

AMERICAN bicyclist

May-June 2010
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League of American Bicyclists

Working for a Bicycle-Friendly America

Getting
SMARTER
with the
League p.8



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**WILL WORK FOR
BIKE LANES**

Why Communities and
States Need Bicycle and
Pedestrian Staff

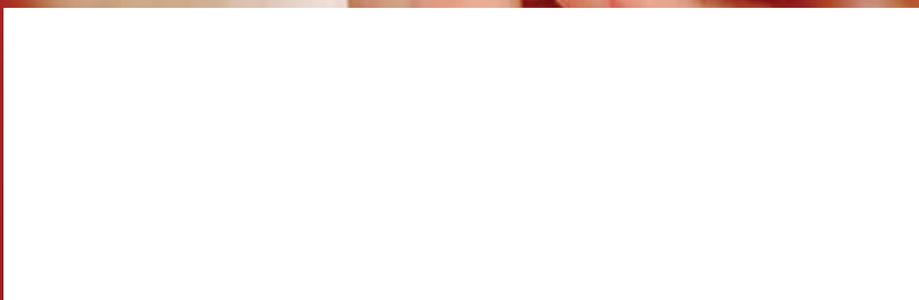
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REMODELING**

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**HOW TO
BUILD A BFC**





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we can ride as one.**

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Thank you to all our contributors



We've Arrived!

There are bike lanes on Pennsylvania Avenue between the White House and Capitol Hill. The nation's Main Street is now a Complete Street.

Congressman Earl Blumenauer (D-OR), threw out a challenge at the opening of the 2009 National Bike Summit that “there should be bike lanes on Pennsylvania Avenue by the time we reconvene next year.” It was a good line, and it got a big cheer; yet it seemed almost as if it was hyperbole, a challenge made for effect. After all, Pennsylvania Avenue is an iconic street with more watchdog bodies overseeing it than the oil drilling and financial services sectors combined. The challenges involved in integrating bike lanes into this street, of all streets, are huge.

And yet on Bike to Work Day 2010, the ribbon was cut and the lanes were opened. The design is rather unique, fitting for a rather unique and special street in the heart of the nation's capital. It will likely be scrutinized as cyclists, pedestrians and motorists alike get used to the new configuration. But to focus on that is, I believe, to miss something quite remarkable. Pennsylvania Avenue **has** bike lanes. We've arrived!

In cities across the country, conditions for cyclists are improving in front of our very eyes. New York City put two hundred miles of bikeways on the ground in two years; Denver launched the nation's first full-scale bikeshare program in April; in the next few months San Francisco will implement three years-worth of bike lanes, shared lane arrows, in-street bike parking and other improvements that have been held up because of a legal challenge. Indianapolis and Philadelphia received multi-million dollar stimulus grants to complete critical bikeways.

The momentum is exciting — and our challenge is to make sure it is more than just fleeting. The issues are still very much on our side and the opportunity is ours to take.

As you enjoy your riding this summer, dare to dream about where you might be riding this time next year. If there are bike lanes on Pennsylvania Avenue, almost anything is possible. |||

Andy Clarke
League President



Saving the planet one page at a time

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A New Day

Former Board Chair Amanda Eichstaedt occasionally called me a Mad Dog, and I think she could be right.

Six years ago, a Pennsylvania highway improvement project blocked safe bicycling access to local stores in my township. The township supervisor declared, “You will never see sidewalks or bike paths in this township,” and I got mad. I got so mad that my anger spurred me to action. I discovered and linked-up with a myriad of transportation decision-makers and bike advocates at all levels to change the system.

Results

After years of hard work, last month my township started constructing the first sidewalk in decades. Policies at the regional and Pennsylvania state level were changed to require “consideration of and safe access by pedestrians and bicyclists.” Additionally, existing state and local bicycling and pedestrian organizations were beefed up, while new organizations were formed to fill voids and to protect and promote bicyclists and pedestrian interests.

So being a mad dog and not letting go until things change does work; although, I like to think I am of a kinder, gentler nature.

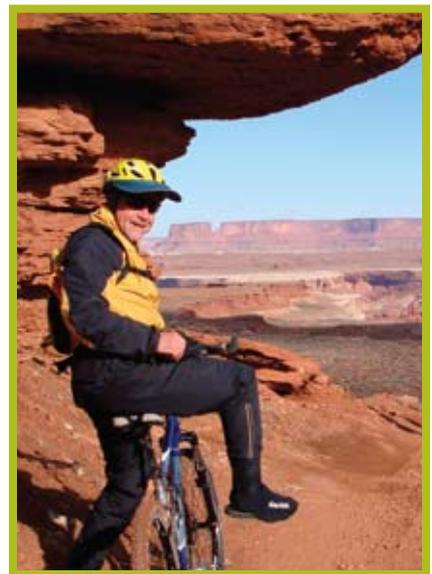
It is an honor to be elected Chair of the League and to follow the footsteps of Amanda Eichstaedt. She has done a wonderful job as Board Chair for many years, orchestrating many discussions and enhancements for the League Board and national bicycle advocacy.

What is Next?

Over the next year or so, the Board will be discussing and setting 10-year goals and short-term strategies in support of the League’s mission — to promote bicycling for fun, fitness, and transportation and work through advocacy and education for a bicycle-friendly America. Later this year we will ask for your input and that of other bicycling advocacy, education and promotional leaders. We are all needed to help shape and refine the country’s bicycle-friendly roadmap.

In the meantime, I’m enjoying bicycling. I survived my first mountain bike tour last April in Moab, Utah (it often feels like diving into an empty swimming pool). Last weekend, I pedaled through the Amish and Mennonite farming communities in Lancaster, Pa.

And this mad dog is still doing many local errands by bike — part of a small minority that we are working



to change. Perhaps, in 10 years my township supervisors and others will do the same.

I hope the readers of *American Bicyclist* will be inspired to change their area for the better too! Visit bikeleague.org to find out how you can make a difference. III

*Hans van Naerssen
League Chair*

Tell Us ...

What motivates you to bike to work in the morning?

In addition to our regular letters to the editor, we also want to know how you feel about specific topics. We'll post a question in every new In Box. Share your answer by mail or e-mail. Please include your name and address and title your letter "In Box Q." Send answers to communications@bikeleague.org. We may edit letters for length and clarity.

TWEETED



I didn't know it was National Bike Month — inspires me to finally start pedaling to work ...
loverivers, May 19

THE EYES HAVE IT

American Bicyclist magazine has a new look. We've listened to your comments, developed a new way to present the information, injected some style, and added a lot of readability. We hope you like it, and we want to hear about it. Send feedback to communications@bikeleague.org.

FACEBOOK MESSAGE



I'm surprised to see that my state, California, has gotten worse every year (Bicycle Friendly State Rankings). I'm not surprised that Washington has remained no. 1; things seem to happen slower up there. Last year I did some cycling on Orcas Island, Wash., and the motorists there were the most patient, cautious, and friendly that I have experienced anywhere in the world.
Chris Loakimedes, May 19

BFS What?

For more than 25 years I have traveled by bicycle and to places in order to bicycle. I have bicycled in 25 states; I ride fairly often in 12 states, and I feel I know six or seven states very well. Your Bicycle Friendly States of 2009 baffles me.

-Sue Pitts

Editors Note

The League annually ranks all 50 states for bicycle-friendliness. We do this based on a multi-faceted Bicycle Friendly State (BFS) questionnaire that is answered by each state's Bicycle Coordinator. The data collected — based on 95 questions, across six categories — is verified by League staff in concert with advocates in each state. The BFS section at bikeleague.org includes information on how the ranking system works.

