

# AMERICAN bicyclist

Nov-Dec 2010  
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League of American B

Working for a Bicycle-Friendly America

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*Acting on a Simple Solution*



# National Bike Summit

**MARCH 8-10, 2011**

GRAND HYATT | METRO CENTER | WASHINGTON, D.C.

Register online at [www.bikeleague.org](http://www.bikeleague.org)

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Cover photo: Mechanic Eric Navarro fixes more than 1,400 bikes a year. Photo Credit: North Natomas Transportation Management Association (NNTMA)

# NEW CONGRESS NEW CHALLENGES

If ever we needed a reminder about the importance of elections and making sure your vote counts ... the November 2 mid-term elections certainly did the job. The vote in my Congressional district was so close a recount was required, and obviously the change in leadership of the House of Representatives has profound implications for our issues.

The biggest single impact for cyclists, however, was certainly felt in Minnesota's 8th District. Representative Jim Oberstar (D-MN) lost his seat. Oberstar has represented the district for 36 years and for the past 20 years has provided extraordinary leadership on bicycling issues. You can trace the creation of the Safe Routes to School program, state bicycle and pedestrian coordinators, and the broad eligibility of Federal transportation funds for bicycling projects to Oberstar's desk. As a proud League member, Oberstar has always been quick to recount bicyclists' role in the history of the Good Roads Movement even as he has championed everything from walking to air transportation.

Even in the minority, Oberstar would have been a force to be reckoned with as the next transportation bill makes its way through Congress. We have a huge challenge ahead of us to replace his support and leadership — as Buzz Feldman of Longmont wrote immediately after Oberstar's loss, "this makes attending the National Bike Summit that much more important ... to show up in huge numbers and let the new Congress know how important their support for our issue is."

Another member, Zack Fields, makes a great case for finding the "next" Jim Oberstar, even though he was writing about another issue altogether. He writes,

*I am one of those hard core cyclists who forms the "base" of League of American Bicyclists, and I will ride on nearly any road in any weather, whether there are bike lanes or not. However, I don't think the purpose of the League is to cater exclusively to those of us who already ride, but rather to help create the policies and infrastructure that also will allow others to use bicycles for transportation and recreation... We do have a public policy imperative to expand cycling as one tool in a suite of policy options to reduce greenhouse gas emissions, create more transportation choices, and improve public safety. To ignore that policy imperative is both myopic and extraordinarily selfish.*

To ignore that policy imperative would also be a huge disservice to Congressman Jim Oberstar who has fought so hard on our behalf over the past 20 years. |||



Andy Clarke  
President



# Building a Stronger League

Electing members to serve on our national board of directors is a critical responsibility for each and every League member. This time-honored tradition dates back to 1880, when the League first emerged as the national organization of bicyclists, and we encourage you to help shape the future of the League by reviewing the strong slate of candidates and casting your vote.

As chair of the League's Governance Committee, I also want to update you on three important changes recently approved by the Board that you'll notice in this year's League Board election.

First, the size of the Board will increase from twelve to fifteen people, to bring more capacity and allow for a broader representation of America's wide cycling interests. Our bylaws state that eight of the directors are to be elected directly by the membership, and seven are appointed by the Board. Member-elected directors continue to constitute a majority, as they always have, and the Board can fill the remaining seats with individuals with the necessary skills to best achieve the League's mission.

Second, League members are no longer restricted to voting for candidates from within their geographic

Region. All members now vote for all of the member-elected candidates regardless of geographic location. This allows for better cross representation of the variety of cyclists interests on the Board. We also hope it will encourage more members to vote.

The third significant change in this year's board election is the use of preferential voting, giving you the ability to rank your election choices. This system will allow better representation of the many viewpoints among our membership. Once again, these changes were made with the goal of gathering the most qualified leaders in the country to serve on the League's Board.

This year's broad search for candidates yielded an impressive 23 applicants with diverse cycling and leadership backgrounds. The Governance Committee carefully evaluated each applicant against seven basic qualifications. These published criteria were designed to identify those best qualified to meet the Board's governance responsibilities and to help achieve great things for bicyclists. The Board approved eight individuals for the five member-elected seats open this year, based on the Governance Committee recommendation and evaluation process. In addition, three individuals were recommended and approved for three Board-appointed openings.

During the board's deliberation of these candidates, and the election process, we reflected on the fact there is no single 'right' way to govern a national membership organization. There are many evolving

models, even among other national bicycling groups with whom we work closely. Our preferred approach balances direct member representation with the acquisition of skills and talents that are often only available by appointing bicyclists with those specific attributes — the position of treasurer, for example, often falls into this category.

We thank all those who applied. These eight candidates on the ballot this year represent a broad diversity of skills, talents, and viewpoints. They each have significant board and leadership experience. I believe they each are qualified for undertaking the League's national board responsibilities of governance and strategy.

The next step is yours: to vote in the upcoming election for those you think will best lead the League in achieving its mission; to promote and protect the rights of bicyclists; advocate for the interests of bicyclists; support bicycling skills education; and promote bicycling for fun, fitness and transportation. |||

*Tim Young, Vice Chair,  
League Board of Directors;  
Chair of the Governance Committee*



see  
page 8  
to learn about  
the candidates

#### TWEETED



**In response to  
Advocacy Advance's  
new three-year campaign**

Increased Government Funding For American Cyclists: The League of American Bicyclists and the Alliance for Biking and Walking!  
*Roadmag, November 4*

#### Grant My Wish

I agree with Andy Clarke's view in "Wishes & Wands" Sept/Oct *American Bicyclist*. The League needs to ride a middle path. Later in his viewpoint, though, he clearly states the issue that affects most of us who ride on the road — competent, respectful drivers. How will the League address that? Yes, let's support bike lanes and trails, but let's get really busy and devote efforts to educating drivers, and perhaps focusing on state laws to help protect vulnerable road users.

- John Betonte, Dundee, Ore.

#### The Ideal

Ten years ago I would have agreed with Mr. Boyce's letter (Sep/Oct Inbox) that bike lanes and multi-use paths are worse than worthless. Dedicated facilities were unmaintained paths to nowhere. Times have changed. We now have more political capital and planners understand the importance of connectivity. An experienced cyclist may in fact be less safe on a lane or path than on the roadway, but that is not the perception of novice cyclists. The ideal is

still for cyclists to be accepted by both cyclists and motorists as ordinary traffic on every roadway. Till then these dedicate facilities are useful, especially for growing our ranks.

- Bruce Day, M.D., Director, Bike Walk Tennessee



#### FACEBOOK MESSAGE

**In response to \$1 billion to bicycle and pedestrians projects in FY 2010** Great progress; putting our money where our mouth is.  
*Angel Walkine, November 1*



#### FACEBOOK MESSAGE

**In response to Leaving politics aside for a moment (James Oberstar, chairman of the House Transportation and Infrastructure Committee losing his seat representing Minnesota's 8th Congressional district)** This makes attending the upcoming National Bike Summit that much more important. It's important that we identify our new champions and show them our support. It's important to show up in huge numbers and let the new Congress know how important their support for our issues is. The livelihood of many and the physical health and well-being of everyone depends on it.  
*Buzz Feldman, November 3*

#### Climate Change — Is it Controversial?

I joined the League many years ago because I supported its mission to advance bicycling but based on the most recent edition of the *American Bicyclist* it appears that there is second cause that the League is now actively promoting. There were two articles, "Climate Change and Bicycling" and "Ride of Passage," touting the belief in global warming (oops, climate change). As an engineer with more than 20 years experience in the environmental protection field, I understand that many members of the League subscribe to the theory of climate change and see cycling as a solution to reducing alleged climate change. However, I disagree on this very controversial and highly questionable theory. Keep the focus on bicycling.

- Craig Watts, Charlotte, N.C.

#### TWEETED



**Arlington is the next  
Amsterdam.** High praise from the head of the League of American Bicyclists.  
*BikeArlington, November 2*

#### 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](mailto:meghan@bikeleague.org) or mail it to us at 1612 K Street NW, Suite 800, Washington, D.C. 20006. Comment on [facebook.com/leagueamericanbicyclists](https://www.facebook.com/leagueamericanbicyclists) or [twitter.com/bikeleague](https://twitter.com/bikeleague). Letters may be edited for style and length.



## TWEETED



Did you know... Austin is known as the most bike-friendly city in Texas & has a silver-level rating from the League of American Bicyclists -*RNRtoAustin, November 2*

## The New AAA

In the article, "Bringing Bicycling into the Mix: The New AAA," I applauded this company's initiative with sharing the road initiatives, driver education training, bike safety and goal to "keep all road users safe and help prevent senseless tragedies." The common sense approach in preventing collision tragedies is auto-cyclist mutual respect for the road and both parties knowing the vehicular code that applies their roadways.

