



# NEWSLETTER OF THE NEW YORK BICYCLING COALITION

## RESCISSION; New York needs a different VISION

Transportation is complex; filled with overlapping systems, conflicting needs, budgetary constraints and unfamiliar terms such as "RESCISSION." Simply stated, a rescission is when the federal government asks states to return transportation funding that had previously been sent out by Congress. Along with all other states New York just completed a rescission. In early July, through a process seemingly devoid of public input, the state Department of Transportation (DOT) designated \$144 million in transportation funding that will be returned to D.C.. The loss of these funds will have a measurable impact upon New York's transportation systems. **Unfortunately bicyclists and pedestrians will feel a very disproportionate measure of the pain.**

NYBC obtained an advance copy of NYSDOT's "Notification of Rescission" and we were very disappointed with

what we saw. **Transportation Enhancements (TEP)**, which is by far the most important source of dedicated funding for bicycle-pedestrian projects, has been hobbled in New York. The treatment of bicyclists and pedestrians is inequitable. Over half (\$15.8 million) of our TEP funds will be sent back to D.C. Meanwhile the Interstate Maintenance (IM) program will send back a mere \$15.1 million from a total apportionment of \$200 Million. In other words, even though IM is more than 6 times larger than TE, it is making the same sacrifice in absolute dollars. The rescission also deletes \$900,000 from the Recreational Trails Program. The Congestion Mitigation Air Quality (CMAQ) program is another important source of funding for bicycle-pedestrian projects CMAQ is losing \$25.4 Million in the rescission.

The transportation needs of bicyclists and pedestrians seem to be a low priority in this rescission. The demand for

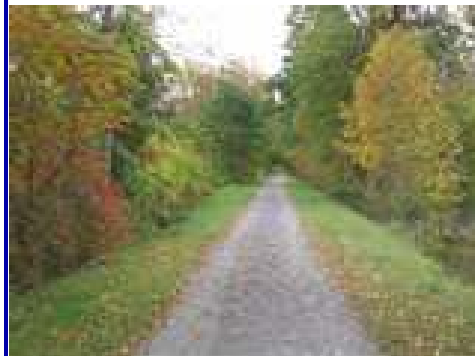
bicycle and pedestrian investments remains very high - New York's rate of walking and biking is twice the national average. But the dangers are also very real - 25% of New York's traffic fatalities are bicyclists or pedestrians (the national average is only 13%). New York spends a mere 0.6% of federal transportation funds on bicycle-pedestrian accommodations (compared to a national average of 1.2%). The upshot? Millions of people walk and bike in New York, but they are in danger on our roads. Unfortunately the state has just decided to send more money back to DC that would have made our roads safer for biking and walking.

New York needs a new VISION for its transportation system. Federal programs to improve bicycling and walking were created to serve a pressing need and New York's leaders need to spend these funds in our state to equitably serve the needs of all citizens.

### INSIDE THIS ISSUE....

<b>A message from NYBC's new leader</b>	<b>3</b>
<b>Complete Streets news</b>	<b>5</b>
<b>Federal Funding update</b>	<b>6</b>
<b>Building a Stronger NYBC</b>	<b>6</b>
<b>NYBC to help with grant applications</b>	<b>7</b>

*Spending federal funds on bicycle and pedestrian facilities brings impressive benefits to NYS communities for pennies on the dollar. Bike-ped investments support economic development and create more jobs per dollar spent than road projects.*



*Two exemplary NYS projects funded by the Transportation Enhancements Program (TEP). Above: TEP is funding construction of an access elevator to the Walkway Over the Hudson. Left: TEP has funded significant portions of the Erie Canal Trail.*

## New York Bicycling Coalition

PO Box 8868  
Albany, NY 12208  
(518) 436-0889  
nybc@nybc.net  
www.nybc.net

### NYBC Staff

**Brian Kehoe**, Executive Director

### NYBC Board

**Justin Booth**  
Green Options Buffalo

**Harvey Botzman**  
Cyclotour Guide Books

**Lois Chaplin**  
Cornell University

**Richard DeSarra**, Treasurer  
Rochester Bicycling Club

**Claire Nolan**  
Albany Bicycle Coalition

**Dennis Savoie**, Vice President  
Otsego Regional Cycling Advocates

**Matt Van Slyke**, President  
Mohawk Valley Bicycling Club

**Paul Winkeller**, Secretary  
Executive Director Emeritus

NYBC welcomes article submissions and general information from our readers. Reprinting articles found here requires consent of the author(s). If no author, credit NYBC.