FACEBOOK MESSAGE



Wouldn't it be nice to see this energy for promoting cycling all year long — not just Bike Month?
Fingerlakes Mountainbikeclub, May 12



Focused on Distracted Driving

As a cyclist and ride leader, I thought your story "The Dangers of Distracted Driving" in the March/April issue was very timely. In the sidebar under "State Laws" the story stated that distracted driving is a secondary offense

TWEETED



Maine is the no. 3 Bike Friendly State says the League of American Bicyclists. Pedal Power; Yessah!
Fendler, May 24

TWEETED



On this date in 1894:

The League of American Wheelmen (now Bicyclists) predicts personal bicycle-powered air travel. Really. *rick_vosper, May 22*



A bicycle with wings attached to its frame for an early attempt at a flying machine, circa 1900. This, strangely enough, is a tame design.

photo: howthingswork.com

in Washington State. I'm pleased to report that Washington Gov. Chris Gregoire recently signed a bill elevating driving while texting or using a hand-held cell phone to a primary offense. The upgraded law becomes effective on June 10. Hopefully, it'll help keep cyclists a little safer, and penalize those who foolishly think they can multi-task while driving.
- *Lehman Holder, Vancouver, WA*

FACEBOOK MESSAGE



Every day is bike to work day...
Brian Robbins, May 14

FACEBOOK MESSAGE



Woowooow! You make it even better with Google Mobile Bicycling Directions. I'm not surprised this new technology is taking us everywhere, way easier! SALUD for that ... ride safe, and have fun.
Mayra Hernandez, May 12 |||

TWEETED



Basking a little this morning. Washington was rated the rated the no. 1 bicycle-friendly state (again).
Wsdot, May 20

Thanks for your letters

We eagerly await all of your comments — good and bad — on cycling, the League, our publications, and just about anything else you want to tell us about. E-mail meghan@bikeleague.org or mail it to us at 1612 K Street NW, Suite 800, Washington, D.C. 20006. Comment on [facebook.com/leagueamericanbicyclists](https://www.facebook.com/leagueamericanbicyclists) or twitter.com/bikeleague. Letters may be edited for style and length.

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2010 bicycle friendly state rankings

The League announced our third annual Bicycle Friendly State (BFS) rankings this May. "We are delighted to report that states, and state-wide bicycle advocates, are using this program to target legislative changes, adopt new policies and even start new advocacy groups in order to improve conditions for cyclists," said Andy Clarke, League President. "Change at the state level is harder to see than in a community or business, but is no less important – and we are seeing real progress." View the BFS rankings at bikeleague.org.

At the top of the list are:

1. WASHINGTON



2. WISCONSIN



3. MAINE



4. MINNESOTA



5. OREGON



The lowest scoring states ranked 46 through 50 are:

- 46. New Mexico
- 47. West Virginia
- 48. Montana
- 49. North Dakota
- 50. Alabama



MOST POPULAR AT bikeleague.org

Bikes Banned in Black Hawk, Colo.
(6.10.10)

Royal Ride A Slam Dunk (6.07.10)

Bike to Work Day Web Roundup
(5.21.10)

Bike Lanes on Pennsylvania Avenue (Updated) (5.05.10)

Bike Month
35,000 visitors for April and May

Bicycle Friendly Communities
8,000 visitors for April and May

Education
5,300 visitors for April and May



What has the League done for you lately?

The League sponsored the 54th Annual National Bike Month, with communities and schools participating in bike to work and school events nationwide – with 0.55 percent of Americans commuting to work daily, we estimate that this number doubled for Bike to Work Day. Keep on pedaling America!



staffsnapshot

Carly Sieff, Bicycle Friendly America Program Assistant

I remember going on a family bike trip when I was eight years old on my cousin's hand-me-down bike. As the little one in the family, everyone checked in with me as we got farther from home but I refused to admit that my tiny legs were exhausted. When I could no longer ride, my dad rode back to get the car to pick me up. I felt elated at making it so far — and defeated at not finishing. That experience was only the beginning of my bicycling adventures.

I attended Brown University in Providence, R.I. where I majored in Urban Studies and Science and Society, with an environmental focus. Even though my parents were concerned that bicycling in Providence was too dangerous, I was certain that a bike was how I wanted to get around. I bought a \$20 thrift store bike with no brakes and a slightly crooked wheel which proved unusable. I signed up for Bike and Build, raised enough money for a road bike with actual brakes, and biked from Providence, R.I. to Seattle, Wash.

In college I also co-founded Bikes@Brown, Brown University's first bike share program, and I led bike trips along the Narragansett Bay in Rhode Island — I was Vice President of the Brown Outing Club.

After school, I sought out the League for employment. I am interested in the relationship between people and place and how city design and transportation planning can bring people closer with their surroundings. By working at the League, I hope to help guide more communities, businesses and universities to become more bike-friendly.

Currently, my bike is my sole form of transportation. I ride all over D.C., and I love it! I go on long rides on weekends to cross-train. Aside from the efficiency, I love the perspective that the bicycle gives me of a landscape. A bicycle provides a level of intimacy that really allows me to connect with people and my surroundings.



The percentage of League members who read every issue of *American Bicyclist* magazine. Visit bikeleague.org to read past issues.

distracteddrivingupdate

According to the Governors Highway Safety Association, seven state texting bans are about to go into effect. This makes the total states with texting bans 28. We're more than halfway there, America! The seven new states are:

- Iowa (takes effect 7/10, secondary law)
- Michigan (takes effect 7/10)
- Kansas (takes effect 1/11)
- Nebraska (takes effect 7/10)
- Washington (takes effect 6/10)
- Wisconsin (takes effect 2/10)
- Wyoming (takes effect 7/10)



Getting SMARTER with the League

By Meghan Cahill

WHY DO PEOPLE RIDE BIKES – to feel the wind in their hair, to feel like a kid, for exercise, for freedom, to reduce their carbon footprint? Maybe it's just the easiest way to get from point A to point B and to avoid traffic. No matter the reason we ride, one result is the same for us all – we become empowered and more confident. We also become responsible for our own personal safety. The League's in-depth curricula for all ages and levels of cyclists, along with our national network of League Cycling Instructors (LCI), is empowering cyclists with the knowledge of how to handle their bike on and off the road, spurring good judgment in traffic situations, and preparing them for safer rides.

Smart Cycling

The League's educational curriculum spans from clinics for children just beginning to advanced League Cycling Instructor (LCI) classes certifying instructors to teach the League curriculum. The League is working to get more people on bikes more often, and when they hop on bikes we want them to know what it takes to be safe. Bike commuters, recreational riders and fitness cyclists need to be armed with education to feel safe on streets and trails and, most importantly,

enjoy the ride. Educated bicyclists lead by example, and when more cyclists are riding safely and confidently, wearing protective gear and signaling correctly, more cyclists will follow suit.

The League’s Education Committee, a Board committee, sets the strategic direction of the education program. In 2008, the League did a complete overhaul of the education curricula and renamed Road 1 and 2 to Traffic Skills (TS) 101 and 201. The idea is that on our roadways, bikes are treated as vehicles, and simply knowing how to ride a bike is not the same as knowing how to operate a bike safely and legally in traffic.

The League’s Smart Cycling curricula, TS 101 and 201, is a program for adults that is taught nationally and focuses on the fundamentals of the bike, maintenance, street signage, traffic rules and laws. The LCIs incorporate the manual into drills and traffic situations. The drills give the new and returning riders the tools they need to take to the streets and ride safely and confidently.

