

AMERICAN bicyclist

March-April 2010
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NATIONAL BIKE SUMMIT

Building on **10** Years of Progress

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Automate This: Bike Club Management Software

2009 MUTCD — What's in it for Bicyclists

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Cover shot: Rep. Tom Petri (R-WI) mans the pedi-cab on Congressional Lobby Day.

Change is Good.

Spring is the season of change, and after the snowy winter of 2010 in the D.C. area, goodness knows we are ready for a change in the weather at last! After three years of leading the League's Board of Directors, Amanda Eichstaedt has relinquished the handlebars to our at-large board member Hans van Naerssen. I want to take a moment to thank Amanda for her leadership, not only as Chair of the Board, but as a director for the past eight years.

Fortunately, we are not losing Amanda, as she is still on the board for another two years of her final term. I am also glad to share that in March Amanda's fellow board members bestowed upon her the League's highest recognition, the Paul Dudley White Award, for her outstanding contributions to bicycling. This honor reflects her work with the League and many other bicycling related groups that she has lead, established and enabled to flourish including the Association for Commuter Transportation and the Association of Pedestrian and Bicycle Professionals.

Hans van Naerssen is every bit as immersed in bicycling as his predecessor. As I write, he is riding the trails in Moab; heading to Portland, Ore. from his home in the Philadelphia area. At home, Hans is on the board of the rapidly growing Bicycle Coalition of Greater Philadelphia and a leading light in establishing the Pennsylvania Bike/Walk Alliance. After a career in business consulting, he brings an equal passion for strategic planning and organizational effectiveness as he does for bicycling — and I am sure he will be sharing his vision for the future of the League in his *American Bicyclist* column in the months ahead.

In the meantime, make sure you get out and ride! Sometimes we forget that the best thing we can do to get more people riding — and riding safely — is to be out there on the road doing it ourselves! So saddle up and enjoy the ride. ●



Andy Clarke,
President



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

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letters to the EDITOR



Caroline Cahill, 2009



Lyle Wright, 2007

DÉJÀ BOOT

DEAR EDITOR,

As I was reading the Sept/Oct 2009 issue, I experienced a case of déjà vu when seeing the picture on page 16 of "New Age Cowgirl." I had attended a Trails and Greenways Conference in 2007 as a bicycling advocate for multiuse trails. To understand the equestrian perspective, I went on a horseback ride. About half way into the ride we met a group of cyclists, and one of them really wanted to ride a horse. I traded off, and this picture was taken.

-Lyle Wright

RECUMBENT RECOGNITION

Dear Editor,

Thanks for showing recumbent cycles in your Jan/Feb 2010 issue. I saw one on page 11, two semi-recumbents or hybrids on page 14 and two HPV trikes on page 38! As a 66-year-old bicycle tourist, I appreciate the heads-up riding on my old Tour Easy. I end the day with no soreness, and I can enjoy the scenery. Keep up the good work.

-Francis Celino, New Orleans, La.

ACHY BONES

In the article "Cycling: A Prescription for Better Health" in the Nov/Dec 2009 issue, it is implied that cycling reduces the risk of osteoporosis. What it actually says is that exercise reduces the risk of a number of ailments, including osteoporosis; but since the article is about cycling, that implies cycling reduces the risk of osteoporosis. And that is NOT true. Cycling does nothing to help avert osteoporosis; ask any doctor. You need weight-bearing exercise like running, walking, or weight-lifting to build bone. Take it from a senior who learned this the hard way; one who has cycled 1,000-2,000 miles a year

for a couple of decades and now has a severe case of osteoporosis.

-George Wedberg

BFA YEARBOOK THE TRAVEL ADDITION

Dear Editor,

I got my Jan/Feb 2010 issue of *American Bicyclist* and saw one of the photos I sent used to lead off your Portland section. Glad you could use it — it looked good. I love how you covered all the different cities because every time I travel I try to bike ride, and this helps. Also, I noticed that Andy Clarke talked about cycling in North Little Rock in his column, and I will be there in June. I may try to ride there!

-Al Rickard, Chantilly, Va.

KUDOS

Dear Editor,

I picked up the July/Aug 2009 issue of *American Bicyclist* at Interbike, and I wanted to let you know that you do a great job on the magazine! I read it cover to cover right away! That is something with my busy schedule.

-Tim Rowe, Reno, Nev. •

THANKS FOR YOUR LETTERS We eagerly await all of your comments — good and bad — on cycling, the League, our publications, and just about anything else you want to tell us about. E-mail meghan@bikeleague.org, fax your letter to 202-822-1334 or mail it to us at 1612 K Street NW, Suite 800, Washington, D.C. 20006.

Letters may be edited for style and length.

LEAGUE NEWS & NOTES

National Rally 130TH ANNIVERSARY

REGISTER NOW! The League's National Rally is a beloved tradition; and this year we will be celebrating our 130th rally anniversary by teaming up with the Bicycle Coalition of New Mexico! The event will be June 3-6, 2010 in Albuquerque, NM. We will ride to honor Gail Ryba, founder of the Bicycle Coalition of New Mexico.



Join cyclists from across the country for three days of riding through the colorful and historic New Mexican terrain. The rally offers several ride options and routes that will cater to and challenge all abilities. Enjoy scenic views of the city and the beautiful Sandia mountains as you pedal off the miles on this 100 mile perimeter loop. There are also 10-25-50-65 mile routes available. Register your friends and family today for the 2010 League Rally at www.bikeleague.org/conferences/rally10. •

Bicycle Friendly States CORRECTION

The *American Bicyclist* Jan/Feb 2010 edition and current printing of the 2010 Bicycle Friendly America Yearbook incorrectly highlights the 2008 Bicycle Friendly State rankings instead of the current 2009 rankings. Please view the correct 2009 list below. We apologize for the confusion. Stay tuned for the 2010 state rankings and the new Bicycle Friendly State award winners during Bike to Work Week this May!



Above: Delaware Governor Jack Markell, speaking at the Opening Plenary session of Bike Summit 2010, is excited about his state moving up 22 spots in the Bicycle Friendly State Rankings (Delaware jumped from 31st place to ninth in one year!)