- *George Pierce, Palo Alto, Calif.*

## AAA x 2

I'm a new League member this year, and I was appalled at the article about the AAA in the Sept/Oct *American Bicyclist*. While it is certainly nice to see that even the AAA is starting to recognize the increasing popularity and importance of cycling, it is mind-boggling to have an article

like this, which doesn't even once mention the lobbying efforts of AAA to ensure the primacy of the automobile over all other forms of transit (at least as far as funding is concerned) in a magazine that purports to represent the interests of bicyclists. I won't cancel my League membership - I know that the league's activities are in the main, corresponding with my views, but I could not let this article pass without making a strong reply.

- *Alexander Dupuy, Troy, N.Y.*

## Editors Note:

We received several letters supporting and disagreeing with last issue's AAA interview. We are aware of AAA's longstanding policy on highway funding and disagree with it fundamentally. We still need to engage with the organization and have seen immediate benefits from meeting with their national policy staff: e.g. they have asked us to help ensure their bicycling publications are saying the right things, and that's progress. We also know that AAA is decentralized. Some of the local clubs — as the article shows — are doing worthwhile bicycling programs that we should applaud and help replicate.



## FACEBOOK MESSAGE

**In response to The National Bike Summit is March 8-10 2011.**

**Are you going?** In DC huh? I'll have to see what's going on then ... I'd love to attend.

*Ralph Muccill, October 20*



## FACEBOOK MESSAGE

**In response to Are U on a bicycle-friendly campus?**

University of Minnesota, extremely bike friendly! You can even rent bikes at automatic stations for short trips around the campus! Great Job!

*Ripujit Singh, October 6*

## TWEETED



Andy Clarke of @Bike League "We are going to be playing a lot of defense in the months ahead."

*BikePortland, Jonathan Maus, November 3*



## LEAGUE 2020 STRATEGIC VISION PLAN

This October, the League Board and staff met in Colorado for a weekend retreat. They began the process of forming a long-term visioning and planning process for the League. The board is drafting 10-year, measurable outcomes in support of our mission and the priority areas of advocacy, education, and promotion. The plan is using information from a member-input survey. There is still time to contribute your input! Take the survey at [bikeleague.org/vision\\_survey](http://bikeleague.org/vision_survey).

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

The League has made a concentrated effort to educate our club members with our Club Leadership Training series. The free webinars provide club organizers and volunteers with tangible tools to help improve their clubs. Sessions have ranged from volunteers and succession to membership and budgeting.

Check out the upcoming schedule on the Club Corner at [bikeleague.org/club\\_corner](http://bikeleague.org/club_corner).

***"The Club Leadership webinar was one of the best things the League has done, in my opinion, during my membership in terms of supporting and helping local clubs."*** – Michael Schooling, Tulsa Bicycle Club

## we need you more than ever NATIONAL BIKE SUMMIT 2011

This is possibly the most important Summit to date. On Tuesday, November 2, 2010, we witnessed a political course correction of historical proportions in Congress. When the 112th Congress opens on Monday, January 3, 2011, nearly 80 new members of Congress will take the oath, making this the largest group since 1992.

This Congress will look very different. Not only did the bicycling movement lose its biggest champion, Chairman James Oberstar (D-MN), on the House Transportation & Infrastructure Committee, but more than 30 members of the House Congressional Bike Caucus will not return.

This means that the learning curve will be high for these new members, and the pressure will be on for the 112th Congress to pass a new transportation bill. We are not certain what direction this new transportation bill will take. However, we do know that there is much work to be done in regards to educating the new members on our issues and that they need to see YOU — the nation's bicycling advocates — next March, in Washington, D.C. Tell them about the bicycle, a simple solution to many of our nation's persistent problems.

Register for the Summit today at [bikeleague.org/summit11](http://bikeleague.org/summit11).



National Bike  
Summit 2011

### 2010 MEMBERSHIP SURVEY

**Your feedback is needed, appreciated and will help shape the League's goals for 2011. As an added incentive for members to fill out our quick survey, one person will be chosen at random to receive \$130 (the League's age in 2010). Please take the survey at [bikeleague.org/members](http://bikeleague.org/members).**



# stateUPDATE

## LEAGUE OF MICHIGAN BICYCLISTS ON A ROLL

Fresh off a Distracted Driving legislation victory in April, the League of Michigan Bicyclists (LMB) helped push through the state's new Complete Streets legislation. LMB's John Lindenmayer was on hand with other Michigan Complete Streets Coalition partners on September 7th as Governor Jennifer Granholm signed the legislation into law. State representative Jon Switalski specifically mentioned LMB's Advocacy Day [learn more about having your own on pg. 16] as a contributing factor to the bill's passage. LMB isn't done yet! Vulnerable Road User and Driver's Education bills are working their way through the state legislature now. To learn more or to get involved visit [lmb.org](http://lmb.org).

## DELAWARE BECOMES SECOND STATE WITH A VULNERABLE USER LAW

On August 12 Delaware Governor Jack Markell signed SB 269 into law. The bill, modeled after an Oregon law, enhances the penalty for drivers convicted of careless or inattentive drivers who cause serious physical injury to cyclists, pedestrians and other vulnerable road users. The new law includes sentencing guidelines such as:

- completion of a traffic safety course
- perform up to 100 hours of community service related to driver improvement and providing public education on traffic safety
- fines up to \$550
- suspension of driving privilege

Delaware continues to move up the Bicycle Friendly State rankings and received a Bronze level BFS designation this past year. Their efforts to accommodate and encourage cyclists make them a great state for bicycling in the Mid-Atlantic. Visit [bikede.org](http://bikede.org) to learn more.

*American Bicyclist* is printed with soy ink on 30% post-consumer recycled paper certified by the Forest Stewardship Council.



## Giving June-July 2010

**The League could not do our work without the generous support of these members. These contributions are above and beyond any dues payments.**

### \$1,000+

#### Individuals:

Steven Vonderfecht

### \$100-\$999

#### Individuals:

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Michael Bass  
Bruce Beighley  
Amanda Benedict  
Fred Bollhoffer  
Sarah Bolster  
Gary Botto  
William Branstrup  
Buchholz Family  
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John & Mary Daugherty  
Bruce Day  
Bob DeCamp  
Robert Dickinson  
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Marcus Edwards  
Karl Eggers  
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John Fetzer  
Charles Garrett  
Elliott Gartner  
Melford Garvin  
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Robert Glazer  
Michael Hanslits  
Thomas Hauser  
Robert Hoel  
Richard Hughes  
Alan Kailer  
James Knigge  
William Koch  
Laub Family  
Brian Lewis  
David Lintz  
Kathleen Malone  
Patrick Marek  
Russell Marx  
Duke Matthews

Hugh Mc Kinnon  
Frank Moore  
Robert Morris  
Barbara Moulton  
Shravan Neill  
Vincent O'Brien  
Timothy Ontko  
Papesh Family  
James Pinger  
Christopher Quinn  
Robert Railey  
Ralph Randall  
Loell Rodgers  
Rosenkranz Family  
Mike Sapp  
David Scarbro  
Peter Schoch  
Randy Shepard  
Richard Slaymaker  
Larry Sloma  
Bryan Smith  
Pierre Swick  
Elaine Tack  
Thomas Talley  
John Taylor  
Judith Teller  
James Vance  
Eberhard Veit  
Steve Walther  
Michael Ware  
Steve Wetmore  
Juliette Wheeler  
Thomas Williams  
Terrence Witt  
G. Woolley  
Frances Wright  
Philip Zitello

#### Organizations:

Arlington Heights  
Bicycle Assoc.  
Boeing Employees  
Bicycle Club  
Evanston Bicycle Club  
Pfizer Matching  
Gifts Program  
Santiam Spokes, Inc.

# BIKE THE **VOTE** DECEMBER 13

2010 League Board of Directors Election at [bikeleague.org/vote](http://bikeleague.org/vote)

**The League is moving to a preferential voting system for the upcoming board election. There are three significant changes in the upcoming election:**

- 1. The size of the Board was increased from 12 to 15.**
- 2. Members are no longer restricted to voting for candidates from within their geographic region.**
- 3. We will use a preferential voting system giving you the ability to rank your election choices. This will also allow better representation of your many viewpoints.**

**Once again, we hope it will increase member participation in elections. The following eight candidates will be up for election when voting opens on December 13, 2010. [Incumbents are indicated by a \*]**



## **Diane Albert**

I believe that I am a good fit to serve on the League board. I have a proven track record of being an effective leader and a results-driven

advocate for bicycling locally and state-wide. I am an avid bicycle commuter, indoor cycling instructor, and recreational cyclist. I currently serve as President of the Bicycle Coalition of New Mexico (BCNM).

