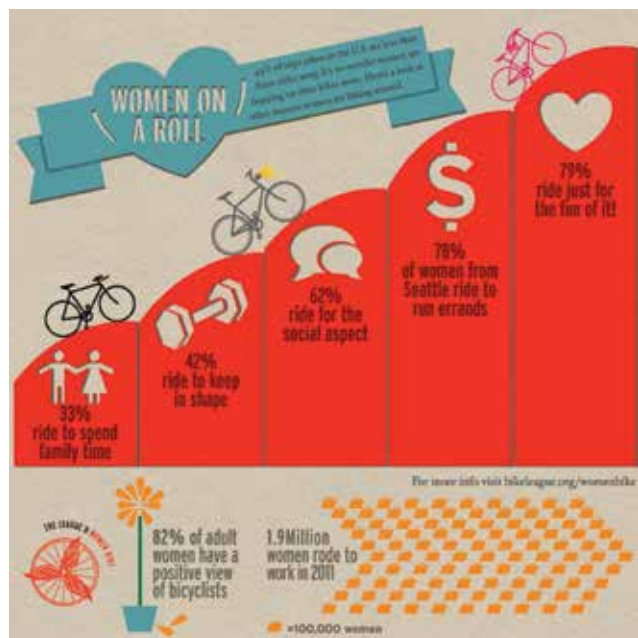
RUNNER UP

By Ashley Ahlne



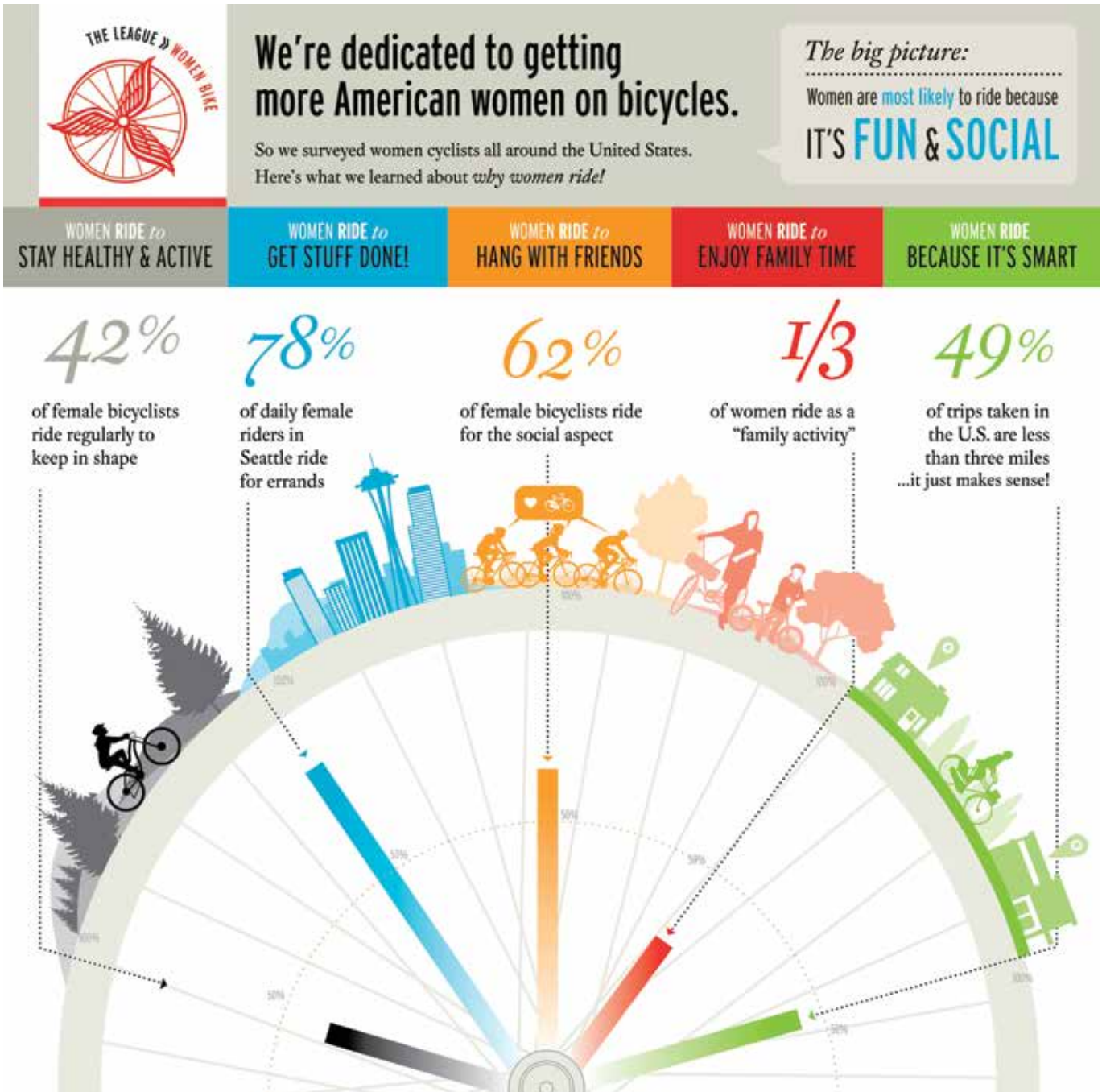
RUNNER UP

By Jaclyn Cotto www.jaclyncotto.com



GRAND PRIZE WINNER

Paul Halupka and Alex Helbach, Chicago Active Transportation Alliance



WHERE WE RIDE

Each year, the U.S. Census Bureau tracks Americans' commuting habits, including how many people commute by bike. While commuting is only part of the bicycling story, this federal data set provides valuable insight on changing commuting patterns and transportation choices. In our new report, "Where We Ride," the League took a comprehensive look at this data. Here are just a few of the highlights; read the full report at www.bikeleague.org/WhereWeRide.



6.1%
PORTLAND, OR
highest percentage of bike commuters in the 70 largest cities with 6.1%

6.2%

MADISON, WI
highest percentage of bike commuters in the Midwest with 6.2%

57.6%

UNION CITY, NJ
highest percentage of combined biking, walking or transit taking commuters in cities with a population of up to 200,000 at 57.6%

8.5%

CAMBRIDGE, MA
highest percentage of bike commuters in the East with 8.5%

464.4%



DETROIT, MI
highest growth in bike commuters from 1990 to 2012 (464.4%)



19.1%

DAVIS, CA
highest percentage of bike commuters in all cities with 19.1%

12.1%



BOULDER, CO