- | | | |
|-------------------------|--------------------|-------------------|
| 1. Washington - Silver* | 21. Vermont | |
| 2. Wisconsin - Silver* | 22. Hawaii | |
| 3. Maine | 23. Virginia | |
| 4. Oregon | 24. Mississippi | |
| 5. Minnesota - Bronze* | 25. Nevada | |
| 6. Iowa | 26. South Carolina | |
| 7. Arizona - Bronze* | 27. Kentucky | |
| 8. New Hampshire | 28. South Dakota | |
| 9. Delaware | 29. Indiana | |
| 10. New Jersey | 30. Louisiana | |
| 11. Wyoming | 31. Georgia | 41. New York |
| 12. Illinois | 32. Florida | 42. West Virginia |
| 13. Colorado | 33. Kansas | 43. Tennessee |
| 14. California | 34. Idaho | 44. Connecticut |
| 15. Michigan | 35. Rhode Island | 45. North Dakota |
| 16. Maryland | 36. Texas | 46. New Mexico |
| 17. Missouri | 37. Nebraska | 47. Alaska |
| 18. Utah | 38. Arkansas | 48. Oklahoma |
| 19. Massachusetts | 39. Ohio | 49. Montana |
| 20. North Carolina | 40. Pennsylvania | 50. Alabama |

* 2009 Bicycle Friendly States listed in blue.

Winter 2010

Bicycle Friendly Businesses

The League announced 51 new Bicycle Friendly Business (BFB) awards at the 10th annual National Bike Summit this March 10. Besides the Summit being a great forum to celebrate the winter winners of the 2-year-old BFB program, it was nice to recognize the large amount of new BFBs that hail from the Midwest.

Additionally notable were the larger, more recognizable winners like Ameriprise Financial, Corporate Headquarters; PayPal, Inc.; and International Business Machines-IBM Rochester, MN — all three with 3,000-plus employees. The expanding BFB program and the variations of businesses that are applying for and achieving a bicycle-friendly award indicate that the bicycle movement is growing and our efforts are working — a nice tie-in to the Summit's record-breaking attendance.

Are you interested or know of a business that would like to apply to become a Bicycle Friendly Business? Use our quick and easy scorecard for immediate feedback at bicyclefriendly-business.org.

Visit

bicyclefriendlybusiness.org
for winners.



Make A Difference Join the League Board!

If you are interested in serving on the League Board of Directors, or if you know someone who would be a good representative for cyclists, the League Governance Committee is soliciting recommendations for candidates for the 2011 Board elections. The Board of Directors govern and set broad policy and direction for the League. Board members serve three-year terms. Starting this year, seven are elected nationally by all League members (see more in the bylaws article on page 7). The Board selects the remaining five seats. Four member-elected and one Board-appointed positions are open for this election. As of press time, three of these elected members, Harry Brull, Jeffrey Lynne, and Hans van Naerssen have decided to run again, and the fourth, Bill Hoffman, is undecided. In addition, the League's Bylaws allow the Board the option to create up to five additional Board seats for a total that may range from the current 12 up to 17.

To learn more about the qualifications to be a League board member or to apply yourself, visit www.bikeleague.org. •

TIMING OF THE 2010-2011 ELECTIONS:

June 1, 2010: Deadline for recommendations/applications.

September 1, 2010: Nominating Committee reports to the Board, recommending a slate of candidates.

October 15, 2010: Deadline for petitions to be submitted (45 days prior to elections).

December 1, 2010: Elections open online.

January 15, 2011: Online ballots closed

February 1, 2011: New board members announced

March 8, 2011: New board members take seats at National Bike Summit



Club Newsletters of the Year

Congratulations to the Westerville Bicycle Club Pedal Pusher, the Club Newsletter of the Year winner, from Westerville, Ohio! The newsletter, edited by Kathy Martin, won the highest marks for original and creative content, as well as design and aesthetics. The newsletter is entirely electronic to reduce costs and allowed them to "increase donations to local cycling organizations, including several advocacy organizations," says WBC's Social Chair, Shari Heinrich.

RUNNERS-UP: Kansas City Bicycle Club Newsletter and the Williamsburg Area Cyclists' Flying Wheel. Thanks for all your hard work and thanks for submitting your newsletters to the competition!

Archives of Westerville's Pedal Pusher are available here:

<http://westervillebicycleclub.org/pparchives>. •



CYCLE ROUTE 66 ILLINOIS JUNE 12-19, 2010

► Stay overnight at HI-Chicago Youth Hostel, then bike 380 miles to St Louis.

► Detailed maps, cue sheets, rest stops, daily luggage shuttle, SAG support, commemorative ride tee shirt, and Route 66 dinners each evening.

Registration and info at www.moonlightramble.org



CLUB LEADERSHIP TRAINING

MOVE YOUR CLUB TO THE FRONT OF THE PACK!

..... The League's Club Leadership Training on January 22-24 in Boca Raton, Fla. was a hit! The three-day workshop was an opportunity for club leaders from across the country to discuss best practices, new tools, and effective ways to overcome obstacles that many clubs face. Attendees came from as far away as Arizona, Colorado, Minnesota, and Kansas for the event. •

The State of Bicycling in the U.S.

By Kristen Steele, Alliance for Biking and Walking

After taking a dip for at least four decades, bicycling in the U.S. appears to be making a comeback, according to a report released by the Alliance for Biking & Walking – Bicycling and Walking in the United States: 2010 Benchmarking Report. The report gives a snapshot of the state of cycling and walking in the U.S. through extensive data collection and analysis from all 50 states and the 51 largest U.S. cities. After this huge undertaking, they found that more states and cities are adopting pro-bike policies, expanding bicycle infrastructure and ramping up bike education efforts! However, the U.S. still has a large hill to climb. Consider getting involved with your local advocacy organization (find them at www.PeoplePoweredMovement.org/members).

Read more about the 2010 Benchmarking Report at bikeleague.org!

What has
the League
done for you
lately?

League of
American
Bicyclists

→ The 10th Annual
National Bike Summit,
that's what!

With more than 725 attendees, the Summit was the largest and most effective bicycle advocacy effort yet! See page ___ for a full rundown on this year's highlights, accomplishments and announcements.



Congratulations 2009 Clubs of the Year!

REGION 1: Saratoga Cycling Club. New York. Last year the SCC's Tour de Cure Team raised more than \$5,000 for the American Diabetes Association.

REGION 2: White Clay Bicycle Club. Delaware. The largest club in Delaware, WCBC assisted Bike Delaware over the past two years to promote bicycling as a healthy alternative to driving.

REGION 3: Bluegrass Cycling Club. Kentucky. With more than 500 members, the BCC is a leader in advocacy and helped get Share the Road signs put on Kentucky state and county roads.

REGION 4: Elmhurst Bicycle Club. Illinois. The EBC has an more than 900 rides; 247,429 club miles logged in 2009, and a commitment to advocacy and education.

REGION 5: New Mexico Touring Society. New Mexico. NMTS offers 500 year-round road- and off-road day rides and has two state Government Advocates to protect cyclists' rights.

