



The Hub

the newsletter for the
Missouri Bicycle Federation

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www.mobikefed.org

Summer 2005

Volume 13, Number 2

Time to Celebrate

by brent hugh

The 2005 Missouri Bicycle Safety Bill, promoted by the Missouri Bicycle Federation and other key bicycle/pedestrian groups across the state and passed by the Missouri General Assembly in May 2005, has now been signed by the governor.

It's the law!

We have dedicated this issue of the newsletter to celebrating the passing of the 2005 Bicycle Safety Bill. You will find articles from legislators who sponsored and supported the Bicycle Safety Bill, a summary of what is in it and why it is important, and the full text of the bill.

Passing the bill has been the result of more than three years of work by MoBikeFed and other supporters of bicycle and pedestrian safety.

It's been a long haul and a lot of hard work. But let's look at some of the results of this effort:

- 🚲 MoBikeFed membership is the highest ever, around 400 members and growing.
- 🚲 The vast majority of organized, dues-paying bicycle clubs in Missouri are MoBikeFed members, as are several key pedestrian and running organizations. Through these groups we represent over 7500 bicyclists and pedestrians in Missouri.
- 🚲 We have hired lobbyist Jim Farrell and paid his fee (larger than our usual annual budget in past years) while leaving MoBikeFed's treasury in reasonably solid condition.
- 🚲 We have passed legislation that adds some solid protection for bicyclists who use the road, fixes one technical but very important issue, and establishes regulations in several areas in a bicycle-friendly way.
- 🚲 MoBikeFed has gained credibility in Jefferson City to an astonishing degree. Legislators, staff, journalists, and policy makers now know us and listen to us.

This is the kind of clout we need to move bicycling forward in Missouri. I would like to personally thank all of you who have supported MoBikeFed in moving this legislation forward. I know many of you have supported MoBikeFed with money, time, and effort that has required a real personal sacrifice.

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If you have done so, it is because you share a vision with me: a Missouri where many more of our fellow citizens can more safely enjoy the health benefits and just plain fun of bicycling, walking, and running.

Note from the Editor

by laura vie

If you've been wondering what the Missouri Bicycle Federation has been doing on your behalf you'll find many of the answers in these pages. This newsletter is packed with information of this year's accomplishments and messages from some of Missouri's influential people we have met along the way. Many thanks to all who have had a hand in these efforts and have helped move us in a positive direction. These people are helping create an environment in our state where we can really change the overall reputation of Missouri and the health of our citizens. If you get a chance, please thank them personally. Changing a culture is not easy to do. There is more work to be done, but we are well on our way to building a better, safer and healthier future for biking in MO.

Senate Bill No 372 and House Bill No 487

93rd General Assembly, 2005

AN ACT

To repeal sections 300.330 and 307.180, RSMo, and to enact in lieu thereof six new sections relating to bicycle safety.

Be it enacted by the General Assembly of the State of Missouri, as follows:

Section A. Sections 300.330 and 307.180, RSMo, are repealed and six new sections enacted in lieu thereof, to be known as sections 300.330, 300.411, 304.678, 307.180, 307.191, and 307.192, to read as follows:

300.330. The driver of a motor vehicle shall not drive within any sidewalk area except as a permanent or temporary driveway. A designated bicycle lane shall not be obstructed by a parked or standing motor vehicle or other stationary object. A motor vehicle may be driven in a designated bicycle lane only for the purpose of a lawful maneuver to cross the lane or to provide for safe travel. In making an otherwise lawful maneuver that requires traveling in or crossing a designated bicycle lane, the driver of a motor vehicle shall yield to any bicycle in the lane. As used in this section, the term "designated bicycle lane" shall mean a portion of the roadway or highway that has been designated by the governing body having jurisdiction over such roadway or highway by striping with signing or striping with pavement markings for the preferential or exclusive use of bicycles.

300.411. The operator of a motor vehicle overtaking a bicycle proceeding in the same direction on the roadway, as defined in section 300.010, shall leave a safe distance when passing the bicycle, and shall maintain clearance until safely past the overtaken bicycle.

304.678. 1. The operator of a motor vehicle overtaking a bicycle proceeding in the same direction on the roadway, as defined in section 300.010, RSMo, shall leave a safe distance, when passing the bicycle, and shall maintain clearance until safely past the overtaken bicycle.

2. Any person who violates the provisions of this section is guilty of an infraction unless an accident is involved in which case it shall be a class C misdemeanor.

307.180. As used in sections 307.180 to 307.193:

(1) The word "bicycle" shall mean every vehicle propelled solely by human power upon which any person may ride, having two tandem wheels, or two parallel wheels and one or two forward or rear wheels, all of which are more than fourteen inches in diameter, except scooters and similar devices;

307.191. 1. A person operating a bicycle at less than the posted speed or slower than the flow of traffic upon a street or highway may operate as described in section 307.190 or may operate on the shoulder adjacent to the roadway.