I've studied the legal and cultural issues pertaining to cyclists' right to fair and equitable treatment, focusing on the Bicycle Equity Statement and the six Es approach. I am knowledgeable concerning League activities and programs: I am an LCI, was the state coordinator for and attended the 2010 National Bike Summit, and I served as treasurer of the 2010 National Bicycle Rally.

My main focus as a League Board Member would be to fulfill the League of American Bicyclists mission "To promote bicycling for fun, fitness and transportation and work through advocacy and education for

a bicycle-friendly America" and to serve League members. If elected, I could address the current geographic gap in the League Board by contributing my lessons learned while serving bicyclists in the southwest U.S. the past 17 years.

My vision: the League of American Bicyclists will be the preeminent bicycle advocacy group in the United States and will provide outstanding service to its members by being accessible, visible and effective.

I am a registered patent attorney with a PhD in Materials Science. My solo Intellectual Property law practice is located in Albuquerque.



## **Harry Brull\***

I am honored to run for re-election and thank Region 5 for the last five years. These are thrilling, yet challenging times for bicycling.

The League is well positioned to take a leading role in advocacy, education, and support of cycling.

Thanks for the opportunity to serve as board secretary and partici-

pate on the executive committee. I have served on volunteer boards and held officer positions, including president, in a variety of contexts: human resource professionals, American Composers, volunteer counseling agency, time-share association, and my faith community. Professionally, I bring staffing and employee development skills.

I recently moved from St. Paul, Minn. to the small, bicycle-centric mountain town of Salida, Colo. With our local bike club, we built a pump track for young riders; hosted the Salida Omnium, a statewide race; and adopted portions of local highway in the name of the club and League. I continue my passion for long-distance cycling by participating in Ride the Rockies and the Bicycle Tour of Colorado. In 2009, I completed UltraMarathon Cycling's year-rounder award (ride a century every month). Semi-retired, I have given up my year-round Minnesota work commute. Before I left Minnesota, I participated in the LCI training, instructed by Preston Tyree and Steve Clark of the Bicycle Alliance of Minnesota. My wife and I are life members of the League.

Thank you for the opportunity to serve. When I participated in my first bike activity as an adult, people said “It would change my life.” I scoffed, but looking back — it clearly has.



## Branan Cooper

My name is Branan Cooper. I’m a long-time avid cyclist and huge supporter of cycling related activities. I’ve got two

school-age kids who think I’m “cyclingologically damaged,” which I take as a term of endearment, particularly since one of my son’s first words was “bike.” I’ve been involved with many activities related to cycling, both as a competitive sport and a recreational activity. I live in one of the most scenic areas of the country for cycling; I work in Delaware (which is becoming increasingly bike friendly) and live in Pennsylvania (which is scenic but not so bike friendly). I’ve taught bicycle safety and helped lead charity rides (see [www.spokesofhope.org](http://www.spokesofhope.org)) for many years; following a near-fatal encounter with a car in 2006, I used it as a teachable moment and returned to my kids’ school to show how a helmet saved me (and how accidents can happen even on the quietest roads). I’ve stepped up my involvement in the League, upgrading to lifetime membership status, serving as a state ambassador and attending as many of the local-to-statewide activities as I possibly can. Ironically, I live in a school district that doesn’t allow kids to walk or ride bikes to school. I think I’ve found one early cause, among many, to champion. In my working world, I’m a senior manager at a financial services company so I’m

comfortable making presentations, influencing decisions, and looking for workable solutions. I appreciate your support of my candidacy for the board.



## Steve Durrant

Steve Durrant is the principal at Alta Planning + Design in Portland, Ore., a bicycle commuter,

a long-distance cyclist and a licensed landscape architect specializing in bicycle facilities. For more than 30 years he has planned, designed and built cycling, pedestrian and greenway facilities throughout the U.S., and encouraged communities to include active transportation modes in the fabric of community life. His project experience includes award-winning urban trails (such as the Cedar Lake Regional Trail in Minneapolis and the Spokane River Centennial Trail in Washington), citywide bicycle plans, planning for bicycle sharing programs and urban design for light rail transit systems.

Durrant possesses expertise in community and agency planning, and non profit organizational development. He participates in hosting the Portland region’s annual policy-makers ride, was recently appointed to the board of the Mississippi River Trail, and is a long-standing executive board member of The Waterfront Center, an international nonprofit

organization that promotes public access to urban waterfronts around the world.

Durrant will bring his extensive experience to the board of the League of American Bicyclists — experience that includes a well-honed urban design perspective, and a strong belief in the power of creative problem-solving.

He also brings extensive cycling experience to the board. As a long-time commuter and League Cycling Instructor, he understands the issues and opportunities associated with integrating urban cycling innovation into state, regional and community bicycle plans — an understanding that reflects his knowledge of cycling and its role as a vehicle for community change.



## Alison Hill Graves

Do you remember your first bicycle? Mine was purple with a flowered banana seat. On it I discovered freedom

and independence. Since then I have fluctuated from weekend warrior to daily commuter to general enthusiast. Along the way I learned a lot about bicycles, myself, and my community. I have seen how bicycles bring people from different backgrounds together to share common experiences and build a healthier future. Now, more than ever, we need opportunities like

To vote on December 13, go to  
[bikeleague.org/vote](http://bikeleague.org/vote)



these to build connections and health for people and communities.

As Executive Director of the non-profit Community Cycling Center in Portland, Ore., I work every day to broaden access to bicycling and its many benefits. I work collaboratively across disciplines, including community health, transportation policy, social justice, and education to encourage people who ride to be informed, involved, and engaged. As a board member for the League of American Bicyclists, I will encourage a similar approach.

For more than one hundred years the League of American Bicyclists has helped to spur significant successes toward building a bicycle-friendly America. Smart Cycling, Bicycle Friendly Communities and the National Bike Summit are promising strategies that promote bicycling. But there is still work to be done. We also need to broaden our movement. Fortunately, the bicycle is fun, efficient and cost-effective, making it a perfect vehicle for change.



### Bill Hoffman\*

In my nearly 40 years as a League member and volunteer, I have worked to protect

cyclists' right to the road, to educate cyclists and motorists, and to establish rational policies to benefit League members. I have served on the Board longer than any living director – almost 12 years cumulatively, giving me a unique historical perspective on the League's work.

I will continue to work for improvement in the League.

1. The League should serve its members. The League has strayed

from its stated mission and does not adequately serve its members as it once did. I will help refocus its advocacy work toward the safety and mobility of cyclists, rather than the uncritical support of thoughtless, dangerous, and restrictive construction projects.

2. The League should be more responsive to members. The League's administration has grown secretive and insular. It must become more open and responsive to its members. Substantial control over the board of directors, including the selection of all directors, must be returned to members.

The only way these changes can be effected is through a change in the Board. If you agree with my views, please vote for me and the other candidates who share them.



### Jeffrey C. Lynne, Esq.\*

My desire to remain a member of the League Board is fueled by my experience in the trenches

from the battleground state of Florida, where the seeds of a grassroots cycling culture are often threatened by poorly planned transportation systems and in many cases, uneducated cyclists themselves. While I am proud that the League has grown into a nationally-recognized leader with regard to federal transportation policy, advocacy, and education, it continues to have the fiduciary duty to protect the rights of cyclists in our population — including those who are not even cognizant of the efforts the Leagues makes on their behalf. At the same time, the League must find ways to remain relevant to those who remain the silent majority and the lifeblood of the League — the utilitarian bicyclists, the new riders,

the commuters, and so forth — all for whom the League is striving to make our country a welcoming place. As a practicing land use and government affairs attorney, and as founder and President of the South Florida Bike Coalition, my deep experience with policy making and advocacy, combined with my life-long passion for the “way of life” that is bicycling, has afforded me the opportunity to be engaged with guiding the direction that bicycling should have in our national discourse. I would be honored to remain as an elected member of the Board so that I may continue to have a platform to fight for our collective right to ride.



### Hans van Naerssen\*

My platform is the same as three years ago when first elected — strengthen League's effectiveness in achieving

its mission of defending rights to the road, advocacy, education and promotion. The League has accomplished much since 1880. Today we face new conditions and opportunities. What should the League do to shape and benefit from the current bicycling movement? How can it become more effective in defending our rights, in creating a Bike Friendly America?

Elected to the Board in 2008, I helped clarify, prioritize and track the League's short-term plans. I supported broader Board representation of women and other interests, and of key Board skills, while maintaining a member-elected majority. Now Chair, I initiated a long-term visioning process — what should the League achieve by 2020? If re-elected, I will continue efforts to make the League a high impacting non profit.