© 2011 New York Bicycling Coalition. All rights reserved.

***NYBC is proud to announce that on June 1, 2011 Brian Kehoe was appointed Executive Director. Previously, Brian was NYBC's Program Manager and also served for three years on the Board of Directors***

Hello New York bicyclists. Thanks to those who have welcomed me into my new position, including the supportive, hard-working NYBC Board of Directors. This is a great job and a great organization. I am very pleased to tell you that NYBC is stronger than ever - we have improved our services and are developing new products and programs to better serve the needs of bicyclists. New York needs NYBC to succeed and I am excited to team with our Board, members and supporters to ensure that our credible, coherent campaign for transportation equity is heard by decision makers in Albany and throughout the state.



I spent most of my youth in Rochester, went to college for six years in Buffalo and have lived in the Hudson Valley for another six. I have traveled to almost every corner of the state. It has warts for sure, but I love New York. To realize its potential in an era of tight budgetary and resource constraints, New York must shift to a new transportation paradigm. Bicycling addresses a host of challenges. NYBC's mission is to ensure that those who choose to ride a bicycle are able to do so safely and with dignity.

I am an experienced Transportation Planner. I am also an elected official, currently serving a three year term as a Trustee in the Village of Catskill. We know that state and municipal budgets are in bad shape, but there are still innumerable opportunities to improve the livability of our communities by improving safety and access for bicyclists. See what has been accomplished in the US and worldwide in communities with less resources than New York has. Where there is a will there is a way and NYBC is in the business of building up the will to make New York a bicycle friendly state.

The best part of my job is communicating with citizens who want to make their communities safe. Adequate access to transportation options is a basic civil right. Please contact me and we can work together to improve bicycling in your community. For the benefit of ourselves, our kids and our grandkids, let's make NY a great place to ride a bicycle!

## NYBC is where it's at!

The New York Bicycling Coalition was formed in 1992 to advocate for the interests of New York State's bicyclists and pedestrians. As a statewide, not-for profit 501(c)(3) organization, the New York Bicycling Coalition has worked to assure highway, street, and transit facilities are amenable to bicyclists and pedestrians and to promote safety through the education of motorists, pedestrians and bicyclists. For more than a decade, NYBC has been the only organization of its kind working throughout the state. We work on a number of fronts to promote safe, effective cycling for all New Yorkers and depend on our membership and grant support to fulfill our mission to make NYS a transportation leader.

# Complete Streets News

## CS BILL PASSES NYS LEGISLATURE

After years of advocacy and months of intense pressure on our state officials, the New York Complete Streets bill has passed the state legislature. Complete Streets is a policy that designs and builds roads for all users, including bicyclists, public transportation vehicles and passengers, motorists and pedestrians of all ages and abilities. The New York State bill amends the state highway law and applies to the planning, design, construction, reconstruction and rehabilitation of roadways that receive federal or state funding, mandating that Complete Street design guidelines are at least considered. Design features include sidewalks, bicycle lanes, lane striping, share the road signage, crosswalks, bus pull outs, curb cuts, traffic calming and more.

Passing Complete Streets was NYBC's top legislative priority in 2011. We met with key lawmakers to explain why bicyclists need safe streets. We alerted our members to call & write legislators when the bill got "stuck."

The Senate bill, S.5411A passed unanimously on June 20th. The bill was reintroduced in late May by Senator Fuschillo. The Assembly bill, A.8366 passed shortly thereafter on a unanimous vote. Assemblyman Gantt sponsored the bill. Thank you to all our state legislators who helped pass this historic legislation! Give them a call and say thank you!



## NYBC & Allies fought for Complete Streets

*NYBC Executive Director Brian Kehoe (far left) meets with Assemblyman Steve Englebright to discuss legislative strategy. Brian is joined by Eric Alexander of Vision Long Island and Sandi Vega, the tireless champion of making New York's streets safer for all users.*

*Thanks to our partners who joined us in pushing the bill over the finish line - Transportation Alternatives, Vision Long Island, Tri-State Transportation Campaign, AARP and Empire State Future.*

## What is a Complete Street?

*Compiled from the National Complete Streets Coalition (<http://www.completestreets.org/>)*

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations. Creating complete streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live.