2. A bicycle operated on a roadway, or on the shoulder adjacent to

a roadway, shall be operated in the

3. For purposes of this section and section 307.190, "roadway" is defined as that portion of a street or highway ordinarily used for vehicular travel, exclusive of the berm or shoulder.

307.192. The operator of a bicycle shall signal as required in section

304.019, RSMo, except that a signal by the hand and arm need not be given continuously if the hand is needed in the control or operation of the bicycle. An operator of a bicycle intending to turn the bicycle to the right shall signal as indicated in section 304.019, RSMo, or by extending such operator's right arm in a horizontal position so that the same may be seen in front of and in the rear of the bicycle.

Summary: What is in the new bicycle safety law, SB372/HB487?

- 🚲 Motorists shall leave a safe distance when overtaking bicyclists. There is a penalty for those who pass unsafely, and a more severe penalty when passing too close results in a collision. Having a specific offense for passing too closely will also make it easier to escalate to higher penalties when that is appropriate (for instance, when a driver purposefully passes too close in order to harass or intimidate).
- 🚲 The first bicycle lane regulations in Missouri law. Bike lanes may not be blocked. Motorists must yield to bicyclists in the bike lane before crossing the lane. A bicycle lane is for preferential use by bicyclists but the bicyclists are *not* confined to the lane as is the case in many other states.
- 🚲 Updated the definition of "bicycle" in Missouri law to include adult tricycles and quadracycles. Previously these were in legal limbo.
- 🚲 When a shoulder is present, bicyclists may, but are *not required* to, operate on the shoulder. Previously shoulder riding was technically illegal. This did not create much of a practical problem, because police did not enforce it. But it created a severe policy problem – how can you improve the shoulder of a highway for bicycle use, when it is technically illegal for bicyclists to ride there? How do you make a statewide bicycling map, which (among other things) shows which roads have shoulders and which don't? Now problems like these are solved.
- 🚲 Bicyclists may indicate a right turn by raising the left arm to the square *or* by pointing with the right arm. Research shows that pointing in the direction of the turn is the signal best understood by motorists. Now it is legal to do so in Missouri.
- 🚲 Bicyclists hand and arm signals need not be given continuously if the hand/arm is needed to control the bicycle.

Senator Engler on Legislation for Bicycle Safety

by kevin engler



Bicycling offers one of the most unique ways to enjoy the beauty of Missouri, from its savannahs and prairies to its rugged hills and lowland marshes. Each summer hundreds of cyclists explore the state along the 225-mile Katy Trail. Built along the former corridor of the Missouri-Kansas-Texas Railroad, the Katy Trail begins in St. Charles and ends in Clinton. The trek from St. Charles to Boonville allows cyclists to step back in time as they travel an official segment of the Lewis and Clark National Historic Trail.

Cycling in Missouri, however, is not limited to the safe confines of the Katy Trail. Because cyclists often have to share the roads and highways with motor vehicles, the Missouri General Assembly this year enacted new highway safety rules to protect cyclists.

Senate Bill 372, which I sponsored, was delivered to Governor Blunt in late May and was officially signed. The legislation includes a number of measures relating to bicycle safety as well as the duties owed to bicyclists by motorists.

For example, the act prohibits blocking or obstructing a designated bicycle lane with a parked or standing motor vehicle or other stationary object. Cars and trucks may be driven in a designated bicycle lane only for the purpose of crossing the lane or to provide safe travel. If a driver must travel in or cross a designated bicycle lane, the driver must yield to any bicycle in the lane.

In order to reduce the number of collisions between motorists and cyclists, the act requires motorists overtaking a cyclist as they travel in the same direction to leave a safe distance when passing the bicycle and maintain that distance until safely past the bicycle.

Many roadways in Missouri were not designed to accommodate designated bicycle lanes, so cyclists are forced to share the roads with cars and trucks, creating potential hazards for both the motorist and the cyclist. SB 372 allows bicycles operating at less than the posted speed or slower than the flow of traffic to operate on the shoulder adjacent to the roadway. The cyclist riding on the shoulder must travel in the same direction as other vehicles operating on the roadway.

Finally, the act requires bicyclists to signal their turns, although the rider does not have to signal continuously by hand and arm if the hand is needed to control the bike.

Cycling is a great form of exercise and a fantastic way to explore the beauty of the Show-Me state. These new bicycle-friendly provisions will help to ensure the safety of cyclists who share the roads with motorists and by reducing the potential for collisions.

If you have any questions about SB 372 or any other legislation, please feel free to contact me at (573) 751-3455 or by e-mail at: kevin.engler@senate.mo.gov.

Kevin Engler represents the people of Carter, Iron, Jefferson, Reynolds, St. Francois, St. Genevieve and Washington counties.