Accomplishments: In 2009, I co-founded Pennsylvania Walks

and Bikes; it became an influential player. As a member of Pennsylvania's bicyclist advisory committee, I was successful in requiring consideration of bicyclists and pedestrians in every Pennsylvania highway project. A Board member and former Chair of the Philadelphia region Bicycle Coalition, I helped spark ten-fold growth in six years.

A retired international management-consulting Partner, I received various awards. I have an MBA and am a decorated Vietnam officer.

I continue to bicycle for fun, errands and lead and enjoy tours across the USA, Canada, and in bike-friendly Europe.

I hope you will vote for me and support my efforts to strengthen the League. |||

*For more info on the voting process, visit [bikeleague.org/vote](http://bikeleague.org/vote). The new board members will be announced February 1, 2011.*



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## BICYCLING TOURS FOR SENIORS 50+





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C&O Canal, Washington, DC



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its the pleasure of the journey"*

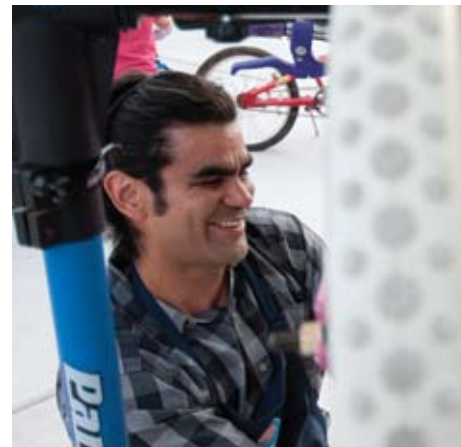
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Mechanic Eric Navarro rides the Mobile Bike Service Station to a community outreach event in North Natomas, a suburb of Sacramento, California. The front cargo area houses tools, while the rear "trunk" holds bicycle education material, as well as bells, lights and socks.





# FROM GATHERING DUST TO RIDING THE TOWN

## A California Suburb's Novel Approach to Bicycle Repair

By Matt Perry

Garages across America are chock full of them: broken bicycles gathering dust for lack of simple repairs like flat tires, faulty brakes, or broken chains. Meanwhile, city officials lamenting suburban sprawl want to see these very same bikes fixed and used to ease the perils of traffic congestion.

Sacramento has exploded in the past 15 years as transplants from overpriced markets in the Los Angeles and Bay Areas sought more affordable housing. Bike-friendly North Natomas, 11 square miles on the northern edge of Sacramento that is home to 35,000 residents and a burgeoning business community of 10,000 employees, is home to a progressive transportation association that is solving both of these problems with what could be the country's first mobile bicycle repair station.

### Bike Repairs on the Go

In September, the Sacramento suburb unveiled its Mobile Bike Service Station to provide the basic, yet critical, repairs that often prevent inexperienced riders from returning to the saddle. The brainchild of the North Natomas Transportation Management Association (NNTMA) — the suburb's local advocacy group, the mobile station is pedal-powered by a mechanic. The mechanic will pedal the station to more than 30 community events in the next year to fix flats, true wheels, adjust seats and perform other basic repairs. Since there are no bicycle shops in North Natomas, this is a huge help to cyclists. Since the project is in its infant stages, the Mobile Bike Service Station will only appear at scheduled events, and for the time being, will not make emergency road service calls. Major repairs will be referred to a shop in adjacent South Natomas.

Besides fixing bikes for more than 1,400 people in its first year of operation, the Mobile Bike Service Station mechanic will distribute educational material on bicycle safety and maintenance to an estimated 3,600 people. The NNTMA staff will contribute additional help in the education efforts. Additionally, outreach

**"The roving mechanics are like two-wheeled superheroes for bikers in distress."**

events will reach local schools, businesses, apartment complexes, libraries, and neighborhood associations, as well as community bicycle rides hosted by NNTMA.

The inaugural September event and repair station was enthusiastically received by local residents. "What an awesome service," said Beth Mahony, one of the first recipients of the bike service. "Just ride your bike up and — bam — my brakes got adjusted, my tires were filled with air, and my chain got greased. Now I'm ready to roll!"

### The Back Story

Two years ago the NNTMA tried to imagine creative ways of getting more residents to ride bicycles to reduce the growing traffic congestion problem in the Arco Arena neighborhood — home to the Sacramento Kings basketball team. Becky Heieck, Executive Director of NNTMA, and her staff identified four obstacles residents faced to bike-riding and was already deeply immersed in solving three: increasing bike ownership with a successful rebate program, expanding bike safety education, and work-



Sophia Quant waits patiently to have her bike repaired by mechanic Eric Navarro.



Becky Heieck, Executive Director of the North Natomas Transportation Management Association, shows off the Mobile Bike Service Station.

The removable doors of the Mobile Bike Service Station convert to an A-frame sign that directs customers to the free repairs.

ing with city officials to simplify and speed bike travel through the city.

The NNTMA has created a bike-friendly atmosphere, sponsoring a successful bike rebate program, as well as neighborhood bike rides six times a year. The group works with the city of Sacramento to help bike-riders navigate city traffic by finishing bicycle curbs, making median cuts, and other improvements geared towards simplifying travel. The NNTMA is also part of a web of transportation associations advocating for Sacramento to encourage car-pooling, bike-riding and bus-riding to reduce congestion in the Capitol City.

However, one obstacle still remained: broken or ill-fitting bicycles that prevented cyclists from using their two wheels more often.

Heieck did a Google search and found only one hit for “Mobile Bicycle Repair” — an unimpressive, rickety rickshaw in China. Finding no other hits, Heieck knew her idea was unique and just might have legs ... or

wheels. Building on Heieck’s momentum, her staff authored a grant to the Sacramento Area Council of Governments (SACOG), the organization that coordinates transportation planning and funding for the region. The grant was approved, and the SACOG paid for the Mobile Bike Service Station — the whole \$10,000 mobile repair unit. The grant includes the bicycle, its extensive toolset and the salary for the bike mechanic — \$15 per hour for an estimated 150 hours the first year of operation. Additional operating costs could include \$400 annually to maintain the bike.

The mobile unit, built by the Portland-based Metrofiets LLC, is a shop on wheels. Metrofiets designs and manufactures delivery cargo bikes. Tools are housed in the cargo storage area and its “front hood” serves as the repair surface. Outreach materials and retail items, such as bells, lights and socks are stored in the small “trunk” over the rear tire.

“We were totally jazzed about the idea,” says Phillip Ross, co-owner of

Metrofiets. “We loved the idea of a mobile bike shop roving the streets around Sacramento, providing aid and comfort where needed — sort of a two-wheeled superhero for bikers in distress.”

Metrofiets used the basic concept and practical criteria provided by NNTMA for the bike design and produced the custom bike over the next six months. After construction, public relations giant Runyon, Saltzman & Einhorn completed the unit with a brilliant blue-and-orange design that was applied by the Sacramento firm Color Solutions.

“I wanted it to be eye-catching,” says Heieck, “so when people saw it riding around town they’d be intrigued and curious. I wanted to create a buzz.”

## Bike Station Buzz

That buzz the mobile station creates is the difference between one yearly bike awareness event — like National Bike to Work Month — and a highly visible presence in the com-



munity that residents use regularly.

Owen Howlett, president of the Sacramento Area Bicycle Advocates and supporter of the mobile bike station, sees it as a template for other cities. "It's a very replicable model," says Howlett, "It helps to have a precedent of 'This is what the bike looks like, this is how much it costs, and this is how it works.'"

Howlett says the Mobile Bike Service Station has two distinct advantages over such one-time events. First, it will be a frequent community presence. Second, NNTMA has a consistent funding source to keep the service station operating for years to come. At its birth, progressive Sacramento city planners added a line item property tax for residential and commercial customers to fund the NNTMA — the only such tax nationwide in 1999. Each year since, NNTMA uses this premium to support a wide variety of programs — like this project — to reduce traffic and improve air quality.

The NNTMA is promoting the Mobile Bike Service Station by word of mouth, flyers, and advertisements in the local online newspaper Natomas Buzz. And it's working! The mobile repair unit has created quite a stir. Already, other local transportation management associations are asking, "When can we borrow it?" The unit's busy schedule in North Natomas, however, prevents any loans at this time.

David Baker, who leads the Natomas neighborhood's Heritage Park Golden Spokes Bicycling Club, is also a big fan of the mobile station. "A lot of the people who start out bicycling will get a flat tire and won't continue riding because of something very simple," says Baker. A former elementary school teacher and principal

who rides 5,000 miles a year, Baker says the unit will serve as an excellent teaching tool for neighbors who can see bike repairs up close.

Baker further praises the NNTMA for its foresight and leadership, quickly adding that Heieck wasn't always a bike advocate. "I guess you could say she's seen the light of the bicycle," he laughs.