Phoenix Metro Bike Club. Arizona. PMBC is active in advocacy and challenged its club members with the Find Just One More Way This Year to Support Cycling initiative.

REGION 6: Cascade Bicycle Club. Washington. The CBC offers extensive education classes for adults and kids through its Bike Smart Seattle program, as well as commuting classes. •



21st Century Bylaws

League Bylaws are Revised and Modernized

By: Hans van Naerssen, League Board Chair and Tim Young, League Board Vice-Chair

Bylaws are vital, and perhaps confusing, building blocks for any organization. Bylaws form the legal basis that basically describes what, why and how a nonprofit membership group operates.

A year ago it became clear that the League's bylaws, although amended by the League Board over the years, were in need of major updating. With the advent of electronic media such as email, internet based voting systems and updated membership systems with advanced capabilities, it seemed necessary to revise the League's governance document to be in line with the times. Additionally, the organization went through a restructuring process, and the titles of League board chair and League president took effect (formerly board president and executive director).

The League Board formed a Bylaws Committee comprised of several board members who had the experience to review the current document and discuss possible changes. At the 2009 National Bike Summit several board members convened (committee and interested board participants) to discuss the bylaws and, after a spirited conversation, we were on the road to bylaws improvements! A year after the first meeting, the updated bylaws were formally adopted at the 2010 National Bike Summit.

The March 2010 League Bylaws reaffirm the basic purpose of the League to "promote and protect the rights of bicyclists; advocate for the interests of bicyclists; support bicycling education; and to promote bicycling for fun, fitness and transportation."

The primary changes include the use of a new preferential voting system for the member-elected seats. This will be fairer for members and candidates and more manageable for the organization. The total number of seats may be increased, and now allows a range from 12 to 17. All board candidates must meet appropriate qualifications to serve, and the election process and timeline have been improved.

The former six regions have been modified so that all board members serve the entire country. This change acknowledges that with modern communications, it is possible to serve all bicyclists no matter where in America a board member may live. Board terms remain three years, and a person may serve up to three consecutive terms.

Another improvement is the shift to a Governance Committee, which replaces the former Nominating Committee. A Governance Committee adds to the nominating duties with new Board training and evaluation tasks also assigned.

The bylaws overhaul was a healthy process with all hands on deck – board and staff working together to make the League an even stronger organization. •

Bike League 2.0

Follow the League easily and while mobile with our expanding social networks! Stay on top of all League updates and bicycle education, advocacy and industry news with the following applications:



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flickr.com/photos/bikeleague



bikeleague.org/blog/feed/ •

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THE DANGERS OF DISTRACTED DRIVING

Excerpted from “Distracted Driving: A Bicycling Advocate’s Resource” found online at bikeleague.org/resources/reports.

While there have always been many distractions on the road, new technology has given drivers more distractions than ever and bike commuters and pedestrians have to be on alert. Research shows that using a cell phone while driving can be as risky as driving drunk. However, unlike drunk driving, a distracted driver consciously and soberly decides not to pay atten-

tion to the road. Drunk driving was once considered publically acceptable, until advocates fought to change laws and attitudes. Distracted driving must be addressed with the same level of attention. According to the National Conference of State Legislators, in 2009, 209 distracted driving bills were considered in 45 states, up from 133

bills in 33 states in 2008.¹ Even more bills are expected this year.

Larger steps are now being taken at the federal level, thanks to Secretary of Transportation Ray LaHood’s Distracted Driving Summit, the launch of www.distracted.gov and the U.S. House of Representatives passage of a resolution to designate April as Distracted Driving Awareness Month.

CRASH RISKS AND INJURIES

1 Driver inattention leads to 8 in 10 of all crashes and 65 percent of all near-crashes.²

2 In 2008, driver distraction led to at least 5,870 fatalities, 16 percent of all fatal crashes.³

3 In 2006, researchers at the University of Utah confirmed “the impairments associated with using a cell phone while driving can be as profound as those associated with driving while drunk.”⁴ No difference was found between hand-held and hands-free phone calls.

4 Truck drivers who sent text messages while driving are 23 times more likely to crash or nearly crash.⁵

LEGISLATION

Recommendations for effective, enforceable distracted driving legislation:

- 1** Ban all distracted driving!
- 2** Distracted driving, cell phone bans and texting bans should be primary enforcement laws. Primary enforcement means an officer can ticket the offender without another violation having occurred.
- 3** NHTSA must give distracted driving as much priority as it gives its drunken driving and seatbelt campaigns, by advocating for: strong legislation; public-private partnerships at the local, state, and federal levels; active, high-visibility enforcement; and effective public education.
- 4** The income from all fines for distracted driving should be put towards outreach campaigns and targeted traffic enforcement for the safety of all road users. Fines in school zones should be doubled and the money should go to a School Zone Safety Fund to support Safe Routes to Schools and infrastructure upgrades to increase safety for children.

STATE LAWS

States have passed different types of laws to decrease driving distractions. For a complete list of cell phone laws in each state visit the Governors Highway Safety Association's website, ghsa.org. As of March 2010, the following laws were in place:

- 1 Distracted Driving.** It is against the law to drive while distracted in Maine and New Hampshire. Utah considers speaking on a cell phone to be an offense only if a driver is also committing some other moving violation (other than speeding).
- 2 Hand-held cell phones.** In California, Connecticut, New Jersey, New York, and Oregon (as well as the District of Columbia and the Virgin Islands) talking on a hand-held phone is a primary offense. Drivers may be ticketed without committing another violation. In Washington State it is considered a secondary offense; a driver must be committing another violation to be penalized.
- 3 All cell phone use.** No state currently bans absolutely all cell phone use for all drivers. Many states, however, ban all cell phone use for certain groups. Twenty-one states (and the District of Columbia) ban all cell use by novice drivers. Seventeen states (and the District of Columbia) prohibit school bus drivers with passengers present from all cell phone use.
- 4 Text messaging.** Twenty states, the District of Columbia and Guam now ban text messaging for all drivers. Three quarters of them are primary enforcement. Nine states prohibit text messaging by novice drivers. Texas prohibits school bus drivers with passengers present from texting while driving.
- 5 Special cases:** Illinois bans the use of cell phones while driving in a school zone or in a highway construction zone. Texas has banned the use of hand-held phones and texting in school crossing zones. In Michigan, teens with probationary licenses whose cell phone usage contributes to a traffic crash or ticket may not use a cell phone while driving.

Find the full version of this report at bikeleague.org/resources/reports.