Traffic Skills 101

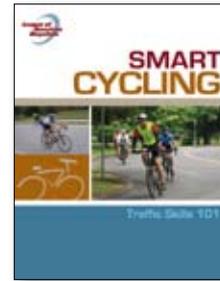
TS 101 gives cyclists the confidence they need to ride safely and legally in traffic or on the trail. It is divided into distinct modules which make it much easier to adapt to various teaching situations. The student materials are presented in booklets that are easy to understand and have appropriate photographs and diagrams. “The instructor materials have also been updated and, in particular,

the parking lot drill diagrams,” said Glen Harrison, Bicycle Education Director at the Washington Area Bicyclist Association. “They are provided in small spoke-card sized teaching format. Very handy!” LCI certification also includes very useful teaching tips and methodology to help make TS 101 and 201 classes fun and valuable. Harrison added, “One important benefit to the Smart Cycling makeover is that the presentation is professional and therefore more appealing and accessible to human resource departments, transportation departments and other potential clients.”

Cascade Bicycle Club of Seattle, Wash. was so impressed with the TS 101 curriculum that it inspired them to write their own bike safety education program – “Riding with Confidence” – for their members and community. When asked why they used TS 101 as a template, Julie Salathé from the Cascade Bicycle Club said the curriculum, “provides valuable road skills information, such as negotiating traffic and lane positioning, and these elements can’t really be found anywhere else.” The club has one of the larger LCI taught education programs in the nation, and they wanted to produce consistent education materials that included local resources and Cascade programming.

Traffic Skills 201

The next level, TS 201, ramps up the learning curve for the cyclist who wants to do more of his own bicycle maintenance and is faced with rides



Traffic Skills 101 provides valuable information such as negotiating traffic and lane positioning, and these elements can’t really be found anywhere else.

in aggressive traffic situations. Traffic Skills 201 is for more advanced students with an understanding of vehicular cycling principles. This twelve-hour course includes fitness and physiology, training for longer rides, advanced mechanics, paceline skills, advanced traffic negotiation, foul weather riding and night riding.

Where Do You Go After TS 201?

The demand for varied cycling education has grown in recent years. The League wanted to maintain our solid education reputation while meeting our member’s needs. To meet the new need we developed short Commuter and Group Riding curriculums and Bicycling Skills 123, with the National Bicycle Dealers Association (NBDA).

The commuting program supports the League’s efforts in getting adults and children to bike to work, school, errands and play safely. Adult cyclists who wish to commute to work or school by bike will learn route selection, bicycle choice, dealing with cargo and clothing, bike parking, lighting, reflection, and foul

RULES OF THE ROAD



Ride with traffic and obey the same laws as motorists.

Use the rightmost lane that heads in the direction that you are traveling.

Obey all traffic control devices, such as stop signs, lights and lane markings.

Always look back and use hand and arm signals to indicate your intention to stop, merge or turn.

weather riding in the commuting course. Group Riding Skills works on making riders more comfortable in large groups like the biggest charity rides. If you can ride with 10 riders you can ride with 1,300.

The League's Bicycling Skills 123 is designed to support NBDA member dealers as they encourage cycle safety within their community. The League provides the materials and training for bicycle store owners and employees to teach safe riding to their customers in short and entertaining classes. Several NBDA member dealers were involved in creating and refining the program and have used it successfully to help people ride safely and with confidence. Bicycling Skills 123 is a great way to make sure your customers understand and practice the basics of sound cycling, and to position the local retail store as the center of cycling in the community.

Anything for Drivers?

Yes! Our motorist program is easily added to driver's education curriculums, such as diversion training for reckless drivers or a course designed for local fleet drivers. This class is directed towards motorists to share the road safely with bikes and complements our Rules of the Road campaign. Topics that are covered include roadway positioning

of cyclists, traffic and hand signals, principles of right-of-way and left and right turn problems.

Children Count Too

The Cycling Skills Parent course is designed for parents who want to teach a child to ride a bike.

This class will give them the tools to instruct their children to perform a bicycle safety check, wear the right helmet correctly and general safely. The class includes a 10-minute "Kids Eye View" video and a brochure for parents. Safe Routes to School is for 5th and 6th graders who are ready to ride independently on the road. The curriculum is similar to TS 101 but is tailored to this age group. Lessons include on-bike skills as well as choosing safe routes for riding.

Who is Teaching?

The League's LCIs are a network of cycling instructors who teach our Smart Cycling curriculum across the country. Becoming an LCI is a great way to share your passion for cycling to those looking to ride better in your community. LCIs encourage and educate bicyclists, getting more people on bikes more often with the



confidence and knowledge of traffic handling. You must be a member of the League of American Bicyclists and attend a LCI training seminar – normally one evening and two full days. The registration fee is \$200 and includes the Enjoy the Ride DVD and Smart Cycling instructor materials. To remain certified you must keep your League membership current, renew your LCI status with the League once a year, and teach or otherwise be active in your cycling community. To register to become an LCI, choose a seminar from the Instructor Seminar Schedule page at bikeleague.org.

Rich Conroy, Bicycle Education Programs Director of Bike New York, is an LCI Coach. Coaches run the LCI seminars and certify new LCIs. When he started as Bike New York's Education Program Director, there were only three LCIs in New York City (now there are 43), and he rec-

GET SMART!

Smart Cycling

The Smart Cycling program is a set of curricula for adults and children to become confident riders on the trail and on the street.

Traffic Skills 101

Covers bicycle safety checks, fixing a flat, on-bike skills and crash avoidance techniques.

Traffic Skills 201

Course includes fitness and physiology, training for longer rides, advanced mechanics, paceline skills, advanced traffic negotiation, foul weather riding and night riding.

Commuting

Topics include route selection, bicycle choice, dealing with cargo and clothing, bike parking, lighting, reflection, and foul weather riding.

Cycling Skills Parent Course

Designed for parents, instructors explain how to teach a child to ride a bike.

Safe Routes to School

Traffic Skills 101 class for 5th and 6th Graders.



“Educated bicyclists lead by example, when more cyclists are riding safely and confidently, wearing protective gear and signaling correctly, more bike riders will follow suit.”

communicators to have an effective education program – so that’s why I teach LCI seminars,” said Conroy.

The standards for certifying instructors remain very

high. LCIs can literally save people’s lives. Conroy has had students tell him that what they learned in the classes helped them prevent a bad crash. “The majority of LCI candidates that have attended seminars were excellent teachers and cyclists, and were dedicated to the growth of cycling in their towns, counties and states. There are really some wonderful people who get involved in this program,” said Conroy.

However, there are challenges involved when coordinating LCI seminars: getting enough experienced cyclists into a seminar so that it will run; managing the clock in a very tightly packed training schedule; rainy weather; and keeping the newly minted LCIs active. Some of the candidates get overwhelmed at putting together just one class. It helps if there’s a local organization that supports bike education that gets involved with the seminars. The

organization can do some of the legwork to market and set up classes and events, so that the instructor can focus on teaching.

Success Rates, Graduates and Active LCIs

Seminars tend to be well attended and have a pretty good balance of women and men. Most new LCIs stay active because of ample teaching opportunities and better communication between the League and the instructors. The League estimates that 2/3 of the candidates that attend seminars remain active. For Conroy, Bike New York’s instructors get really awesome feedback from their classes, and they get a lot of fan mail and raves. Visit bikenewyork.org/education/classes/savvy.html.

LCI Site Facilitator

It takes more than willing LCI coaches, students and graduates for the League’s Smart Cycling program to be successful. We depend on site facilitators to find where education needs are not being met throughout the country. Gail Spann is on the League board and a dedicated LCI

ognized the need for NYC to greatly expand that number to get bike education in the region. “Mainly I do this because I firmly believe that education is a critical ingredient for getting more cyclists out there on the roads and streets,” said Conroy. “I teach LCI seminars because LCIs literally help the growth of cycling. Building more bike paths and lanes is great, because they give novices quieter places to gain experience, but a bike lane doesn’t teach you how high to raise your seat, how to use your gear system, or how to perform basic maintenance on your bike.” There are a lot of novices or would-be cyclists who are afraid of riding in traffic. Knowing all the little safety tips help keep novice cyclists in the game, so that they become permanent cyclists. Education and practice helps overcome fear. “You need experienced and expert cyclists who are skilled

Motorist Education

Directed towards motorists in general, topics include roadway positioning of cyclists, traffic and hand signals, principles of right-of-way and left and right turn problems.