highest percentage of bike commuters in cities with populations between 100,000 and 200,000 with 12.1%

2.3%

PHILADELPHIA, PA
highest percentage of bike commuters in cities with populations over 1 million with 2.3%

6%

GAINESVILLE, FL
highest percentage of bike commuters in the South with 6%



36,496

NEW YORK, NY
highest number of bike commuters on the road in 2012 (36,496)



THE LEAGUE
OF AMERICAN BICYCLISTS

WASHINGTON, DC

★ *March 3-5, 2014* ★

UNITEDSPOKES

MOVING BEYOND GRIDLOCK

In 2014, federal
bike funding expires.

WHAT HAPPENS NEXT?

The National Bike Summit will unite local voices, from advocacy to industry, to build momentum in Congress to create a more Bicycle Friendly AmericaSM.

BIKELEAGUE.ORG/SUMMIT

JOIN US:

REGISTER BY JANUARY 22, 2014
AND SAVE \$100 TO JOIN THE NATIONAL
BIKE SUMMIT & WOMEN'S BICYCLING FORUM

MEMBERS \$449

NON-MEMBERS \$549

Our third annual National Women's Bicycling Forum kicks off the Summit. Don't miss the premier bike advocacy event of the year!

CLIMATE RIDE



ACTION, ADVOCACY, INSPIRATION

Ride to support:



Climate Ride California 2014

250 miles in 4 days
San Francisco to Sacramento
May 17-20th, 2014

Find out why this ride is your cause.
Learn more at www.climate ride.org



Join any Climate Ride event to support sustainable transportation and environmental causes.
Check out the East Coast ride - NYC to DC - returning September 2014!