For more information and sources, contact Darren Flusche at the League of American Bicyclists at Darren@bikeleague.org. •

ENDNOTES


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5. Strayer, Drews, Crouch (2006). Department of Psychology, University of Utah. PROCEEDINGS of the Second International Driving Symposium on Human Factors in Driver Assessment, Training and Vehicle Design.
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BUILDING ON 10 YEARS OF PROGRESS

By: Meghan Cahill

The 10th annual National Bike Summit was held this past March 9-11, 2010 and was a huge success with more than 720 attendees. There were several exciting announcements – Representative Earl Blumenauer (D-OR) revealed that bike lanes will be added to Pennsylvania Avenue leading up to the White House and representatives from Google launched Google Maps Biking Directions (!) at the Opening General Session. We also had more than 425 scheduled meetings on Capitol

Hill and successfully added nine co-sponsors to H.R. 4722 the Active Community Transportation Act of 2010. The growing number of Summit participants – seven times bigger than the first Summit – coincides with the progress and impact of the bike movement. The League, our members, and the bicycling community are on the cusp of something very exciting. Secretary of Transportation Ray LaHood even said at the Summit's Congressional Reception on March 11, "This is the end of favoring motorized



■ Congressional Bike Ride participants gathered near Garfield Circle in front of the Capitol on March 11, 2010.

SUMMIT HIGHLIGHTS

The 10th Annual National Bike Summit was a huge success with more than 720 attendees and more significant moments than ever before. Here are just a few ...



You have a full partner in Ray LaHood

"We will work toward an America where bikes are recognized to coexist with other modes and to safely share our roads and bridges."

– Sec. of Transportation Ray LaHood



Google Biking Directions

"This new tool will open people's eyes to the possibility and practicality of hopping on a bike and riding," said Andy Clarke about the new Google Maps Biking Directions.



Packed reception

Summit attendees, record amount of 720, cheered as Ray LaHood announced, "You have a full partner in Ray LaHood."

transportation at the expense of non-motorized." We "have a full partner in Ray LaHood," — an exciting thing to hear from the U.S. Secretary of Transportation.

Summit Wrap-Up

The Summit was a huge event with tons of great meetings, events, announcements and Did You See/Hear That!! occurrences that there is no chance of recapping it all but here it goes ...

Sea Change

We all knew that Secretary LaHood liked bikes but we had no idea how much until the third day of the Summit at the Congressional Reception. He was so overcome upon seeing the packed house of bike advocates that he jumped up on a table and pas-

sionately declared his full commitment and dedication to bike and pedestrian needs. The sentence, "You have a full partner in Ray LaHood," was the statement heard around the world! LaHood then went even further on March 15, when he issued a new Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations – the most substantial statement the U.S. Department of Transportation (DOT) has ever made about bicycling. The policy "announce(d) a sea change ... the end of favoring motorized transportation at the expense of non-motorized."



Google Biking Directions

Turns out Google has been working on Google Maps Biking Directions for a while, in response to the growing number of online petitions, groups and chatter asking for bikes to be added as a form of transportation for directions. The official Google Maps Biking Directions announcement was made in the Opening Plenary Session at the National Bike Summit. “This new tool will open people’s eyes to the possibility and practicality of hopping on a bike and riding,” said Andy Clarke, League president. “This makes it possible. It is a game-changer, especially for those short trips that are the most polluting.” Visit maps.google.com/biking to get bicycling directions today!

Powerful Pedicab Pedaler

Representative Tom Petri (R-WI) rolled up his suit pant leg and pedaled a pedicab the afternoon of the Summit Lobbying Day and chauffeured around anyone that needed a ride from the north House side of the Capitol to the south Senate side of the Capitol – not an easy feat with passengers in the back. Petri said he chose to drive the pedicab because he couldn’t imagine being a “servant of the people and sitting in the back.” Petri definitely brought attention to bikes! Anyone can ride a bike – even in a suit.

Capitol Hill Cyclists

Two members of Congress joined us for the 10th Annual Congressional Bike Ride – Congressman Jack Kingston (R-GA) and Senator Merkley (D-OR)! The group enjoyed a rainy day of bi-partisan bicycling and proved that we’re all the same when we are on a bike. Thank you Representative Kingston and Senator Merkley. This was the first time we had a member of



Powerful Pedicab Pedaler, Tom Petri

■ Above: Rep. Tom Petri (R-WI) pedals past the Capitol on Congressional Lobbying Day.

both the House and the Senate on our ride. We appreciate the support and participation.

People for Bikes

Bikes Belong rolled out their new campaign People for Bikes – a brand-new initiative to put more people on bikes more often. Peopleforbikes.org is dedicated to channeling our passion to improve the future of bicycling. The goal is to gather a million names of support, to speak with one, powerful voice — to make bicycling safer, more convenient and appealing for everyone. Pledge your support today at peopleforbikes.org.

Bikes Belong Coalition Political Action Committee (Bike PAC)

The bicycle industry’s bipartisan political action committee Bike Pac had 10 members of Congress join the

New bike lanes on Penn. Ave. Earl Blumenauer



■ Above: Earl Blumenauer (D-OR) announced inclusion of bike lanes on Pennsylvania Ave.

meeting and dinner, up from four last year, and a record amount of funds were raised – \$25,000. Scott Brown (R-MA) shared his support for bicycling and said, “You have an ally — someone who gets it.”



■ Left: Rep. Jack Kingston (R-GA) (left) and Drew Wade of Savannah Bicycle Campaign (right) participated in the Congressional Bike Ride.

10 Years
of Support
Rep. Jim
Oberstar



■ Above: Rep. Jim Oberstar (D-MN) was recognized for supporting the National Bike Summit for 10 years.



■ Left: State delegates streamline their "asks" before Congressional Lobby Day.

Bike/Ped Eligibility for Transit Funds Increased

Speaking at the opening plenary of the Summit, Federal Transit Administrator (FTA) Peter Rogoff confirmed that the eligibility of FTA funds for bicycling and walking projects has been extended. Following a Federal Register notice last year, FTA has agreed that bicycling projects that increase access and service to transit facilities are eligible for FTA funding

provided they are within a three-mile radius of a transit station (one mile for walking). Eligibility doesn't guarantee any more funding for bike/transit projects, but certainly removes a major hurdle that has prevented it in the past.

Congressional Lobby Day

The League's six asks for the Congressional Lobby Day were well received by our nation's Senators and Congressmen: H.R. 4722 Ac-

tive Community Transportation of Act of 2010, S. 584/H.R. 1443 - The Complete Streets Act of 2009, S. 1156 - The Safe Routes to School Program Reauthorization Act and H.R. 4021 - The Safe Routes to High Schools Act, H.R. 3734 - Urban Revitalization and Livable Communities Act, S. 2747 - Land and Water Reauthorization and Funding Act, and an ask to join the National Bike Caucus. H.R. 4722 had nine additional bill co-sponsors

as a result of our meetings on Capitol Hill. Learn more about our asks and their progress at bikeleague.org/programs/bikeadvocacy.