"If there's an organization in this area that will make this work it's NN-MTA. Heieck has made the mobile bicycle repair station into something great for the community." ■■■

*For additional information on the Mobile Bike Service Station, visit [www.nntma.org](http://www.nntma.org).*

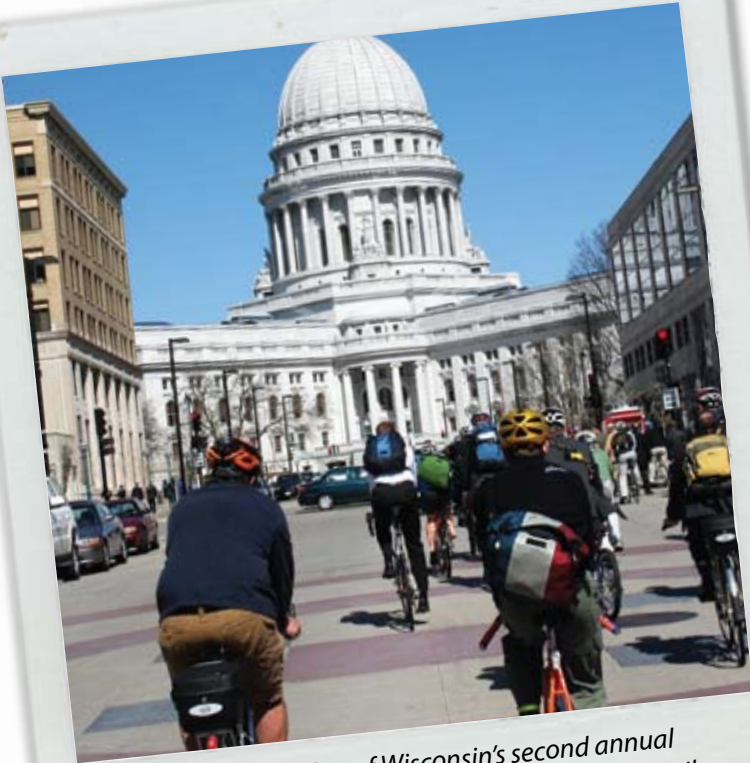


The cargo box carries a host of tools and supplies for servicing bikes at outreach events.



Children line up to have their bikes repaired by mechanic Rad Beaton at the Mobile Bike Service Station in North Natomas, a suburb of Sacramento, Calif.





*The Bicycle Federation of Wisconsin's second annual Wisconsin Bicycle Summit and Lobby Day will be April 21-22, 2010 and expects to attract approximately 450 state advocates.*

# PLAN A BIKE SUMMIT IN FOUR EASY STEPS

*by Jeff Peel*

*State and Local Advocacy Coordinator*

**T**HERE HAS BEEN TREMENDOUS GROWTH IN BICYCLING THE PAST 10 YEARS, AND we can credit the National Bike Summit as a contributor to this success. This concept is hardly proprietary and many participants have been inspired to take the bike summit concept back home. From Indiana to San Antonio, the frequency of state and local summits has skyrocketed the last two years. These events are a great way to connect with like-minded advocates working for better bicycling and are proven to get results at state and local levels. For example, Wisconsin's first State Bike Summit led to a \$5 million increase in bicycle infrastructure funding and bicycle safety legislation — some of which was voted on during their summit's lobby day efforts!

If a summit isn't happening in your area, encourage your advocacy group to organize one. They can make a great use of your bike club's energy during the offseason or a way to elevate your advocacy group's prominence.

## HERE ARE A FEW SUGGESTIONS TO GET YOU STARTED:

1

### Know why you're there

Plan your event around a desired outcome. If you have a lobby day, have specific asks around legislation that has been introduced. Additionally, joining forces within your state or region could unify your asks and strengthen your summit. The recent New England Bike Summit rallied around the collective work, interests and resources of the six states in the region. The summit resulted in discussions of cross promoting each state's three foot passing laws and sharing one another's education resources.

2

### Break out the big tent

There's no discounting the power that cycling enthusiasts, bicycle retailers and industry have when they come together. However, if we're going to continue growing as a movement, we have to bring others into the fold. Target local business owners, PTA members, public health officials, academics and transit providers to attend. These individuals share interests with bicycling advocates, will bring the message to the forefront of public consciousness, and will help build our political base. A great example of broadening the bicycle advocate base is the 2010 Delaware Bike Summit. This summit included representatives from the state tourism board, local chamber of commerce representatives, and the major insurance broker and consultant company Kelly Benefit Strategies.

3

### We're all here, now what?

Your event should offer programming for all in attendance. Providing introductory and advanced level discussions or training will ensure that the summit has something for everyone. Attendees will then leave with new knowledge, a skill set, and a renewed enthusiasm for bicycling. If you offer a lobby day, be sure to schedule this as a stand-alone event or offer alternative programming for government employees who aren't allowed to join you.

4

### And now for the main event

Keynote speakers or presenters are a fantastic way to draw attendees and hear from leaders in the field. Invites to national bicycle advocacy organizations, bicycle industry CEO's, or prominent elected officials should happen the moment the date is set. Be creative! Letters of support for your summit or videotaped messages from these figures can also inspire attendees. The Georgia Bike Summit invited U.S. Transportation Secretary Ray LaHood to attend. Though he was unable to make it in person, his pre-recorded message energized the crowd and made a difference. |||

*For more guidance, see the League's State Summit Guide at [bikeleague.org/states](http://bikeleague.org/states) or contact State and Local Advocacy Coordinator Jeff Peel at [jeff@bikeleague.org](mailto:jeff@bikeleague.org) or 202-822-1333.*



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# Bridging the Gaps

## Bikes on Bridges Campaigns

by Dairen Flusche, League Policy Analyst



BRIDGES ARE EXTREMELY important to bicyclists. They are critical to overcoming the barriers to cycling. Inaccessible bridges force substantial, sometimes insurmountable, detour and discourage bike travel. As veteran Seattle bike and pedestrian planner Peter Lagerwey says, “If you can’t get across the bridges, nothing else matters.”

“Bridges are ‘pinch points,’” says Jacqueline Douglas, the transporta-

tion advocate for the Livable Streets Alliance. In the Boston area, there are only seven ways to cross the Charles River Basin, which separates a million residents. Livable Streets has undertaken a major campaign to gain access to these bridges. Douglas says bridges are important because they are “links in the transportation network, connections between our communities, and they provide access to the paths along the Charles River.”

Advocates must make their voices heard early and throughout the design, construction and renovation process because once built, bridges last a generation. Additionally, due to the scale and engineering challenges of a bridge, these projects often take years from start to finish. It requires endurance for advocates to stay involved until the end. Critical details that impact the quality of the facility can sometimes change in the

## GET INVOLVED. MAKE A DIFFERENCE!

**CALIFORNIA: Gerald Desmond Bridge** – The Port of Long Beach needs a separated bike path. Contact Mark Bixby at [mbixby@pacret.com](mailto:mbixby@pacret.com) to get involved.

**CALIFORNIA: Bay Bridge** – Cyclists currently need to take a shuttle to cross the bridge. Visit the East Bay Bicycle Coalition ([ebbc.org/baybridge](http://ebbc.org/baybridge)) and the San Francisco Bicycle Coalition ([sfbike.org/?baybridge](http://sfbike.org/?baybridge)) to join the effort to get bridge access all the way across the Bay.

**NEW YORK STATE AND NEW JERSEY: Tappan Zee Bridge** – Support the campaign to put bike lanes on Tappan Zee Bridge that will be accessible during bridge maintenance.



late stages of a project, meaning lost potential for bicyclists. Other features that can make a difference to cyclists, like clear signage, require attention to detail. When asked to give advice to advocates, Douglas replied with one word: "patience."

The hard work does pay off. "Our persistent advocacy work throughout the process won us friends on the Board of the Delaware River Joint Toll Bridge Authority," said John Boyle, the Research Director of the Bicycle Coalition of Greater Philadelphia. The coalition led the effort to get a bicycle and pedestrian path on the Scudder Falls Bridge, connecting Pennsylvania with New Jersey.

Remember, bridges sometimes span jurisdictions, and campaigns can be complicated by the array of transportation agencies involved. Advocates may have to work with transportation agencies from the state, municipal planning organizations (MPOs) and multiple cities, as well as harbor commissions, the Federal Railroad Administration, the U.S. Coast Guard, or the Army Corps of Engineers.

The good news is that a successful campaign for bridge access can ingrain the practice in local and national transportation agencies. The Bicycle and Pedestrian Federation of Missouri recently won a separated bike lane on the Heart of America Bridge. As Executive Director, Brent Hugh, told the Alliance for Biking

and Walking, "We came out of this [campaign] with a regional bike-ped River Crossings Policy, and now MoDOT [Missouri Department of Transportation] District 4 is working on its first ever District-wide Bicycle and Pedestrian Plan — one that will be a model for the other nine MoDOT districts across the state." Officials have already agreed to provide biking and walking facilities on the Chouteau two miles from the first bridge. However, advocates should keep an eye on all bridge projects to ensure agencies are following best practices.