Bicycling 123

NBDA MEMBER BENEFIT

The League and the NBDA partnered to create a quick, easy and effective course for bike shop employees and volunteers to teach NBDA shop customers.

Bicycling 123: Youth

The 123 Youth guide outlines 13 stations – four administrative stations and nine activity stations.

Bicycling 123: New and Returning Riders

Basic handling drills designed to allow a cyclist to feel more confident handling their bicycle.

Find courses or instructors in your state at bikeleague.org.

site facilitator. She had been teaching cycling classes for years as a racer and president of various cycling clubs before becoming a site facilitator. "It just seemed natural to organize that part of my life and do it right, by taking the, then, Road 1 class. I was quite surprised at how much I learned; after all ... I thought I knew it all!" said Spann. "I was so enthused after the class that a few weeks later I drove 257 miles on a Friday to take the class for LCI certification."

Spann encourages others to become a LCI because she sees the need for more dedicated LCIs. Originally, Spann wanted to organize a seminar for some of her former students and offered to be the Site Facilitator. She realized that her duties were not difficult and included: scouting out a classroom facility, finding a parking lot that suited their needs, making

maps of the routes available, being sure they had a way to show slides or power point presentations, and finding a place for students to put their bikes in a secure environment. "I work with the Seminar Coach to make their job easier," said Spann. "The easier I can make it on the Seminar Coach, the better."

Securing an LCI Seminar

First, you have to make sure your area has enough TS 101 classes. The key is to have the minimum of 10 students needed for the LCI seminar. If you teach three classes of 10 to 12 students each, that gives you the base for a successful LCI seminar by having enough interested students. Spann usually asks students that pass the TS 101 if they are interested in becoming an LCI; she keeps a record of those who are interested. When

there are 15 to 20 students interested it is time to consider the seminar.

LCI Seminars

Those who attend the 20-hour LCI seminar receive instruction in and outside of the classroom and on bike, usually during the course of a single weekend. Attendees receive a copy of the League Guide to Safe and Effective Cycling, the Enjoy the Ride DVD (one covering adult cycling practices and one aimed at the parents of small children), and a League Cycling Instructor Manual with curricula and support material for teaching classes to adult and child cyclists, parents of young children, bicycle commuters and motorists. Once certified you are listed in the League's national Web site database where you can post your courses for free and get one-year coverage under the League's individual liability insurance for LCIs, renewable each year for \$25.

Get Bike-educated

To get more involved you can take a class, share program info, teach a class or become an LCI coach or site coordinator. When we have more bicyclists involved in the Smart Cycling program, more people will become committed to riding. It makes sense. When kids go to college, they tend to use their area of study in all aspects of their life. Spread the message, take a class and ride safely and smartly. Ride empowered and your smart cycling will one day influence others.

To learn more about the League's Smart Cycling Education program, visit bikeleague.org. The Web site has loads of tips, including: why ride, ride better, teach riding, course descriptions and locations, and how to become an LCI. Get educated today and enjoy the ride! |||

For more information, contact Preston Tyree, Director of Education at preston@bikeleague.org.



will
work
for

**BIKE
LANES**

BICYCLE AND PEDESTRIAN PROGRAM managers are common in U.S. cities and, along with other transportation planners and bicycling advocates, are a critical part of creating a bicycle-friendly community. Staff help communities plan for and respond to the needs of cyclists and pedestrians. An analysis of 40 of the largest U.S. cities shows that cities with bicycle and pedestrian staff have higher levels of bicycling than the cities without staff. Cities with larger staff – both in count and per capita – have higher levels of bicycling and are more likely to be recognized Bicycle Friendly Communities than cities with smaller staffs.

About bicycle and pedestrian program managers

Bicycling program managers institutionalize the consideration of bicycling accommodations throughout transportation departments and other relevant areas of government. State bicycle program managers direct planning efforts, develop and implement projects, ensure design guidelines are followed, and improve bicycling-related policies. Local managers run programs and implement projects in the community's bicycle and pedestrian plans. They also evaluate existing plans and initiate new ones.¹

Most cities have bicycle and pedestrian staff

The Alliance for Bicycling & Walking² surveyed the 50 largest U.S. cities to find how many bicycle and pedestrian staff they employed.³ Of the 40 cities that responded, only two do not have any staff dedicated to bicycle and

pedestrian issues. More than half of the responding cities have one or two staff spending at least part of their time on them. A quarter of the cities have more than four staff working on bike and pedestrian issues.

Communities with larger bicycle and pedestrian staffs have higher levels of cycling

What impact do bicycle and pedestrian staff have on bicycling levels? The U.S. Census Bureau's American Community Survey measures the percentage of workers who use the bicycle as their primary mode of transportation to work.⁴ Comparing staffing levels to the commuter data shows that larger bicycle and pedestrian staffs are correlated with higher bike commuter levels. The cities without bike staff had the lowest average bike commuter share. As the size of a city's staff increases the average bike

“All but two of the 40 cities in the sample have bicycle and pedestrian staff. Ten have more than four staff members.”

commuter share also increases. Cities with more than four staff averaged a ten times greater share of bicycle commuters than cities without staff – 2.1 percent compared to 0.2 percent. Cities that make a serious commitment to bicycle planning see a greater return on investment than cities with fewer staff.

Bike staff levels correlate with overall bicycle-friendliness

The League of American Bicyclists' Bicycle Friendly Community (BFC) Program recognizes communities that have made dedicated ef-

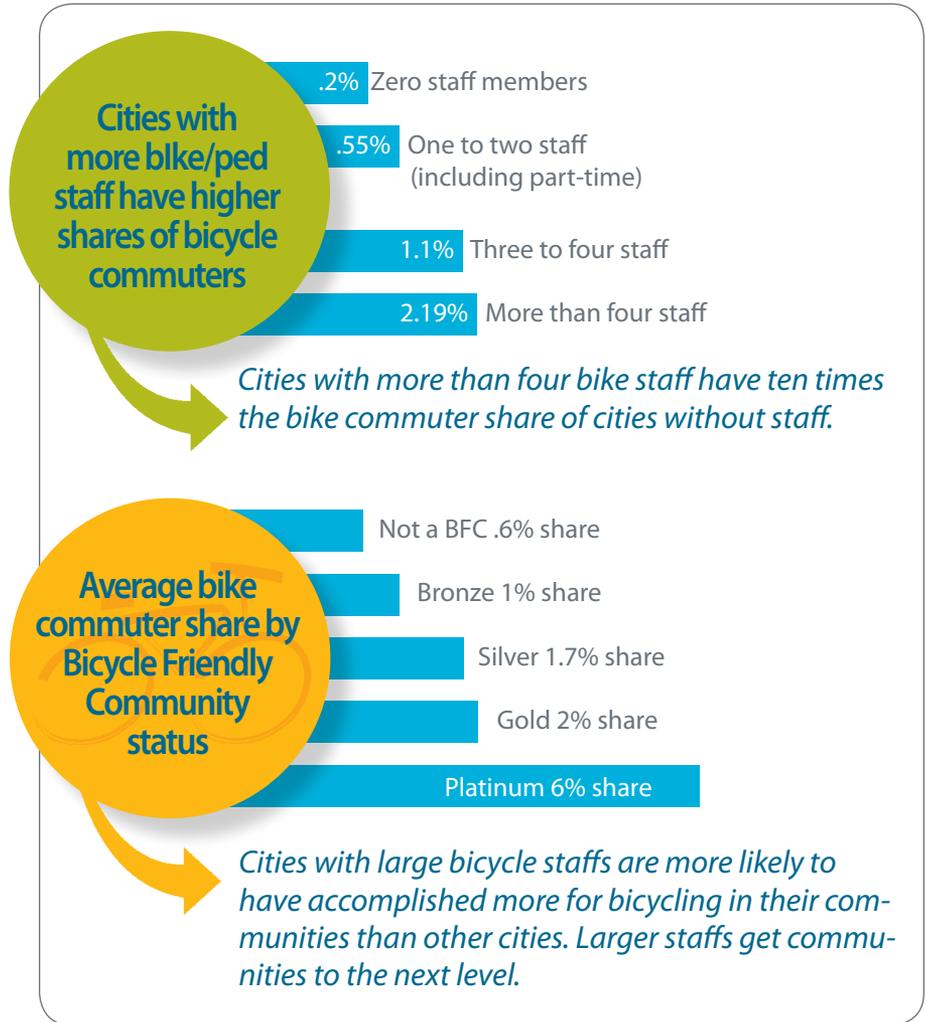
orts to improve bicycling conditions. Applicants describe their investments in five categories of bicycle-friendliness: engineering, education, encouragement, enforcement, and evaluation and planning. Staffing levels are only a few questions in the comprehensive BFC application, but there is strong correlation with BFC recognition. Cities with large bicycle staffs are more likely to have accomplished more for bicycling in their communities than other cities.