Awards and Recognition

10-Year Summit Support Award

The Summit really wouldn't be what it is today without the ongoing support of three people we recognized for their decade of commitment to the event: Congressmen Jim Oberstar (D-MN) and Earl Blumenauer (D-OR) have spoken at all 10 Summits, offering words of wisdom and inspiration; always challenging us to aim higher. Their staff provides invaluable logistical help and strategic guidance as we navigate the congressional halls of power. The third award was to Bikes Belong, the title sponsor of all ten Summits – a serious financial commitment which they exceed every year by also drumming up attendees.

Paul Dudley White Award

Just before the Summit kicked off at the League's annual meeting, we also recognized more than a decade of service by outgoing Chair of the League Board, Amanda Eichstaedt. She received the Paul Dudley White award for her contribution to bicycling over the years, including service on

the League Board and as Chair of the Board for the past three years.

Lifetime Achievement Award

Mayor Darwin Hindman won a lifetime achievement award for moving Columbia, Mo. towards becoming a more bicycle friendly community, as well as helping to promote bicycling in communities around the country. "The most important thing for a mayor to do is to push for those things that others aren't pushing for," said Hindman. Hindman heavily supported the development of the cross-state Katy Trail State Park and worked with Senator Kit Bond (R-Mo) to receive more than \$22 million in federal grant money to make the city more bicycle- and pedestrian-friendly.

National Leadership Award

Congressman Lipinski (D-IL) received the the National Leadership Award for his direction and support in promoting Complete Streets, Active Transportation funding and better integration of bicycling in the next Surface Transportation Reauthorization Bill. Senator Patty Murray (D-Wa) received the leadership award because of her efforts to ensure that the Transportation Enhancements funding set aside was not stricken from the

Thank you,
Bikes Belong
Tim
Blumenthal



■ Above: Tim Blumenthal accepts Bikes Belong's award for 10 years of support and title sponsorship for the National Bike Summit.



■ Above: Bikes Belong rolled out their new campaign People for Bikes – a brand-new initiative to put more people on bikes more often.

American Recovery and Reinvestment Act (ARRA) – there had been some efforts on the Senate side to strip it out but as a result of Senator Murray's leadership that was not the case.

Celebrity Sightings

Bicycling is an activity that touches all age groups, genders and cultures. That being said, it also attracts some famous faces! We were besides ourselves when the following walked up to our registration table: Gary Fisher, one of the pioneers of mountain biking; Phil Keoghan, the host of the CBS reality TV show The



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■ Left: States delegations coordinated the afternoon before Lobby Day to plan their meetings and "asks."

Pedal Power
Senator Jeff Merkley
(D-OR)



National Leadership Award,
Daniel Lipinski (D-IL)



■ Above left: Senator Jeff Merkley (left) pedals with Summit bicycle advocates at the Congressional Bike Ride.

■ Above: Congressman Daniel Lipinski (D-IL) received the the National Leadership Award for his direction and support in promoting bicycling.

Amazing Race; and professional cyclist Lance Armstrong, yes via video and not in person – but it still counts, live from Hawaii at the opening reception inspiring and encouraging our Summit attendees.

Looking Forward

The 2010 National Bike Summit exceeded all of our dreams that we first imagined 10 years ago. It seems like our wishes were granted when major federal legislation and new national

policies coincide with the National Bike Summit. So what do we do to capture this moment? We need to keep showing up to town council meetings; state, local and national bike summits, and other bike advocacy events. And most importantly, keep riding! With your support, we can capture the moment and move decisively towards making all our dreams come true – a truly Bicycle Friendly America. •

Automate this!

The Impact of Bike Club Management Software

by Jay Marowitz, President,
Morris Area Freewheelers,
New Jersey

Most Bike clubs are all-volunteer organizations that are dedicated to enhance their members' experience in one or more cycling pursuits. Without exception, the most precious club resource is member volunteer time. Every club tool, process, etc. must be designed to ease the volunteer's mundane task burden. Time spent in these tasks replaces time that could more productively spent on activities which are the main focus of the club, e.g. ride planning, social functions, and education/events. If the mundane portions of these tasks are not eliminated, or substantially reduced, they become a major source of volunteer burn-out.

Motivation

Most clubs are managed largely through the efforts of a core set of members; roughly 10 percent to 15 percent of the membership. About 10 percent to 15 percent of that group comprises the club executive leadership who are faced with managing club policies, tour records, ride scheduling, tax status, budget, membership,



If mundane tasks are not eliminated or reduced, they become a major source of the dreaded volunteer burn-out

complaints, polling members, and club statistics. The task groups that are most amenable to mundane work reduction are membership management, tour documentation maintenance, ride scheduling, and member polling. Typically, clubs manage these areas using a combination of spread sheets, e-mail, snail-mail, documentation software and some fairly elementary web sites.

Some of the more technically advanced clubs have volunteer written software and rapidly find out how complicated this venture is. For example, we used a Microsoft Access database application to manage our tours and schedule our rides. It was written by a member who subsequently moved and became uninvolved. I know of other clubs who complain that their volunteer programmer always over promises and under-delivers, Web site performance is poor, and the list goes on.

The fact is, this stuff is complicated, requires professional maintenance for bugs, requires on-going change as the needs of the club change, and requires a lot of uncompensated work. If there is no business relationship involved, the club is on shaky ground when they start asking for changes or criticize the results. In addition, you are dissipating yet another volunteer's time that could be used to further the primary goals of the club.

Our Experience

After limping along with our database application, e-mail, excel — everything — we decided that:

- E-mail hell is not a nice place to live.
- We needed to purchase software services that help distribute and streamline the work load versus the volunteer-centric status quo.
- We needed a way to economically survey the members.

Over the last three years we started using one product to conduct our surveys and another to automate key areas with spectacular results. The products offered enhanced features for every club member.

Using the previous year's ride schedule as an initial draft, our club's ride planning committee produced a master ride schedule for the upcoming year and adjusts it during the year. For the ride planning committee, *Wheelshare* copies the previous year's schedule to the next year as an initial draft and provides communications between ride planners. During the year, the ride coordinator easily made ride schedule changes, including approving ad-hoc ride proposals which were instantly reflected on the on-line schedule. Creating new tours (a ride is a scheduled tour) was done via a set of simple pop-downs and mouse clicks. The ease of signing up to lead rides resulted in about a 10 percent increase in ride leaders for the past two years. We have more than 600 distinct tours

which the ride leaders and members can search by start point, ride length and terrain rating to facilitate ride planning or selection of ad-hoc rides.