Victory in these campaigns provides tremendous value to bicyclists, and the numbers are encouraging. Twenty percent of all of the traffic on the Hawthorne Bridge in Portland, Ore. is made up of bicyclists. New York City's bridges carry nearly 40,000 inbound cyclists a day in the spring, summer, and fall. Failure can mean a lifetime of detours and stymied travel. |||

*Working on a bikes-on-bridges campaign? Know of a bridge that needs one? Let us know. Contact Darren Flusche at [darren@bikeleague.org](mailto:darren@bikeleague.org) or Jeff Peel at [jeff@bikeleague.org](mailto:jeff@bikeleague.org). See the upcoming Advocacy Advance report on bridge campaigns at [bikeleague.org/reports](http://bikeleague.org/reports).*

#### NEW YORK STATE AND NEW JERSEY:

**Portal Bridge** – Help bicyclists cross the Hackensack River. Ask NJDOT and NJ Transit to add bike access to the Portal Bridge rail bridge. Contact Michael Oliva of the East Coast Greenway at [mike@greenway.org](mailto:mike@greenway.org) for details.

#### OHIO: The I-90 Bridge

To learn more about the I-90 bridge campaign and the effort to boost cycling and pedestrian access on roads and bridges, visit [gcbl.org/access](http://gcbl.org/access).

### America by Bicycle, Inc.

#### Fast America Ride

April 23 - May 26, 2011  
3,460 miles • CA to MA

#### Blue Ridge Parkway Tour

May 23 - June 4, 2011  
700 miles • VA round Robin

#### Cross Country Challenge

June 4 - July 26, 2011  
3,875 miles • CA to ME

#### Across America North

June 19 - August 8, 2011  
3,650 miles • CA to NH

#### Great Lakes Tour

August 21 - September 5, 2011  
1,090 miles • Great Lakes

#### Ride The West

September 3 - September 26, 2011  
1,400 miles • OR to CA

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# PLAN FOR SUCCESS THIS MAY



The month of May hosts National Bike Month, and it will be here sooner than we realize. Now is the time to begin planning your Bike Month and Bike to Work Week events to ensure a fun time for all. Putting together a whole week or month of bike events can be stressful but it does not have to be that way. Simply follow the plan below, and your Bike Month activities will be planned and put together far in advance. Start a timeline and get planning!

## DECEMBER - PLAN

### What should I focus on when planning?

- Set specific goals for your Bike to Work Day event (participation, fundraising, media and communications).
- Set a timeline and follow it!
- Surf the net to get ideas from, other cities and organizations.
- Prepare a publicity planning task list.
- Recruit and secure volunteers, task forces and committees.
- Determine if city/county permits will be needed for rally events or other event ideas on your list.
- Plan a budget and timeline for securing these permits.
- Project a potential budget for each event idea.
- Secure funders and sponsorships for events.

## JANUARY - FUNDRAISING

- Prepare specific funding proposals for potential sponsors. Delineate their vital component to the events success.
- Ask for a specific amount of money or product when approaching sponsors.
- Have a marketing plan ready showing the provider where their contribution will be recognized.
- Conduct follow-up calls to those receiving funding applications and answer questions.
- Track progress with each potential partner.
- Note all calls, negotiations, and contributions (money, merchandise, food, etc.).
- Send personalized written thank you notes to partners/sponsors before, during and after event.

## FEBRUARY – MARCH

### Build Partnerships

- Extend the reach of your event and reduce the burden that hosting an event entails.
- Build connections that are beneficial long after Bike Month.
- Be sure to have your specific ask ready before making calls or scheduling meetings.
- Requests can vary from volunteer labor to food to sponsorship.

### Potential Partners:

- Bike clubs and coalitions.
- Bike shops.
- Chambers of commerce.
- Schools.
- Restaurants.
- Museums.

- Employers.
- Churches.
- Local bicycle-friendly businesses.

## FEBRUARY – MAY

### Recruiting and Working with Volunteers

- Brainstorm the individuals, organizations, schools and businesses that can provide volunteers.
- Know how to find them, work with them, and recognize their contributions.
- Outline expectations, time commitments and tasks involved.
- Schedule convenient and timely meetings – do not make it a chore.
- Have individual tasks for volunteers who have limited time.

## MARCH – MAY

### Promotion & Communications

- Identify your key audience, media and otherwise.
- Keep contacts aware of all Bike Month news prior and during the event. Consider e-newsletters, Web site or a blog for large contact lists.
- Develop a uniform marketing campaign, including a logo and theme. If you do not have a budget, this is a great volunteer opportunity for students!
- Make promotional materials available on your Web site or blog.
- Create a clear and informative Web site, blog or Facebook page complete with: general info, registrations, schedules, FAQs, and sponsorship info.

- Recruit volunteers to distribute promotional materials and spread the word.
- Encourage fellow Facebook, Twitter and other social media friends to spread the word. |||

*For more information on planning your Bike Month and Bike to Work Week events, check out the Bike Month section of [bikeleague.org/bikemonth](http://bikeleague.org/bikemonth).*

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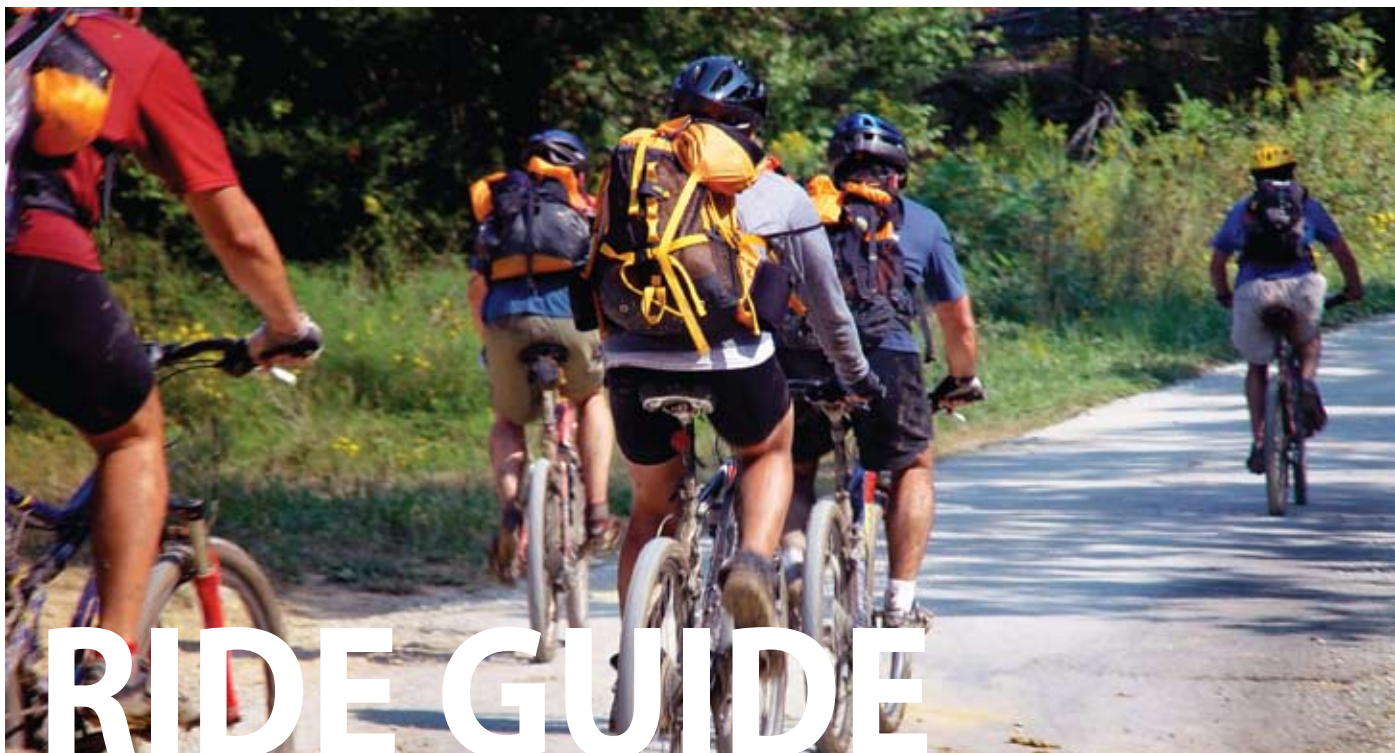
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# RIDE GUIDE

The League has 600 affiliated local bike clubs and another 150 advocacy groups. We invited them to choose one of their rides to highlight in this listing — you can find out more about the clubs and all their rides by using the Find It! feature on [www.bikeleague.org](http://www.bikeleague.org). In addition, the National Bicycle Tour Directors Association has an extensive list of multi-day rides at [www.nbtlda.org](http://www.nbtlda.org).