Eighty-eight communities in the U.S. have achieved bronze Bicycle Friendly status. Only 36 have received silver, gold, or platinum recognition. Non-BFCs average one and a half staff; bronze BFCs average three staff; and the top three categories combined average 11 staff. Larger staffs

get communities to the next level.

Without planning for bicycling, a city's transportation network is incomplete. Employing bicycle and pedestrian staff shows that a community is committed to a comprehensive transportation system; they are critical to integrating bicycling into the municipality's plans and projects. Bike commuting levels and Bicycle Friendly Community recognition patterns show that larger staff invest-

“Cities with more than four bike staff members have ten times the bike commuter share of cities without staff.”



ments are associated with better bicycling outcomes. The route to higher levels of bike-friendliness, though, is best planned through the combined efforts of the city, bicycle advisory committees, advocacy organizations and advocates.

For more information, including a discussion of staff in smaller communities, see the full report at: bikeleague.org/resources/reports. |||

Darren Flusche is a member of the Advocacy Advance team, a partnership between the League of American Bicyclists and the Alliance for Biking and Walking. Advocacy Advance researches issues critical to the bicycling community, writes reports and bi-monthly columns about these topics. The reports help Alliance member organizations access Federal funding for bicycle and pedestrian projects.



(Endnotes)

1. FHWA, Case Study #22: The role of State Bicycle/Pedestrian Coordinators, and the Pedestrian and Bicycle Information Center, www.walkinginfo.org
2. Source for staff levels: Alliance for Bicycling & Walking, Bicycling and Walking in the United States 2010: Benchmarking Report, based on a 2008 survey of the 50 largest US cities. www.peoplepoweredmovement.org. The 10 cities among the largest 50 not included are Los Angeles, Jacksonville, Memphis, El Paso, Nashville, Albuquerque, Sacramento, Cleveland, Omaha, and Arlington, TX.
3. All staff numbers are expressed as full-time-equivalent (FTE). That is, a city with two half-time staff would be listed here as having one FTE.
4. Source for bicycle commuting levels: 2008 American Community Survey, analysis by the League of American Bicyclists, http://www.bikeleague.org/resources/reports/acs_commuter_trends.php

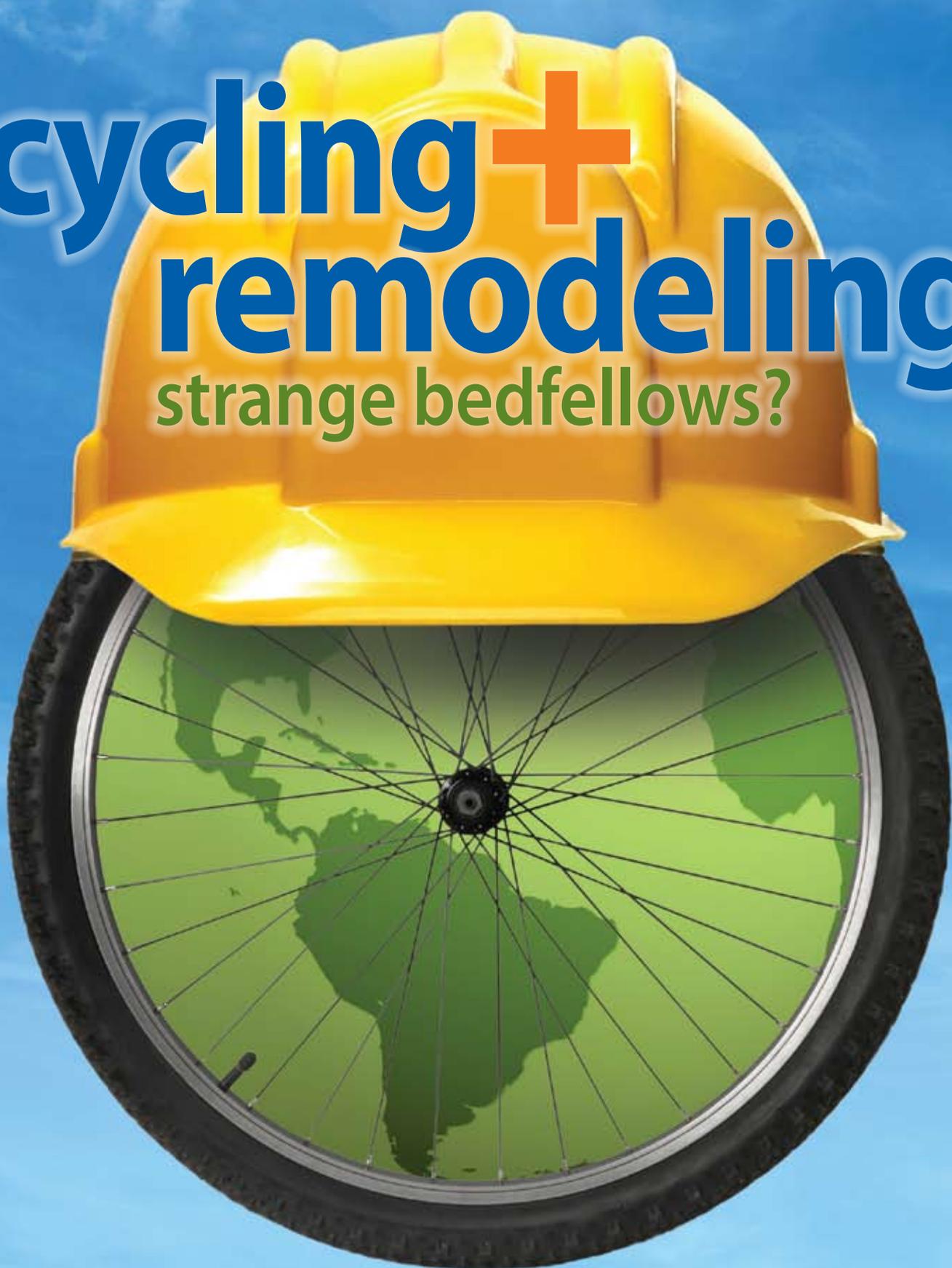
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cycling + remodeling

strange bedfellows?

A story about viral infiltration

By Rick Dubrow

THERE'S A SYNDROME IN THE remodeling industry called remodeling fever. It refers to a client's typical reaction to watching their home get torn apart by a bunch of near strangers who practically live with them for the duration. The drywall dust gravitates throughout; numerous trucks clog their driveway; a window gets mistakenly left open overnight. The list can prove viral to the home's inhabitants. Tempers elevate; fevers rise.