Most importantly, the membership coordinator's work load has decreased about 80 percent since managing members' contact information, joining and renewing are all done on the web by the members themselves. Our members contact each other by first or last name using the Lookup Member capability. Since the newsletter-published schedule is dated upon publication, it no longer contains the ride schedule. The on-line ride schedule is 100 percent up-to-date at all times. If desired, members can easily print any portion of the schedule for the ride paces of their choice.

Over the last year we conducted a safety survey of the entire membership and have just completed three more surveys (ride program, social program, bike advocacy). We never had a good, inexpensive way to do this before and assumed that our committees adequately represented the entire membership. This assumption, at the very least, should be validated. Tools like Survey Monkey, Constant Contact, and other affordable online tools make this feasible. This product afforded clear statistical displays, filtering, sharing, and interpretation of survey results.

Our Ride Survey resulted in recommendations for:

- Scheduling evening rides on additional days.

Morris Area Freewheelers used *Wheelshare* to find a suitable tour.



Left: Core club management had so much free time, we were able to organize volunteers to run our first charity event ride.

Left: Bike club management software doesn't fix all problems ... someone please pass the flat-fixing software.

- Scheduling evening rides at additional start points.
- Scheduling before-work rides
- Changing how we regroup on rides.

The above changes were not previously recommended by the Ride Planning Committee.

Our members really like the streamlined communications that our Web site and our survey software services afford. They even have the ca-

pability to opt-out of unwanted e-mail communications on a per-member basis. "We are really organized," is a phrase that I hear repeated frequently.

Everyone in the club feels that the cost of these software services is well worth the club improved experience afforded to every club member. Savings from publishing the newsletter on-line versus printing and mailing has covered most of the cost. We even have a set of forums to communicate

about lost and found items, for-sale items, and esoteric discussions! Core club management had so much free time, we were able to organize volunteers to run our first charity event ride.

What we learned

Software support of the club processes is not a replacement for good club management. However, it does substantially reduce the mundane task load and will allow your club to

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focus more on improving the member experience. We learned that obtaining software on the cheap and using volunteers has had long term implications. Once more, our processes are now scalable. As our membership grows, the everyday task load doesn't.

Want to automate?

If you're considering purchasing software services, here are key processes that they should support:

- **Membership administration** – joining / renewing payments, contact information, etc.
- **Tour maintenance** – cue sheet archiving, tour research by length, terrain, start point, and other details.
- **Membership Communication** – locating other members, broadcast e-mail to sub-groups, privacy issues, forums.

- **Ride Scheduling** – 100 percent up-to-date online schedules, ad-hoc ride submissions and approvals, cancellations, and schedule development by a ride planning group.
- **Reports** – membership, ride statistics, ride-leading statistics.
- **Membership surveys** – reach all members on any appropriate issue with easily tabulated and shared results.

A few other pointers

- Try a demo of the software before you purchase.
- Understand how you are going to load your existing data into the new database.
- Test with real club data before you go live.

- When you do surveys, get some volunteers who have done them in the business world to review them before publishing.

Good luck in your automation endeavors! ●

Club management software is not a replacement for good club management. But it does reduce the mundane task load and will allow your club to focus more on improving the member experience.

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Meghan Cahill

BIKE MONTH 101

By: Meghan Cahill

May is the League-sponsored National Bike Month. This is the perfect time to get on your bike and ride. Enjoy the weather; encourage your friends, family and co-workers to bike; and get in shape while de-stressing from all of life's anxieties – all this from simply riding your bike to work and around town! The League is promoting Bike to Work Week 2010 from May 17-21 and Bike to Work Day on Friday, May 21. Get your workplace involved. Biking to work can change your life. I know from first hand experience.

When I first started at the League in December 2008, I watched the behavior of my co-workers. They were all in great shape, had tons of energy, and ate a lot. I waited for them to slow down a bit and gain their hibernation layer during the winter months ... but it never happened. They continued to

be super productive, eat whatever they wanted and remained physically fit, and they were just so gosh-darn chipper. And then it hit me! Duh, they bike commute! Some do have short rides but the majority of the employees in my office bike to work every day. Rain or shine.

I rode my bike as a child and a young adult for fun and exercise but I never thought of a bike as a form of transportation – that is until I was hired at the League and told their parking was the rack on the wall (after I sheepishly asked if parking was included in my employment package). Then after the biking-bolt of lightning hit me and I realized that bicycling improves your overall well-being, I vowed to become a bicycle commuter. I was going to bike to work dammit! I was going to get in shape, I was going to eat cookies (and of course still eat healthy too), and I was going to be happy at work all the time. I wanted this bad. I knew it was a tall order but I knew I could bike the 16-mile round trip to work.

Being a newbie to bike commuting, I decided to wait for spring to

begin to bike commute. I set a date. The perfect date. Bike to Work Day! To make it even more monumental for me the League challenged the International Mountain Bicycling Association (IMBA) to a bike commuter challenge during Bike Month (which we ended up winning), and I wanted to participate. I was going to bike to work all month!

For the rest of the winter I was obsessed with picking out my new form of transportation. I looked at colors, style, model and most of all functionality. I wanted a commuter



Meghan Cahill in front of the Capitol during Bike Summit 2010.

**Bike to Work Week
May 17-21**

**Bike to Work Day
Friday, May 21**

bike but knew that my ride from Arlington, Va. to Washington, D.C. was a little hilly and that I would need a light bike that could handle the streets of D.C. while also being a fit for my hilly ride on Arlington's Custis Trail, which was conveniently located in my back yard. And then the day came in April that I made my decision. I bought a hybrid Trek 7.5 FX – a white one.

A few long weeks later, my bike arrived. It looked like the bike James Bond would ride. Yes! I knew it would be awesome. Then the task of learning to bike to work hung over my head. Yes, you must learn the route, signals and safety info and be prepared with a small amount of gear – your bottom will thank you. Luckily, I work at probably the best place ever to learn and be encouraged to bike to work. My co-workers jumped all over the chance to educate me and ride with me. Even better, the President and Vice-President of the League both lived on my way home – a little further out – and bike to work almost every day. Elizabeth Kiker, the VP, graciously volunteered to show me the ropes and met me on the trail the morning of Friday, May 15, 2009 – Bike to Work Day!

I knew I looked a mess. I was nervous and felt like an idiot wearing shorts over my bike shorts and a two-sizes-too big League bike jersey. But at the same time, I was sooooo excited and didn't care that I looked like an awkwardly dressed kid on the first day of school – bike school. This was it. I was bike commuting to work!