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike

lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road. cre



*Different facilities for different roads. Right: a rural and an urban setting call for different types of complete streets treatments*

## Tandem Bikes – Fun Riding and the Great Equalizer

*Provided by Rich Shapiro, owner of Gear-to-GO Tandems*

Riding a tandem bike is fun, it is the "great equalizer", and you get to have adventures together! Besides the benefits of cycling: adventures, and amazing landscapes, tandeming also offers the subtle rewards of teamwork—easy conversation, shared discovery and enjoying awesome rides, together.

Modern tandem design, tubing and components make for a lightweight, responsive bike for two. Compared to single bikes, good tandems are faster and more comfortable. Two can ride more easily than one on a tandem, you can ride faster and farther with less work.

My wife Lindy and I discovered this in 1991 on a 3-day, 150-mile ride for the American Lung Association. Before tandems, typical rides for Lindy were 5-10 miles. The tandem allowed us to do the far longer bike ride together. We really enjoyed the time outdoors, being active, and doing it together.

Tandems are the great equalizer. People can ride together, even if they have different riding strengths. It's the one aerobic sport that bridges the abilities of active couples—where men and women not only play as equals, they regularly lead the pack.

Where does a tandem's speed come from? Tandems cut per-rider wind resis-

tance in half, on a bike with a low per-rider bike weight. Tandems frequently attain or exceed the speed and range of the stronger rider allowing tandem partners to enjoy longer tours and faster training rides. And a tandem, by virtue of its weight and long wheelbase, is also exceptionally safe and stable.



*Gear-To-Go Tandems*

Tandems allow kids as young as 4 years to ride with parents or grandparents. Kids learn how to ride safely. Children on tandems learn to signal, stop at lights, and do all the things bikers do through riding with you. And the whole family gets to stop for ice cream!

Lindy says, "Tandems are a wonderful way for people to have adventures and connect. We've tandemed in France, Japan, England, Canada, and Ireland. We've been invited to tea, given encouragement, even offers of "come stay the night with us"."

Gear-To-Go Tandems is New York's largest tandem dealer selling tandems

in Saranac Lake, in the heart of the beautiful Adirondacks. Riding a tandem is easy, but it helps having our 'tips and techniques' for getting up the learning curve quickly. Rich gives instruction then provides test rides from over 20 tandems in inventory. Rich has trained over 800 couples! "It's a specialized, customer oriented business. Tandems are a product that most local shops aren't familiar with. We help couples learn how to tandem and enjoy the tandeming experience." Gear-To-Go Tandems stocks tandem parts and accessories.

Rich and Lindy also arrange tandem tours in the Northeast US and Canada. "We had folks ranging from 8 years old to 88 years old in our Adirondack tour last year!" In these week long tandem adventures, Rich lays out the routes, provides detailed maps/cues, transports luggage, and arranges hotels. "We arrange social get-togethers, so people can share stories and pictures immediately." These tandem tours make for great vacations with other active couples.

You can learn more about Rich and Gear-To-Go Tandems at [www.gtgtandems.com](http://www.gtgtandems.com) or call Rich at 518-891-1869.

## Can we try this at Home? Delaware takes a big step....

In May, the Delaware General Assembly passed a Resolution directing the state "to plan, prioritize and fund the timely construction and maintenance of interconnected systems or networks of walkways and bikeways with special focus on connecting centers of population with destinations such as workplaces, schools, residences, businesses, recreation areas and other community activity centers in order to provide safe, convenient, cost-effective and healthy mobility via walking and bicycling". A month later the pro-bicycling Delaware Governor (he's the only Governor to ever speak at the National Bike Summit) responded by adding \$5 million for bicycling to his proposed budget. The General Assembly agreed and included that money - more than Delaware has ever dedicated for bicycling before- in the capital budget

passed this morning. These state funds are particularly significant because they can be used to leverage federal matching funds. In the best possible case, Delaware can use \$5 million to leverage \$20 million, for a total of \$25 million (or about \$28 for every man, woman and child in Delaware). Even not counting any other expenditures (e.g. for routine accommodation), that \$28 per person number is comparable to Dutch per capita spending on bicycle and pedestrian facilities.

**NYBC asks - can the Empire State also make a bold policy move to create a dedicated state fund for bicycle-pedestrian investments?**

**We think we can, we think we can, we think we can.**

## The battle for federal funding

### In the House of Representatives

The following information is current as of early August 2011. Check the website of the League of American Bicyclists for up to the minute legislative updates <http://www.bikeleague.org/>.