There's another unrelated virus – bicycling – that is infiltrating our remodeling company, A-1 Builders. Unlike remodeling fever, we're hopeful that this particular virus does gravitate throughout.

This story is about the union of the two viruses, cycling and remodeling – seemingly strange bedfellows. It all started when our client, Ellen Barton, asked A-1 Builders if we would use bicycles for the transportation aspects of her remodeling project. This made sense, given her world view. For three years she's been the program manager for the Whatcom Council of Governments' everybodyBIKE (everybodybike.com), the bicycle education program for Whatcom Smart Trips (whatcomSmartTrips.org). Whatcom Smart Trips is an ongoing partnership between local government, public agencies, employers, and schools to promote transportation by walking, bicycling, sharing rides, and riding the bus.

Barton already knew I was infected by the cycling virus since I had

taken a number of everybodyBIKE's classes. I'm an all-weather cycling commuter (except for snow and ice), and this past summer I rode in two classic rides in Washington State – Cascade Bicycle Club's Seattle to Portland ride, as well as Ride Seattle to Vancouver Then Party.

Barton's challenge to my company was an opportunity to infect my co-workers!

Her project was to repair the faulty siding and deck connection performed about eight years ago by another local contractor. This was not a large project – it took us three weeks – but a critical repair given her home's exposure to Bellingham Bay's southwest, wind-driven rains. Located on a bluff above the Nooksack River's broad delta, the home is near a difficult cycling road: one lane in each direction; no bike lanes, not even shoulders to speak of; a 40 mph speed limit; a road notorious for alcohol-infused drivers; just past a terribly dangerous two-lane bridge along a blind, sweeping curve in the

road; and complete with concrete curbs and steel guardrails instead of shoulders!

I selected our two carpenters of choice for the project — Chris Pasquini, 37-years-old and the Project Manager, and Adam Yost, 28 and Pasquini's Support Carpenter. They were game for the challenge, with some caveats:

1. Their cycling equipment was marginal and in need of some lighting, visible vests and warmer gloves.
2. Given the home's location, they needed a tune-up on their skill set.
3. They didn't want their longer commute times to cost them any income.
4. Nor did they want their trucks to live on site during the project, given their exposure to possible vandalism. So their trucks couldn't act as their tool boxes as they normally do.

I committed to help them over these speed bumps.



Carpenters Chris Pasquini (left) and Adam Yost agreed to travel to and from the job site by bicycle.

Project Logistics

Just what aspects of the project were bicycles appropriate for? It's one thing to get our carpenters there, but another to move equipment, materials and debris. And what about the inspector Barton hired to create the scope of work, as well as inspect our progress along the way? She wanted

weather (he took the bus instead, supporting our goal of using alternative transportation!).

2. When I called Leon Costanten, the inspector, I asked him whether he'd be game for this challenge. His response was instantaneous. "You'll have to find another inspector!" Since he was already an

lockers for the crew's tools which would ordinarily be stored in their pickups. He used 30 minutes to prepare and place these two lockers on site, time which wouldn't have been necessary if we had used their trucks as tool boxes. And no additional vehicle trip was necessary to place these tool lockers.



Our first experiment: We asked our entire team to saddle up and haul our debris box to Ellen's house. Just kidding! But it was a blast taking this photo!

an inspector's input and oversight into the repair work because the first attempt had already failed! Would the inspector be willing to bike there?

Our first experiment was asking our entire team to saddle up and haul our debris box to Ellen's house. (just kidding!) But it sure was a blast taking the photo! We settled for the following scenario:

1. Pasquini and Yost would cycle as often as possible getting to and from the site. Ultimately this became every single day except for the first day when they offloaded their tools, the last day when they picked up their tools, and one day when Chris was under the

integral part of the team, though, he remained on board.

3. Barton wanted to save and reuse most of the deconstructed materials, so debris hauling was insignificant.
4. Pasquini spent extra time and attention to create a single, large material delivery from our traditional supplier, Builders Alliance, so we could minimize vehicle trips and not take them for granted.
5. Similarly, we challenged our Operations Manager Chris Frerichs to focus on a single delivery of tools and equipment, including two additional steel storage

6. Our Production Manager Joe Gillmer, who periodically visits our numerous job sites to check on quality and progress, was committed to the challenge but was days away from shoulder surgery. No way could he hop on his bike for this project.

The challenge proved to be about more than the time, passion, energy, vision and money that it takes to bring change to any organization's culture. It is about the need for internal champions; the need for community support; the need for flexibility amidst a team; the need for cooperation between a business and a client;

the need for addressing the dual challenges of peak oil and climate change. And, yes, this story is about two guys willing to take on something new and different.

Builders and Bikers

Our internal champions Pasquini and Yost both grew up using their

Pasquini's prior cycling experience was more substantial. He grew up on a BMX bike, riding dirt trails and hills, and then commuted to work in San Francisco for about four years in the mid '90s. Once or twice a week he would also bag recreational rides to the coast – about 40 minutes each way. But moving to Washington

Additionally, we accepted Barton's offer for a private cycling classroom lesson before the project commenced – one very similar to what her office offers our community. The everybodyBIKE's First Gear Bicycle Class includes rules of the road, laws of the road, commuting hints, equipment preferences, confidence and comfort. She spent two hours with Pasquini and Yost, along with two other co-workers who wanted to sit in and absorb what they could. During the class, Pasquini suggested that our office staff would probably be in a better position to bike commute than our production team, since they wear more standard clothing than our carpenters. "Actually," said Ellen, "most people say the opposite: wearing more formal clothing is a bigger barrier to biking."

“The challenge proved to be about more than the time, passion, energy, vision and money that it takes to bring change to any organization's culture. It is about the need for internal champions; the need for community support; the need for flexibility amidst a team; the need for cooperation between a business and a client; the need for addressing the dual challenges of peak oil and climate change.”

bikes to visit friends and assorted errands prior to being able to drive a car. Yost's commute to Barton's home, at 8 miles each way, proved to be the longest ride of his life! So he went out and bought a \$30 used Nishiki road bike prior to project commencement; his existing mountain bike felt inappropriate for this challenge.

Yost was concerned about feeling wasted working four 10-hour days at Barton's, with an eight-mile ride before and after work, but he ended up feeling rejuvenated. "When I got to Ellen's house in the morning I actually found that I had more energy than usual! And at the end of my work day I arrived back home feeling normal; not drained as I had feared."

changed his style; he's hardly touched his bike.

Our challenge changed this. "I felt invigorated by the rides [5.5 miles each way]. I felt more awake and alive. And given my home life with my wife and toddler, the exercise was a welcome change!" said Pasquini. "It took me about 30 minutes a day of additional preparation time to deal with clothing, cycling equipment and tools; and like Yost, I arrived on site with additional energy. I was ready to have at it!" And again, like Yost, Chris came back home at day's end not feeling any more tired than had he drove his pickup each way. Bike riding, simply put, is energizing.

The Bottom Line

What about the social and environmental benefits we achieved as a result of Ellen's project? First, the hard data:

1. Pasquini bike commuted the five-and-one-half-miles each way for nine work days (20 minutes each way); by bus one day (40 minutes each way; he had a chest cold so he biked to the bus stop, put his bike on the bus; took the bus home along with his bike); by single-occupancy pickup two days (10 minutes each way).
2. Yost bike commuted the eight miles each way for 10 work days (40 minutes each way); by single-occupancy pickup two days (20 minutes each way).
3. One diesel truck delivery was made by our local lumber yard, Builders Alliance.
4. Frerichs, our Operations Manager, supported the crew by moving materials, tools and equipment.