I saw Elizabeth at the bottom of the hill behind my house. She looked all put together, while my bag was falling off my shoulder. I biked to the bottom, she fastened my bag properly, and we hit the trail! She gave me tips on shifting my gears for the hills, taught me where to coast and catch my breath, and showed me signals. I mimicked her every move and sooner

than I realized we were in D.C. and at the District's Bike to Work Day event. I wrongly locked just my wheel to Elizabeth's wheel, not realizing that wheels can easily be removed and that's how bikes can be stolen, adjusted my stupid outfit (I can't believe I wore it in public), and participated in all the events.

Bike to Work day was the best day. I saw people of all shapes, sizes and backgrounds biking to work. I biked from Arlington to Washington, D.C., all around D.C. and then biked home. I couldn't believe I did it! Now, my ride home is hard. Bill Nesper, the Director of the League's Bicycle Friendly America program, biked home with me the day my bike was delivered and introduced me to the ridiculously hilly Custis Trail. I thought it was crazy to even think of riding up those hills that day and every day. But after a very long Bike to Work day, I biked home again.

Now I bike commute to work three to five days a week and have learned many lessons along the way, i.e. not to let a locksmith use a hammer to get your jammed u-lock off your aluminum framed bike, not to jump curbs and sacrifice your wheel so you can get to work faster, and not to drop helmets.

A year later, my bike looks completely different – I now have a new gold frame and a new wheel due to my mishaps – but I am a bike commuter. I sold my car; I eat cookies; I am in shape; and most importantly, I am happy.

It only takes a small amount of help to convert a friend, co-worker or family member into a bicycle commuter. Thank you to all my co-workers who encouraged and helped me become the bike commuter I am today. I wouldn't have done it without you. ●

Help increase **bike commuting** this May and every month!

Need some ideas?

Visit bikeleague.org and use the League's step by step guide on how to get started promoting Bike Month and Bike Month events. Check the events section often to see what Bike Month and Bike to Work Week events are going on in your community. If you would like to submit your city's event information, email it to communication@bikeleague.org. Please make sure you write, "Bike Month Event" in the subject line of the email.

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WHAT'S IN THE 2009 MUTCD FOR BICYCLISTS?

By Richard C. Moeur,
Practicing Traffic Engineer

The MUTCD is organized as follows:

- Introduction
- Part 1 - General
- Part 2 - Signs
- Part 3 - Markings
- Part 4 - Signals
- Part 5 - Low Volume Roads
- Part 6 - Temporary Traffic Control
- Part 7 - Schools
- Part 8 - Railroad & Light Rail
- Part 9 - Bicycles

The 2003 MUTCD had a Part 10 dealing with light rail transit, but this content has been incorporated into Part 8 in the new edition.

What Bicyclists Need to Know

Changes to Part 9, the area of the MUTCD that deals with bicycle facilities, include the following:

- The use of regulatory signs for bike lanes is no longer mandatory, but is still recommended.
- The standards for sign height and offset on shared-use paths have been revised to reflect common practice and to allow for greater flexibility in sign placement without compromising safety.
- New signs have been created for specific types of road and path users, such as skaters and equestrians.

The 2009 MUTCD adds a whole new series of bicycle-focused guide signs and route markers which can be used to guide cyclists along streets and pathways and to local and

O

n December 16, 2009, the Federal Highway Administration (FHWA) published the new 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD). This is the culmination of several years of effort by many experts, professionals, and volunteers at the national, state, and local levels. The National Committee on Uniform Traffic Control Devices (NCUTCD), of which LAB is a member, helped FHWA in developing and recommending many of the improvements in the new edition.

At the federal level, the 2009 MUTCD went into effect on January 15, 2010. However, states are given up to two years after publication to either adopt the new edition of the MUTCD as their state traffic control manual, or adopt a state-specific MUTCD or supplement that is in “substantial conformance” with the Federal manual. So, it might still be a while before the 2003 MUTCD is uniformly adopted by every state across the U.S.

regional destinations. The new MUTCD also suggests the use of mileposts along shared-use paths to help users keep track of distance and to facilitate emergency response. And for those locations where shared-use paths intersect streets and highways, there is a new combination Bicycle/Pedestrian warning sign that can be posted.

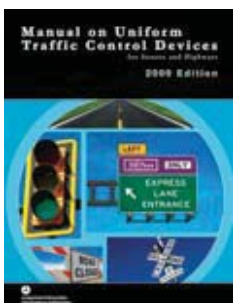
Two other additions to Part 9 of the MUTCD have received quite a bit of interest. For locations where a travel lane is too narrow for a bicyclist & a motor vehicle to travel side by side, there is a new “Bikes May Use Full Lane” regulatory sign that can be posted to remind road users of bicyclists’ legal right to the lane without crowding. Also there is a new shared lane marking which can be placed in the travel lane to denote the recommended location for bicyclist travel in that lane, and to help make other traffic aware that bicyclists may be using that lane.

Other Changes

Changes to other parts of the MUTCD include:

A new pedestrian hybrid beacon, popularly known as the HAWK beacon after the name given to it during testing in Tucson, Ariz. This new flashing device has been shown to increase the yielding rate at crosswalks to well above 90 percent. This can be used at midblock locations and at path-roadway intersections.

Another significant change is that all new warning signs for schools are now required to use fluorescent yellow-green as a background color. Fluorescent yellow-green is still an allowable option for background color on pedestrian and bicycle warning signs.



The 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD) is the culmination of several years of effort.

Even though a brand-new edition of the MUTCD has just been issued, the NCUTCD Bicycle Technical Committee is already hard at work on content and ideas for the next version of the Manual five to six years from now. Some of the concepts under study include signing for bicyclist access to freeways, bicycle traffic signals, accommodating bicyclists in work zones, bike boxes and the effect of colored pavement on bicyclist operation and safety. Some agencies are already experimenting with these, and the BTC is looking forward to collecting valuable data.

To see the online version of the MUTCD, visit the website at mutcd.fhwa.dot.gov. For more information on NCUTCD, see www.ncutcd.org. •

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	Black Forest, Ger	Aug 2 - Sept 12	\$2475
	New Hampshire	Sept 11 - 19	\$1055
	Volcanic Skylines	Sept 24 - Oct 2	\$1180
	Moab Skinny Tire	Oct 8 - 11	\$410



"Active employees and bike commuters are more productive and have less absenteeism [than other employees.] It is definitely worth it for a business to promote bicycling."