## ALABAMA

### Alabama's Magnificent Bicycling Adventure (AMBA)

AlaBike  
5/21-5/28/11  
[www.amba1.com](http://www.amba1.com)  
Terrain: Rolling  
AMBA is a seven day ride sited in one location with out-and-back loops each day.

### Johnny Ray Century

East Alabama Cycling Club  
9/24/11  
[www.auburn.edu/~lakwean/registrationform.html](http://www.auburn.edu/~lakwean/registrationform.html)  
Terrain: Rolling  
Choose from 100, 63, 34, or 20 mile routes through the gorgeous countryside of the Alabama piedmont.

## ARKANSAS

### Highway 71 Classic

Bicycle Coalition of The Ozarks  
3/6/11  
[www.bconwa.com](http://www.bconwa.com)  
Terrain: Flat to Mountain terrain  
Routes from 30 to 75 miles. All skill levels are welcome. See how you fare against some of the best cyclists in Northwest Arkansas and support local bicycling advocacy.

## ARIZONA

### Breast Cancer Awareness Ride

Southwest Bicycles Cycling Club  
10/08/11  
[www.sWBCC.org](http://www.sWBCC.org)  
Terrain: Flat  
The ride is a family-friendly ride of 5-25 miles to support Breast Cancer Awareness and the Breast Cancer Research Foundation.

## CALIFORNIA

### Bike the Bay

San Diego County Bicycle Coalition  
8/28/11  
<http://www.sdcabc.org/>  
Terrain: Flat  
A non-competitive, community bike ride around San Diego Bay via the Bayshore Bikeway for riders of all abilities.

### Gold Lake Highway Loop

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

### Grizzly Peak Century

Grizzly Peak Cyclists  
5/01/11  
[www.grizz.org/century](http://www.grizz.org/century)  
Terrain: Hilly  
70 and 110 mile rides. Details in early 2011.

### Hoilday ride

Beach Cities Cyling Club  
12/28-12/29/11  
[www.bccclub.org](http://www.bccclub.org)  
Terrain: Moderate  
Two day ride from Irvine to San Diego, and take the train back. This is a back to back 62 miler and its fully supported; SAG vehicle and bike transportation.

### Sierra to the Sea

Almaden Cycle Touring Club  
6/18-6/25/11  
[www.sierratothesea.org](http://www.sierratothesea.org)  
Terrain: Hills, rural rollers to flat  
Scenic and challenging 400-plus-mile tour from Bear Valley to San Francisco. Camping, meals, and SAG \$655. Registration opens 1/19/10.

### Sunday Morning ROAD Ride

Delta Pedalers  
Every Sunday at 8 a.m.  
[www.deltaped.org](http://www.deltaped.org)  
Terrain: Easy Hills  
Ride through Byron to Los Vaqueros Reservoir and return to Brentwood for coffee.

## CONNECTICUT

### AngelRide

AngelRide - Angel Charitable Trust  
5/28-5/29/11  
[www.angelcharitabletrust.org/ride](http://www.angelcharitabletrust.org/ride) or [www.angelride.org](http://www.angelride.org)  
Terrain: Rolling to Hilly  
AngelRide is a one or two-day bike trek across Connecticut benefiting The Hole in the Wall Gang Camp founded by Paul Newman. Riders raise a minimum of \$1,000.

## FLORIDA

### 4th Annual Bike Brunch

Naples Pathways Coalition, Inc.  
1/23/11  
<http://bikebrunch.org/>  
Terrain: Visit Website  
Breakfast, bag, rest stops and SAG vehicle support, and brunch included with registration - a shirt too if received by deadline.

#### Tour of Boca

Boca Raton Bicycle Club  
1/09/11, 2/13/11 and 3/13/11  
[www.BocaRatonBicycleClub.com](http://www.BocaRatonBicycleClub.com)  
Terrain: Road to Gently Rolling Hills  
Five-mile, easy-paced, police escorted bicycle ride beginning at Patch Reef Park on Yamato Road (just west of Military trail).

#### GEORGIA

##### AIDS Vaccine 200

Action Cycling Atlanta  
5/14-5/15/11  
[www.actioncycling.org](http://www.actioncycling.org)  
Terrain: Varied  
Two-day, 200-mile ride through Georgia countryside, benefiting the Emory Vaccine Center.

##### Bicycle Ride Across Georgia (BRAG)

Bicycle Ride Across Georgia  
6/4-6/11/11  
[www.brag.org](http://www.brag.org)  
Terrain: Visit Website  
Discover Ga. by bicycle. BRAG is a family-oriented tour. It is not a race.

#### IDAHO

##### Devil's Slide

Twin Rivers Cyclists  
3/06/11  
[twinriverscyclists.org/Events/Devil%27s%20Slide/Devil.htm](http://twinriverscyclists.org/Events/Devil%27s%20Slide/Devil.htm)  
Terrain: Rolling with one significant descent  
USACycling sanctioned mountain bike race over rolling terrain with the Devil's Slide descent as the central feature. Experts do three laps.

#### ILLINOIS

##### The Bob Galloway Memorial Amish Country Bicycle Tour

Decatur Bicycle Club  
9/17/11  
[www.decaturbicycleclub.org](http://www.decaturbicycleclub.org)  
Terrain: Flat & family friendly  
A bicycle tour through the Amish country side around Arthur, Illinois.

##### TOMRV - Tour of the Mississippi River Valley

Quad Cities Bicycle Club  
6/11-6/12/11  
[qcbc.org](http://qcbc.org)  
Terrain: rolling hills  
Midwest cycling tradition in its 34th year. 1,500 bicycling enthusiasts come to ride the challenging ride on scenic roads, through Midwest farmland, and along the Mississippi River.

#### INDIANA

##### Amishland and Lakes

Michiana Bicycling Association  
8/5-8/7/11  
[www.mbabike.com](http://www.mbabike.com)  
Terrain: Flat to Rolling  
Friday night & Saturday Amish country 23-100 miles. Sunday rolling hills around the lakes; 23-64 miles.

#### Hilly Hundred Weekend

Central Indiana Bicycling Assoc.  
10/14-10/16/11  
[www.hillyhundred.org](http://www.hillyhundred.org)  
Terrain: Rolling Hills  
A classic bicycling event designed for the touring cyclists that include food, entertainment and fellowship with more than 5,000 cyclists.

##### Ride Across Indiana (RAIN Ride)

Bloomington Bicycle Club  
7/16/11  
[www.rainride.org](http://www.rainride.org)  
Terrain: Flat to Gently Rolling  
RAIN is a one way, one day, 160-mile ride from the Illinois/Indiana state line to Richmond, Ind.

##### Orchard Country Bike Tour

Maple City Bicycling Club  
5/22/11  
[Maplecitybicyclingclub.org](http://Maplecitybicyclingclub.org)  
Terrain: flat to moderate rolling  
Family and friends get-it-in gear, warm-up ride, scenic routes, and 16, 30 and 55 miles.

#### MAINE

##### 22nd Annual Maine Bike Rally

Bicycle Coalition of Maine  
7/8-7/10/11  
[www.mainebikerally.org/](http://www.mainebikerally.org/)  
Terrain: Moderate  
More than 35 rides feature area covered bridges, off-road trails, lakes, historic sites, challenging mountain climbs and special gardens.

##### The Maine Lobster Ride and Roll

Bicycle Coalition of Maine  
7/23/11  
[www.bikemaine.org/events/lobster-ride](http://www.bikemaine.org/events/lobster-ride)  
Terrain: Coastal  
Four great rides to choose from: 16, 30, 50 and 100 miles.

##### 10th Annual Maine Women's Ride

Bicycle Coalition of Maine  
6/05/11  
[www.bikemaine.org/events/womensrideindex](http://www.bikemaine.org/events/womensrideindex)  
Terrain: Moderate  
A heart disease awareness event, registration includes 5, 10 or 25 mile ride.

#### MICHIGAN

##### One Helluva Ride (OHR)

Ann Arbor Bicycle Touring Society  
7/09/11  
<http://www.aabts.org/ohr/>  
Terrain: Flat to gently rolling, rural  
Mostly low traffic, rural roads thru Southeast Michigan, great lunch and rest stops.



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## 24th Annual Shoreline West Bicycle Tour

League of Michigan Bicyclists  
8/6-8/15/11  
www.LMB.org  
Terrain: Flat to Rolling to Climbs  
Explore the beautiful coastline of Lake Michigan as you ride by beaches, sand dunes, cherry farms and lighthouses.