Representative John Mica (R-FL), chairman of the House Transportation and Infrastructure Committee, recently introduced an outline of his proposed transportation bill. The proposal eliminates all dedicated funding for bicycling and walking – programs such as Transportation Enhancements, Recreational Trails and Safe Routes to Schools. Mica's bill maintains "eligibility" for the activities above only if states choose to spend their funds on these kinds of activities and the activities meet undetermined performance measures and are in the (undefined) "national interest".

As supporters of these programs attempt to preserve dedicated funding for bicycling and walking, they may well hear an argument along the lines of

"don't worry, bicycling and walking are still eligible activities, so if States think they are important they will continue". While it is true that basic eligibility for federal transportation funds is important (it at least removes the argument that "we aren't allowed to use these funds for bicycling and walking projects"), all the evidence of the past 20 years and beyond suggests that mere eligibility is totally insufficient: most states will simply stop spending any of their Federal transportation funds on anything related to bicycling and walking. For further description of states' disappointing usage of federal funds, visit the website of the League of American Bicyclists <http://www.bikeleague.org/>

### NYBC speaks up for New Yorkers

The future of dedicated federal bicycle-pedestrian funding is nearly as tenuous in the Senate as it is in the House of Representatives. Throughout 2011, NYBC has been engaged in protecting federal funding to expand safety and access for bicycling transportation. On July 6, 2011 Brian Kehoe, NYBC's ED

visited with senior staff in Senator Kirsten Gillibrand's Albany office. Brian delivered a petition signed by 1,500 New Yorkers in support of the following letter:

*Dear Senator Gillibrand,*

*Thank you for demonstrating your recognition of the tremendous value that federal programs that support trails, walking and bicycling have in my community and others around our state.*

*As the Environment and Public Works Committee works on a transportation bill, I hope that you will communicate to Chairman Boxer that I, and many others throughout the state, count on you and the rest of Congress to uphold the crucial federal set-aside for trails, walking and bicycling—in particular, Transportation Enhancements, Safe Routes to School and the Recreational Trails Program.*

NYBC will continue to work with allies and legislators to forward a federal transportation bill that protects access and safety for bicyclists.

## Parking spaces: cars need 'em, bicycles need 'em too

NYBC works to remove the barriers that prevent people from riding their bicycles where they choose to go. One deficit in many New York communities is a lack of safe and secure bicycle parking. NYBC Executive Director Brian Kehoe was recently interviewed for Albany's Metroland newspaper. The article discussed the sidewalk bicycle rack program administered by the Capital District Transportation Authority. Brian noted CDTA's broad support for bicycling. In April NYBC recognized CDTA as a "Bicycle Champion." Brian stated that the Authority "has stepped out from the majority of transportation companies in the state and has been proactive in promoting bicycling....It's clear that a policy decision was made at a higher level [within CDTA] that the transit company is supposed to serve bicyclists."

All Bicycle racks are not created equal. In order to provide the needed parking amenity, it is important that high-quality, durable racks be installed in the correct manner. An excellent, industry standard guide to bicycle parking is published by the Association of Pedestrian and Bicycle Professionals (APBP). This guide can be found at [http://www.apbp.org/resource/resmgr/publications/bicycle\\_p](http://www.apbp.org/resource/resmgr/publications/bicycle_p)

[arking\\_guidelines.pdf](#). We encourage you to engage with local officials and transit companies to urge installation of bicycle parking in your community. Staff at NYBC have hands on experience with bicycle parking and are available to help.



Photo provided by City of Rochester Planning Department

*An example of premier level bicycle parking at a downtown trailhead along the Riverway multi-use trail in Rochester, NY. Bicycle parking is a key amenity that encourages people to ride. Parking facilities need not be as "fancy" as this.*

## Building a Stronger NYBC; become a Volunteer Member!

By Lisa Schmidfrerick-Miller

The League of American Bicyclists grades all 50 states in a number of categories to come up with overall Bike Friendly America state rankings. The 2011 rankings placed New York State a dismal 34<sup>th</sup>. That's right, folks...only 16 states ranked lower than New York, and, in my opinion, several of the states ranking higher than New York are not exactly what most of us would consider bicycling meccas.