Bicycle Friendly Businesses Create Bicycle Friendly Communities

By Alison Dewey

Carlson Hotels in Omaha, Neb. may not have thought they were a Bicycle Friendly Business (BFB), but it turns out they are! Last year, Julie Harris of Activate Omaha sat down with their Commuter Challenge team captain and Human Resources Manager Shelli Mayer to fill out the League's BFB application. "As we went through the questions and did some brainstorming, we discovered that Carlson Hotels were even more bike-friendly than they thought!" said Harris. The company has, along with a commuter challenge, an employee bike club; a sponsorship program for employees to participate in charity rides; bicycle safety education classes; and convenient bike parking. As Mayer pointed out, "biking fits with our Corporate Social Responsibility statement as well as the company's commitment to employee health."


The BFB program is an easy sell to businesses since offering bicycle-

friendly programs and facilities is a win-win for employees and employers. "We have definitely seen that employers with bike-friendly policies tend to have a higher percentage of bike commuters," said Harris. "We also know that active employees and bike commuters are more productive and have less absenteeism – not to mention that they are much more likely to arrive to work with a smile! It is definitely worth it for a business to promote bicycling."

Socially responsible and healthy businesses, like Carlson Hotels, benefit from encouraging employees to ride, while local advocacy groups are spreading their message to community businesses and making strategic relationships. In 2009, the Bicycle Federation of Wisconsin (BFW) encouraged businesses throughout the state to apply to the BFB program and gained valuable connections along the way. "We cannot transform Wisconsin for

bicycling without involving the business community," said Kevin Hardman, Executive Director of the BFW. "Businesses are the lynch-pin, we're just getting started." Wisconsin had 12 businesses apply in the last round, and they are not stopping there.

What is good for a business is good for the community ... in terms of bicycling at least. So at the League we try to make it easy for advocates to help grow the bicycling community by getting businesses involved. Our BFB program is entering its third year, and we could not be more pleased with the results. Businesses from breweries, engineering firms, to farms, hospitals, and government agencies have used the program for recognition, guidance, and benchmarking. And local advocacy groups are using the program to bridge their message to the business sector. "Anything you can do to promote cycling is going to benefit the community. There is a viral compo-



nent to the BFB program and once you start shining the light on this more people will apply, which will only make our message more visible,” said Hardman. “It adds a little swagger to our message when that designation comes from a national organization like the League.”

The BFB program is easy, free, provides technical assistance, and, if awarded, also provides recognition. “What’s wonderful about the program is that it provides a framework on how to build your bicycle atmosphere – just filling out the application makes apparent what you need to work on,” says Hardman.

Healthy lifestyles, affordable transportation choices and more options to employees are things every employee and employer need. It is what communities need too – a program that helps build awareness through profession. Harris compares the Bicycle Friendly Business program to a micro version of the Share the Road Campaign. “We believe that bike commuters have a

positive effect on their non-riding co-workers in that it is harder to grumble about cyclists on the road if you have a personal connection to someone that is out there!” The more BFBs there are in your community, the more cyclists there are, and the higher demand for improved bicycling conditions. Harris views the BFB applicants as extension agents of Activate Omaha’s advocacy efforts. “The applicants can take our message over the cubicle wall next to them and reach people we might not be able to.”

Activate Omaha and the Bicycle Federation of Wisconsin are two successful organizations that are demonstrating the value of advocating to the business community. “Promote bicycling as deeply as you can with business,” urges Hardman. “It creates an exciting, fun, and a healthy atmosphere.” What more can one ask for in a job?

For more information on the Bicycle Friendly Business program visit bicyclefriendlybusiness.org. To learn how you can use the Bicycle Friendly Business program in your community email Alison@bikeleague.org or call 202-822-1333. •

In 2009, the Bicycle Federation of Wisconsin (BFW) encouraged businesses throughout the state to apply to the BFB program. Wisconsin had 12 businesses apply in the last round and they are not stopping there.



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THE WAY WE WERE

by Robert Warhus

This is my Grandfather's 1899 American Wheelmen membership card. I find it interesting that in 1880, the year the organization was founded, there were 64 members. By the date of his card, 19 years later, there were 66,522 members. Few mechanical devices from the late nineteenth century have survived as part of modern, daily life but the bicycle has maintained its popularity with only a few basic design changes in materials and technology. One hundred and thirty years. Not many organizations can boast of having that loyal a membership base. Keep up the good work.

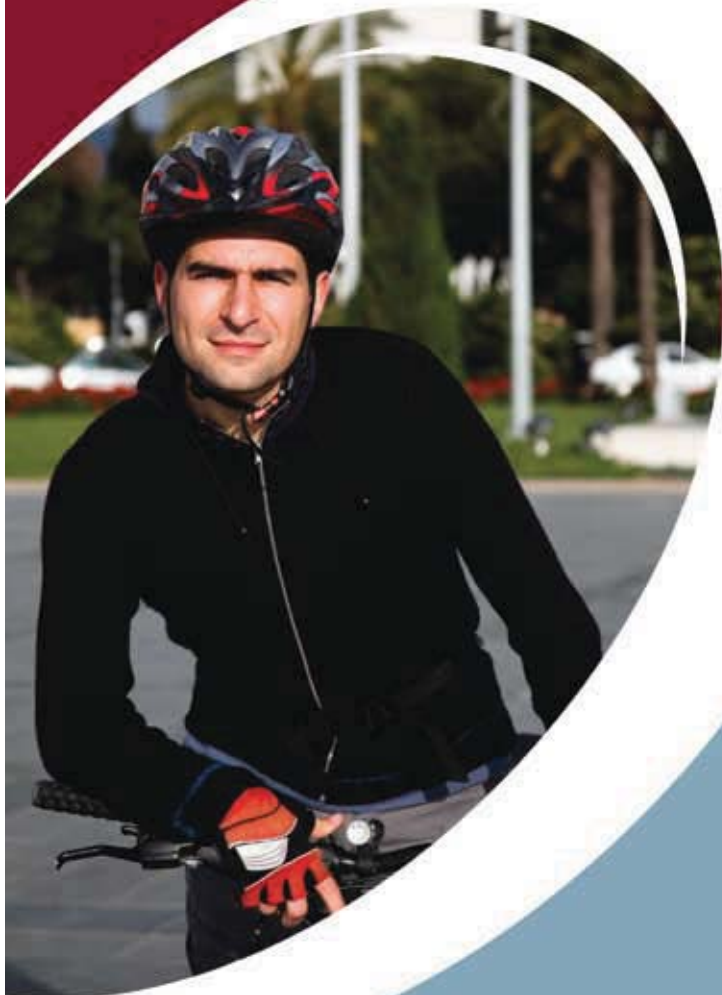


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