## MINNESOTA

### Bicycling Around Minnesota-BAM

Bicycling Around Minnesota - BAM Inc.  
8/18-8/21/11  
www.bambiketour.org  
Terrain: Varied  
Bicycle in beautiful northeast Minnesota and experience Lake Superior, the Iron Range, lakes, forests and northern prairies.

## MONTANA

### Tour of the Swan River Valley

Missoulians on Bicycles  
5/21-5/22/11  
www.missoulalabike.org/tosrvwest/  
Terrain: Moderate  
A two day epic ride in the Swan River Valley.

## NEBRASKA

### Kool-Aid Classic Bicycle Tour

Hastings Unique Bicyclists  
8/13/11  
incolor.inetnebr.com/drewarc/  
kaclassic  
Terrain: Moderate  
Tour the scenic, paved country roads surrounding the birthplace of Kool-Aid. Choose from 30 or 60 mile routes.

## NEW JERSEY

### The Revolutionary Ramble

Morris Area Freewheelers  
6/11/2011  
www.rambleride.org  
Terrain: rolling to challenging depending on the tour.

### Ride for Autism

Jersey Shore Touring Society  
6/11/11  
www.jsts.us and www.ride4autism.org  
Terrain: Rolling Hills  
One-day charity bicycle tour to raise funds for Autism New Jersey and also to raise community awareness about autism.

## NEW MEXICO

### Santa Fe Century

Santa Fe Century and Trail Committee  
5/15/11  
www.santafecentury.com  
Terrain: Rolling, with a few climbs  
The 25th Anniversary year and 3,000 riders.

## NEW YORK

### More Cowbell

TEEN TREKS  
7/22-7/24/11  
www.NeedMoreCowbell.org  
Terrain: Challenging  
A three-day bicycle ride from Boston to New York, the Trek is a fundraiser to end amyotrophic lateral sclerosis (ALS).

### Gold Coast Tour

Huntington Bicycle Club  
7/11/11  
www.huntingtonbicycleclub.org/goldcoast.html  
Terrain: Varies  
Tours of the beautiful Gold Coast of Long Island. Various distances and degrees of difficulty.

## NORTH DAKOTA

### Candisc 2010

Candisc  
8/6-8/13/11  
www.ndtourism.com/whatdo/events/completeList.asp  
Terrain: Visit Website  
Cycling Around North Dakota in Sakakawea Country.

## OHIO

### Dog Days Wine Tour

Silver Wheels Cycling Club  
7/30/11  
DogDaysWineTour.com  
Terrain: Flat to Rolling  
Rest stops are at three local wineries. Beautiful area in North Central Ohio. A super cookout available afterwards. 500 limit.

### Dry Run Century

Westerville Bicycle Club  
9/11/11  
www.westervillebicycleclub.org/dryrun  
Terrain: Rolling  
Fully supported tour of 30, 50, 70 or 100 rolling miles.

## OREGON

### Hood River Harvest Ride

Hood River Valley Residents Committee (HRVRC)  
9/24/11  
www.HRHarvestRide.com  
Terrain: Rolling Hills  
Stunning scenery, dynamite local food, and locally organized; 100 percent of profits benefit environmental nonprofit. Easy, moderate and challenging routes.



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### **Yaquina Lighthouse Rides**

Yaquina Wheels Bike Club  
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[www.yaquinawheels.org](http://www.yaquinawheels.org)  
Terrain: varied  
Three rides start and end at the Yaquina Head Lighthouse on the Oregon Coast.

### **PENNSYLVANIA**

#### **Round the Valley**

Lebanon Valley Bicycle Coalition  
9/27/11  
[bikelebanon.org](http://bikelebanon.org)  
Terrain: moderately hilly to hilly  
A scenic 25-mile, metric and century ride through small towns and Amish farmland on lightly traveled roads in Lebanon County.

### **SOUTH CAROLINA**

#### **FestiVELO**

Festivo  
12/2-12/6/10  
[www.festivo.org](http://www.festivo.org)  
Terrain: Flat  
Visit Website for details.

### **TEXAS**

#### **Easter Hill Country Tour**

Austin Cycling Association  
4/22-4/24/11  
[www.ehct.com](http://www.ehct.com)  
Terrain: True, beautiful Texas hill country  
Three-day tour and social gathering out of Kerrville over Easter weekend. The geological history of this area produces small, intimate valleys with steep hillsides.

### **VERMONT**

#### **VerMontreal Tour**

Local Motion  
6/02-6/05/11  
[www.localmotion.org/events/mon-trealtour](http://www.localmotion.org/events/mon-trealtour)  
Terrain: Visit Website  
Bicycle along Lake Champlain, through the scenic Quebec country side, indulge in French cuisine and travel with a wonderful group of people!

### **VIRGINIA**

#### **Thursday Evening Burn**

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

### **WASHINGTON**

#### **Group Health Inland Empire Century**

Tri-City Bicycle Club  
5/21/11  
[www.tricitybicycleclub.org](http://www.tricitybicycleclub.org)  
Terrain: Flat to Rolling Climbs  
Ride through open spaces, rivers, wheat fields and orchards of Washington State's Inland Empire. Ride options are 25, 50, 75, and 100 miles.

#### **McClinchy Mile**

B.I.K.E.S. Club of Snohomish County  
3/19/11  
[www.bikesclub.org](http://www.bikesclub.org)  
Terrain: Flat to Hilly  
What's a McClinchy Mile? Choose a 20-, 34- or 47-mile loop or combine them for a spring century.

### **Ride Around Puget Sound**

Bicycle Alliance of Washington  
8/27-8/28/11  
[www.rapsodybikeride.com](http://www.rapsodybikeride.com)  
Terrain: Rolling Hills  
Five bike clubs organize this challenging 170-mile weekend loop known for great food and friendliness. Fundraiser for statewide bike advocacy.

### **WISCONSIN**

#### **Wright Stuff Century**

Bombay Bicycle Club of Madison, Inc.  
9/4/11  
[www.bombaybicycle.org](http://www.bombaybicycle.org)  
Terrain: Rolling Hills  
Ride is 30, 60, or 100 miles through hills and meadows on lightly traveled roads.

### **WYOMING**

#### **Tour de Wyoming**

Cycle Wyoming  
7/17-7/23/11  
[www.cyclewyoming.org](http://www.cyclewyoming.org)  
Terrain: Varies  
Event covers 370 miles, with daily ranges from 50 to 84 miles. Loop starts and ends in Green River and explores southwest Wyoming and includes bits of Utah and Idaho. ||



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www.bikeandthelike.com  
Terrain: Flat to Rolling  
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#### Bike Florida

(352) 224-8601  
www.bikeflorida.org  
info@bikeflorida.org  
Bike Florida was established as a fundraising event/organization to help supplement the Florida Traffic and Bicycle Safety Education Program housed at the University of Florida.

#### Bike Vermont

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# The BIG Idea



*The Petition for the Establishment of a Roads Department (left page of book above) stands at 5 feet, 7 inches tall. It was carried to Congress on December 20, 1893.*

THE LEAGUE STAFF TOOK A fieldtrip this fall to the National Archives in Washington, D.C. to see one of the building's largest records on display — the Petition for the Establishment of a Roads Department — that was part of the archives' BIG! collection. The document stands at 5 feet, 7 inches tall and was carried to Congress on December 20, 1893 by Colonel Albert Pope, the world's largest producer of bicycles at the time.

Pope led the movement to create roadways that could be easily traversed by bicycles and founded the League in 1880. The Wheel was formed by Pope's petition for better roads and circulated throughout the nation. It was signed by approximately 1,500 people, and the sheets were then connected, wound around two massive spools to look like bicycle

wheels, and rolled onto the Senate floor.

Unfortunately, when the League staff arrived at the Archives, the BIG! collection had been shelved in storage. Not to be defeated, we asked one of the head researches to give us more information regarding the giant wheel and the League. The researcher directed us to the National Archives book *Big! Big Records, Big Events, and Big Ideas in American History*. The League and its wheel are credited with getting paved roads in this country before the reign of the automobile. According to the *BIG!* book, prior to the Good Roads Movement

our nation's roads were commonly referred to as "unclassable, almost unpassable, (and) scarcely jackassable." Pope's fervent defense of bicycles and better roads, along with the wheel, was a big idea and the beginning of bicycling advocacy.

We left the archives inspired, knowing that this one man's passion for bicycling and efforts to improve the quality of roads started our movement. To read more about the League and its BIG! history, check out our history on [www.bikeleague.org/about](http://www.bikeleague.org/about). Oh, and the next time the wheel is displayed, we will find out ahead of time and let you know! |||

**Our nation's roads were commonly referred to as "unclassable, almost unpassable, (and) scarcely jackassable."**

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