Looking at the categories that make up the ranking, New York did receive an "A" in legislation, thanks in large part to New York Bicycling Coalition's efforts in Albany. The work of organizations such as Bike New York, along with NYBC, boosted us to a "C" in education and encouragement. These could not, however, offset the "F" grades New York received in infrastructure, evaluation and planning, and enforcement. I believe we can do better, but we need strong statewide efforts to succeed. One common characteristic of top-ranked states is a solid statewide bicycle advocacy organization.

You might be as shocked as I was to learn that NYBC does their work – on our behalf - with just ONE paid staff member. That is ONE person to develop and support membership, advocate for bicycling in the State Capitol, encourage and promote bicycle events,

update the website, keep members informed on pending legislation or threats to funding, and all the other things we expect of NYBC.

NYBC is the ONLY statewide organization representing cyclists and promoting cycling in New York. If we are to improve conditions for all cyclists across New York State, NYBC needs our help. Whether you have one hour or 100, there are ways you can build and strengthen NYBC. Members of my local "ladies night biking" group recently helped NYBC to update a database of their member clubs, and we had fun doing it. What can you do?

- Inform NYBC about what is happening in your community around bicycling, so we can share success and innovation and also address threats to safe cycling.
- Do you enjoy speaking with other cyclists? Offer to represent and promote NYBC at bicycling events in your part of the state.
- Those of you who are great with spreadsheets and other programs could help NYBC in a number of ways, from the comfort of your home computer!
- Submit an article for the NYBC E-news or website.

- Increase the visibility of NYBC by asking club and event websites to link to NYBC's website, sign up for the NYBC E-News and like them on Facebook

If you'd like to help, or have other ideas to strengthen and build NYBC, contact Brian Kehoe, Executive Director. I speak from experience when I say that he will greatly appreciate your interest and your help. You can reach Brian at: (518) 436-0889, or by email at: [nybc@nybc.net](mailto:nybc@nybc.net).

*Lisa is from Chautauqua County, NY where she advocates for better and safer conditions for cyclists and pedestrians. She also coordinates "Ladies Nigh Cycling" - a group which has successfully encouraged dozens of women to love riding as they become more skilled and confident cyclists.*



## Bicycling builds community and self esteem

**Rochester, NY**

**Cyclopedia** is a bicycling program in Rochester, NY that combines physical activity with collaborative online documentation for the purpose of empowering urban adolescents to become engaged and productive members of their communities by strengthening their connections with their physical and social environments.

The lack of habitual outdoor activity that is often referred to as "nature-deficit disorder" manifests as increasing rates of obesity, behavioral problems, teen pregnancy and other adverse health outcomes; Cyclopedia's objective is to pre-

vent these problems from happening. Each ride has an explicitly local theme pertaining to the neighborhoods our riders live in.

Cyclopedia was started by pediatric residents in the Pediatric Link to the Community (PLC) program at the University of Rochester in 2009. **We partnered with the Rochester Boys and Girls Club to launch our inaugural season in 2010. Our first season saw 19 riders accumulating over 800 miles and over 70 hours of program time on 14 rides.** <http://rcommunitybikes.net/>

## Bikes Belong's Special Grant Promotes Bicycling

### NYBC ready to provide support for applications

Bikes Belong, which provides grants to organizations and agencies within the United States that are "committed to putting more people on bicycles more often," is accepting applications for Community Partnership Grants, which are designed to foster and support partnerships between city or county governments, nonprofit organizations, and local businesses working to improve the environment for bicycling.

Grants largely will be used to fund the construction or expansion of bicycle facilities such as bike lanes, trails, and paths. The grants committee also will consider advocacy projects that promote bicycling as a safe and accessible mode of transportation.

To be eligible for a grant, a partnership must include collaboration between at least one city/county government office or department; one nonprofit organization with a mission specific to bicycling, trails, or recreation; and one local business. "Collaboration" means that each partner contributes time, labor, materials, or money to the project. The project must support bicycling among all age groups and ability levels. The lead (submitting) organization must be a nonprofit 501(c)(3) organization or a government entity (city or county government office).

Additional consideration will be given to projects that have more than one business engaged as a partner; are located in an area with Bicycle Friendly Community designation from the League of American Bicyclists;

whose business partner does not belong to the bicycle industry but has Bicycle Friendly Business designation from the League of American Bicyclists; are designed to reach the 70 percent of people who do not ride regularly but would if safety and accessibility concerns were addressed; can expect significant contributions of funding, goods and services, and employee time by the business partner; and have a long-term plan to maintain and/or promote the project with continuing involvement from the partner organizations.