336
(almost)

total number of miles biked

9

total pounds of carbon monoxide eliminated

\$40

amount saved in vehicle fuel costs

272

total pounds of carbon dioxide eliminated

He logged 30 miles in our small Toyota Tacoma pickup and an additional 30 miles in our one ton Chevy swap-loader. Although he bicycle commutes to our office at times, none of his trips to Barton's jobsite were at all practical by bike.

All in all, we biked 336 miles. Well, almost; 336 miles assumed that Gillmer, our Production Manager, didn't have a bum shoulder and was able to bike as well.

The environmental advantages look like this:

1. We eliminated 272 pounds of carbon dioxide (which contributes to global warming).
2. We eliminated one pound of hydrocarbon (which contributes to smog).
3. We eliminated nine pounds of carbon monoxide (a poisonous gas) from being emitted.
4. We (company and individuals) saved 14 gallons of gasoline representing a savings of about \$40.

What about our job costs? First know that we covered the additional travel costs created by the extra time involved. Barton paid nothing extra; we covered Pasquini and Yost's cycling time.

Just how much additional time are we talking about?

1. Pasquini spent 40 minutes extra time per round trip to the site, or 6.7 hours of cycling overall.
2. Yost spent 20 minutes extra time per round trip to the site, or 3.3 hours of cycling overall.
3. Gillmer (would have) spent 20 minutes extra time per round trip to the site, or 3.3 hours of cycling overall.

From a single-bottom-line perspective, our labor costs increased by \$332 for a project with total hard costs of \$8,322. That's an increase of about 4 percent in total cost.

That being said, life is not about single-bottom-line management. Let's

toss in the social and environmental benefits. Yes, more difficult to quantify, but that's never stopped us. Our efforts created:

1. Less traffic and pollution.
2. Healthier and happier employees.
3. A happier client.
4. Longer life expectancy for our trucks.
5. Less dependency upon petroleum.
6. A company focus upon better planning in general; fewer trips of any kind.
7. A new cultural buzz within our company, stimulating conversations about fitness, health and overall well being.

Biking in our Work Plan

What happened three months after Barton's project ended and our work cultural change? Yost and Pasquini are both enthusiastically looking towards the summer, and better weather, to hop back aboard their bikes. Pasquini told me that "he'll bike to work so long as the jobsites are within about 30 minutes of his home."

After completing Barton's project, we've identified another co-worker – Maggie Bates – as our in-house cycling champion. Bates has taken on the role of spreading the alternative transportation virus throughout our company. An avid cyclist herself, she often does a hybrid commute to



work, using a combination of bus and bike. Bates has given presentations about the Smart Trips program to both our design and production staffs. Also growing is our designers' use of bikes to make in-town trips to the building department, job sites and other errands. And we hope to further support our bikers by building a bicycle shelter at our office and showroom using natural building methods such as cob, straw bale or cord wood.

Three years ago, in celebration of our 50-year company anniversary, we designed and built a covered, 22-bicycle bikeport at our local Community Food Co-op. An unintended consequence of this gift was that A-1 Builders and the Community Food Co-op was awarded the 2006 Great Feets Award (from the Bellingham Bicycle and Pedestrian Advisory Committee) during Everybody Bike Month.

Amidst the numerous benefits of Whatcom's Smart Trips is a discount card they offer folks who have attained a certain number of alternative trips. A-1 Builders is joining the ranks of local businesses that offer these discounts. Ours will be a 50 percent reduction in a client's first two-hour design session.

A-1 Builders has also embraced a new cycling policy here. Although we don't pay our folks for their commuting time by car, we are going to pay for their additional time spent cycling. So if a carpenter's commute to a jobsite takes 15 minutes by car and 30 minutes by bike, we'll pay them for the additional 15 minutes each way. This will hold true when our jobsites are located in Bellingham's city limits; sites beyond this footprint may still be covered, at the discretion of management.

What about Barton's feedback, after the fact? From the client's perspective, what did she feel? Given her tight

“I think a typical client would easily accept a bike-oriented jobsite so long as they knew they weren't paying an additional price to incorporate their use.” -Ellen Barton



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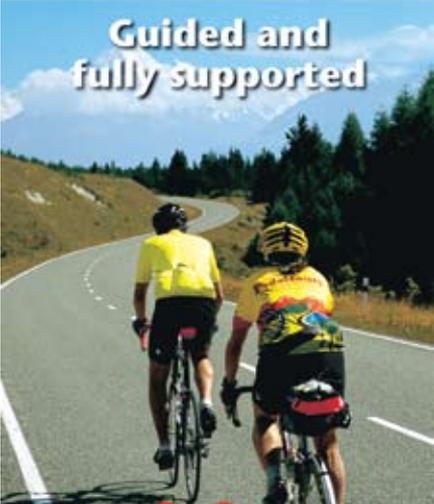


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building lot, more bikes led to less motor vehicles, and this was a good thing. And it sure didn't hurt for our client to be a passionate bike enthusiast. She offered our guys places to change their clothes as well as areas in which to store their bikes during the work day.

Barton's further input was to say that, "I think a typical client would easily accept a bike-oriented jobsite so long as they knew they weren't paying an additional price to incorporate their use." In-house we toyed with offering our clients an optional add-on price to support these this extra travel time, but we decided to absorb this extra cost on our own without asking our clients for this financial support.

Where will the infiltration of this cycling virus end? It's clearly infectious. We've been studying websites such as bikesatwork.com for work-oriented cargo bikes. We're reading "Cycling for Profit: How to Make a Living With Your Bicycle" by Jim Gregory. We're involved with Transition Whatcom's alternative transportation working group, seeking to identify our local leverage points to lobby for more bike-centric roads.

A further cultural shift within our company is to think about cycling from the moment a client accepts a proposal and says "Go!" We've even added a line item entitled 'discuss the applicability of cycling' to our project commencement checklist we call the Go Agenda. Right out of the starting gate we want to incorporate alternative transportation whenever possible.

Yet even when cycling is impractical for a particular project, Barton's job helped us focus on being diligent in minimizing the number of vehicle trips no matter what vehicles are being used: eliminate unnecessary material and equipment runs by better



planning; carpool our staff to out-of-town jobs as much as practical; and minimize the number of dump runs.

Go Green

In the future, when you select a builder, go green. They are most likely to entertain an idea such as incorporating cycling into their work. They are most likely to be thinking about life-cycle assessment: using techniques that seek to optimize the life expectancy of that which they build!

Perhaps our boldest message is to think local and green in all aspects of your spending. Combining cycling and contracting in the same breath is simply out of the box thinking. Where else in your world can you promote alternative transportation by simply asking for it?

Ask for the change you want to see in the world! You just might infect someone with a wonderful virus. |||

Rick Dubrow owns A-1 Builders (www.a1builders.ws) in Bellingham, Wash. His team is committed to outstanding workmanship and green, sustainable designs and culture.



How to build a BFC

By Alison Dewey

CHARLIE QUIGG WOULD BE THE first to tell you that building a Bicycle Friendly Community (BFC) is no easy task. He also would be the first to say that it is worth all the work. A mid-westerner from Rochester, Minn., Quigg knows what it takes to move bicycling forward: persistence, perseverance, creativity, dedication and, above all, patience. Quigg is an advocate, bike club member, Rochester Bicycle Advisory Committee Chair and League Cycling Instructor. He is also on the Minnesota Bicycle Advisory Committee and the Bicycle Alliance of Minnesota board. Has has been an integral part of the process for the City of Rochester to receive a bronze-level Bicycle Friendly Community award and for IBM Rochester to receive a bronze-level Bicycle Friendly Business (BFB) award.

Throughout his years, Quigg has worn many different hats, yet has always been working towards the same result — a better bicycling community. A cycling advocate can really help a community and business in the BFC and BFB program. We were curious about what advice Quigg had for other bicycle advocates who are working to make their community more bicycle-friendly.

AB: What are the three most important things you would tell someone who is trying to work with their community to become a BFC?