Bikes Belong will only consider Community Partnership Grants for this funding round. Following completion of this special round, Bikes Belong will again accept applications for its regular grant program, which is aimed at providing funding to organizations working to improve bicycling in the U.S. through facility projects such as the building of trails and paths, or through promoting general bicycling advocacy and awareness. Upcoming deadlines for the grant program are February 29, 2012, and June 29, 2012.

For program guidelines and application procedures, visit the Bikes Belong Web site. <http://www.bikesbelong.org/>

**NYBC is available to support the development of applications from New York communiites. We can provide know-how and letters of support. Contact us at [brian@nybc.net](mailto:brian@nybc.net) or 518-436-0889.**

**NYBC's ED will visit the following communities soon - let's meet up!**  
 September 22-23 Ithaca, NY  
 October 17-18 Happaage, NY

<b>WELCOME NEW MEMBERS</b>	
<b>J. Edward Kautz</b>	<b>Tim Nelson</b>
<b>Hank Walck</b>	<b>Mid-Hudson Bicycle Club</b>
<b>Jennifer Benepe</b>	<b>Benjamin Dreidel</b>
<b>Nate Horwitz</b>	<b>Patricia &amp; Michael Kehoe</b>
<b>Agnes Twachtman</b>	<b>Darren Flusche</b>
<b>Kim Whitehead</b>	<b>Brighid O'Keane</b>
<b>Lorenz Worden</b>	
<b>Alexander Dupuy</b>	

### Check out NYBC's Bicycle Events Calendar



Are you looking for a short family ride? a century? An organized tour of the Canals? A mountain bike race? A cause ride? Do you want to ride in the Adirondacks? Western NY? Long Island? All points in between? There's only one resource that captures all of the bicycle rides and events happening throughout New York State - the **NY-BC Events Calendar**.

List your Ride. View Events. Bike NY  
[www.http://events.nybc.net/](http://events.nybc.net/)

# Summer 2011 Newsletter



Non-Profit Organization  
US Postage  
PAID  
Permit No. 140  
Albany NY

## NYSBicycling E-News

Do you love news about bicycling?  
Do you want to stay up to date?

Sign up for NYBC's E-News  
<http://www.nybc.net/news>  
Get Hip!

## Please Support the New York Bicycling Coalition (NYBC)

*There are a million reasons to join. Aside from assisting in changing our roads for better access, you also join a community interested in making cycling better for everyone across New York State. Join now! If you already are a member, urge a friend to join!*

Yes, I want to help make New York a more bicycle-friendly state. Sign me up.

### Name and Contact Information:

Name \_\_\_\_\_  
Organization \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Tel \_\_\_\_\_ E-mail \_\_\_\_\_

### Membership Options:

- |                                                                      |                                                       |
|----------------------------------------------------------------------|-------------------------------------------------------|
| <input type="checkbox"/> \$25 Student/Senior                         | <input type="checkbox"/> \$100 Century Member/Club    |
| <input type="checkbox"/> \$35 Supporting                             | <input type="checkbox"/> \$250 Supporting Member/Club |
| <input type="checkbox"/> \$50 Advocate/Family                        | <input type="checkbox"/> \$500 Human Transport Hero*  |
| <input type="checkbox"/> \$75 Group/Club/Business                    | <input type="checkbox"/> \$1,000 Medallion Member*    |
| <input type="checkbox"/> Contribution (please specify amount): _____ |                                                       |


\*Contributions made at this level can be designated to help develop or support specific programs.

Please share some information about yourself:

- I bike or walk to work.  I bike or walk for pleasure.  
 Contact me to help out at NYBC events.

### Payment Options:

- Enclosed is my check made out to: **NY Bicycling Coalition.**  
 **Credit Card:** Visa \_\_\_ MasterCard \_\_\_ American Express \_\_\_  
Card # \_\_\_\_\_ Exp. Date \_\_\_\_\_  
Visa or MasterCard: Last 3 digits on back of card \_\_\_\_\_  
American Express: 4 digit code on front of card \_\_\_\_\_  
 **PayPal:** You may pay online with a credit card at  
<http://www.nybc.net/donate>

Your Comments: \_\_\_\_\_ 

### Send this with payment to:

New York Bicycling Coalition  
PO Box 8868  
Albany, NY 12208

(518) 436-0889  
[www.nybc.net](http://www.nybc.net)