“To build a Bicycle Friendly Community, you must be persistent, patient and form partnerships.”



Charlie Quigg
Rochester, Minnesota

CQ: Be persistent and patient and form partnerships. It takes time to get stakeholders on board and anything involving public policy takes time to change.

A cycling advocate needs to work with many and varied stakeholders who have similar interests and goals. Examples include: planning department (notably transportation planners), public works, municipal elected officials, healthy lifestyle professionals (local health department and medical practitioners), senior advocates, and neighborhood organizations.

AB: How did the Bike/Pedestrian Advisory Committee (BPAC) assist with the BFC application process?

CQ: BPAC was formed as a standing committee under the auspices of the Rochester Olmsted County Council of Governments (ROCOG) Policy Board. Typically, we set goals for the committee on an annual basis. We recognize the value of the BFC application process and use it as a means to an end to making Rochester more bicycle-friendly. We set re-applying for a BFC as a committee goal. We had a subcommittee work with the assigned staff transportation planner.

AB: How has the BPAC worked with the city to implement the feedback from the BFC review?

CQ: In many respects, it is the routine operation of the committee. We review the feedback and identify which elements are already in the non-motorized element of our LRTP. We ask what items we need to add to the plan and what items are the low hanging fruit. We start with the items that can be implemented quickly, easily, and at low cost. We then work with various community stakeholders to make it happen.

AB: Do you have any advice on creating a good BPAC?

CQ: The committee should represent a cross-section of cycling interests and demographics: commuters, road riders, trail riders, etc. Involve law enforcement, parks and recreation, school districts, and other public agencies. Ensure a gender balance and various ages from high school or college through retirement age.

AB: What would you tell people who are frustrated by the slow process of building a BFC?

CQ: This is a great question and a frustration that I hear from some community members. Building a BFC takes a plan that is implemented over time. Improvements don't always happen overnight.

AB: How did getting the Honorable Mention in 2006 affect your efforts?

CQ: The feedback served as a road-map and motivation for what we needed to do to go to the next level. We were also able to work with the League to get BPAC members certi-

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fied as LCIs to improve our bike education program.

AB: How has bicycling education been expanded in Rochester?

CQ: Rochester community members have led bike rodeos, assisted with Safe Routes to School, brown bag sessions for employers and offered a Community Ed course on how to bike to work. We have offered LCI curriculum for adolescents and Traffic Skills 101.

AB: In what way is the BFB process different from that of the BFC?

CQ: The process was similar to the BFC. From my time at IBM I knew folks from the facilities, which was

helpful for internal coalition building. The principal manager was receptive to the concept, and he reviewed the application. He identified easy, implementable items to make us more bicycle-friendly.

AB: What role do you see businesses playing in building a Bicycle Friendly Community?

CQ: There is a synergy between BFBs and the community in which they reside. Businesses can encourage and assist communities. |||

Alison Dewey is a Program Specialist for the League's Bicycle Friendly Communities program. She is an avid tri-athlete and commutes to work by bike.

“ A cycling advocate needs to work with many and varied stakeholders who have similar interests and goals. ”

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Gail Ryba

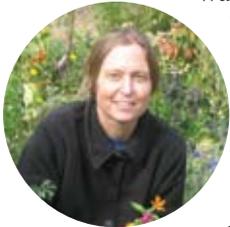
Dr. Gail Ryba, the League's 2009 recipient of the Phyllis Harmon Volunteer Award, died this May after a battle with cancer.

Ryba, who had a Ph.D. in Chemistry from California Institute of Technology, co-founded the Sandia Bicycle Commuters Group, founded Albuquerque's first bicycle advocacy group (Greater Albuquerque Spokes People) that later became BikeABQ, was appointed by the mayor to serve on the Greater Albuquerque Cycling Advisory Committee (GABAC), chaired GABAC in 1998, and served as the Mayor's Community Bicycle Liaison in 1999.

Ryba also founded the Bicycle Coalition of New Mexico (BCNM) in 2001. After years of hard work, Ryba was awarded a grant from

New Mexico DOT with matching grants from the McCune Foundation and REI to be used for state-wide bicycle education, which allowed the

BCNM to hire New Mexico's first Bicycle Education Coordinator. She served as the Energy Issues Chair for the Rio Grande Chapter of the Sierra Club and Executive Director of the New Mexico Coalition for Clean and Affordable Energy. Ryba was a League Cycling Instructor (LCI), and had been a bicycle commuter since 1984. |||



Mike and Sharon Bayler

*A Cycling Love Story Turned Tragedy
Written by the Spring City Cycling Club*

It's a classic cycling love story. Mike Bayler was a member of Alabama's Spring City Cycling Club (SCCC) when Sharon Covington moved to town and joined the club. They met, fell in love and married in 2003.

Mike Bayler designed several SCCC bike routes and created the RAM (Ride-A-Metric) Program. He taught group riding skills, endurance training, and bike maintenance. He was a dedicated LCI and served in many SCCC officer positions, including president.

Sharon Bayler was an outgoing, athletic rider. She served on the SCCC board and the Huntsville Mayor's Bicycle Advisory and Safety Committee. She was instrumental in initiating the annual Mayor's Bike Ride during Bike to Work Week.

On April 10, Mike Bayler collapsed while riding with friends and died instantly of cardiac arrest. Sharon Bayler lost her soul mate, and the SCCC lost a dear friend.

One month later, Sharon Bayler was struck from behind by a pickup truck while on a club ride. She died at the scene of severe injuries.

Mike and Sharon Bayler loved to cycle and were loved by all. Sadly, each died doing what they loved – riding their bikes with friends. It was not for lack of good bicycling skills or safety measures – it was simply a cruel twist of fate. |||



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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thankyouthankyouthankyou On this page we acknowledge all the individuals who have contributed to the League between March 2010 and April 2010. Your gifts help provide educational tools to national, state and city leaders; law enforcement; motorists and bicyclists; teachers and students; and parents and children. Above all, you inspire us to continue to reach for new and better ways to advocate on behalf of bicyclists and promote our shared passion. We are grateful for your support. Visit bikeleague.org to donate.

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royal ride

ON JUNE 4, AN ECLECTIC GROUP OF BICYCLE advocates rode together down Pennsylvania Avenue to check out the new bike lanes, celebrate the 50th Anniversary of the Danish Embassy and to get the word out about the importance of getting kids on bikes. The League hosted the ride with Crown Prince of Denmark Frederik André Henrik Christian, Ambassador of Denmark Friis Arne Petersen, and special guests including two-time NBA all-star Caron Butler and Congressmen Jim Oberstar (D-MN) and Tom Petri (R-WI). In addition to riding around D.C., the League also announced our partnership with Butler, the founder of the Caron Butler Bike Brigade which has given more than 2,500 bikes to kids in need. We will work to expand the Bike Brigade nationwide, while providing bike safety education using the League's kid curriculum.

The event drew tons of press coverage for the League and intrigued reporters. The blogosphere was abuzz for a week with reasons why the unique bunch was on a bike ride together. Well, the answer is simple ... you can have different jobs, backgrounds, and citizenships but the bicycle is something we all share. |||

1. The Crown Prince of Denmark Frederik André Henrik Christian (right) with Congressman Tom Petri (R-WI)
2. Two-time NBA all-star and League partner Caron Butler
3. Andy Clarke of the League (right) with the Crown Prince of Denmark Frederik André Henrik Christian
4. Congressman Jim Oberstar (D-MN) (left) Congressman Tom Petri (R-WI)



1



2



3



4



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The **Bicycle Friendly Community*** program inspires improvements for cyclists in communities across America. Find out how you can follow the BFC roadmap today. Visit www.bikeleague.org.

* The League's BFB program is generously supported by Trek's One World Two Wheels program and the Bikes Belong Coalition.



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