A Senator's Perspective

by joan bray

The Missouri General Assembly has finally recognized the need for common sense bicycle safety measures, and with some friendly bi-partisan nudging, passed SB 372, which I co-sponsored. After three years of discussion and debate, the legislature reached a point where its members began to understand and realize that bicycles traveling on the shoulder of a roadway and cars not parking in bicycle lanes were no longer considered controversial.

More and more, Missouri residents recognize the importance of integrating healthy choices into their lives through diet and exercise. Bicycling still is considered one of the best forms of exercise. And with this growing public awareness comes a need for ensuring pedestrian and bicyclists' safety.

The bill contains basic provisions to remind automobile drivers, bicycle riders and pedestrians that they are partners in the responsibilities of sharing our roads. Safety will be improved considerably through simple measures such as educating automobile drivers to respect bicyclists and to recognize the danger and know the penalty associated with blocking a bicycle lane as well as educating riders about communicating with automobile drivers.

With the bill having gone through the Economic Development, Tourism and Local Government Committee, the Senate affirmed the Federation's belief that bicycling is vital to tourism and economic development. Additionally, cities and counties are reinforcing this attitude by adopting smarter street planning, increasing the prevalence of bicycle lanes and including trails in their development and expansion plans. Property values attest to the fact that people want to live and work in places where they can safely ride or walk to work, school and home and are willing to make that investment.

At a time when our nation is taking a careful look at its transportation needs for the future – particularly at cutting down on the number of cars clogging streets and limiting exhaust emissions – it is important that we develop a coherent alternative to spending more and more money to widen roads and build freeways. In addition, the importance of bicycling will increase as gasoline prices continue to rise. More residents will seek alternative modes of transportation.

As a fellow bicycling enthusiast, I often bike to meetings, to the Delmar Loop, to the Metro stop and to my district office. And, for relaxation and exercise, my favorite destinations are any of the numerous trails, like the Katy Trail near Jefferson City or Forest Park or the Riverfront Trail, easily accessible from home.

While we did not achieve our entire legislative package, I think the provisions of this bill are an important first step in recognizing that bicyclists are entitled to use our roadways and can enjoy mutual respect with motorists. I invite your further participation in the legislative process and look forward to continuing working with the Federation to expand bicyclists' influence on state law and policy.

Speaker's Fitness Challenge

Missouri Speaker of the House Rod Jetton invited bicyclists to ride across the state with him June 20-26. Several members and board members of the Missouri Bicycle Federation rode along with Speaker Jetton, who was joined by members of the Missouri House of Representatives, including Rep. Mike Sutherland, who was the House Sponsor of the Bicycle Safety Bill.

The group also met representatives, senators, and civic leaders of numerous cities across Missouri, including Clinton, Sedalia, Windsor, Pilot Grove, Boonville, Columbia, Jefferson City, Hermann, Washington, Augusta, and St. Charles.

Members of the group not interested in politics had a great time enjoying the free and inexpensive food and lodging and the hospitality of the towns along the way. Plans are afoot for another Fitness Challenge in 2006, perhaps in the fall.

Message from the Speaker of the House

by rod jetton

As Speaker of the Missouri House of Representatives, I often travel across our great state on business. But as this past legislative session came to a close, I was really looking forward to the opportunity to see the natural wonders of Missouri not for business, but for pleasure. Earlier in the year, my twelve-year-old son, Will, asked me if we could bike across



Missouri's Katy Trail when the session was over, and I readily agreed.

Although being Speaker is a great honor, it also means that I must be in Jefferson City, away from my home and family for long periods of time. So I thought that spending a week with my son riding the Katy Trail

would be a great way to get some much needed time with Will.

As the legislative session proceeded, word about my planned Katy Trail ride began to get out. Other legislators and state agencies expressed an interest in participating, and what originally began as a simple father son ride turned into a major undertaking: Speaker Jetton's Fitness Challenge.

That's where the Missouri Bicycle Federation (MBF) came in. Several MBF members joined us on the ride, as well as provided first-aid and ride support. I have to say that without the assistance, support and companionship of MBF members, the Fitness Challenge would not have been such a great success.

And a great success it was! We ended up having around 60 riders join us for at least one of the six days of the ride, and many of those riders rode with us during the entire trip. After experiencing it firsthand, I can honestly say that the Katy Trail is truly a great natural resource within Missouri. The ride provided one of the

most wonderful outdoor experiences I can remember, and supplied us with memories that will last a lifetime.

Some of you may not know that a few years ago, I walked from my hometown of Marble Hill, all the way to Jefferson City to highlight the poor condition of the state's highways and roads. Road safety has always been something that I have been concerned about, and road safety for cyclists is just as important.

That is why I was proud to co-sponsor House Bill 632 this past legislative session. HB 632 was a bill designed to increase bicycle safety in Missouri. There was also a similar bill that was introduced in the State Senate that I supported, and which eventually passed both the House and the Senate and was signed by the governor.

Road safety has always been something that I have been concerned about, and road safety for cyclists is just as important.

Among the provisions of SB 372 are better defined designations of bicycle lanes, requirements for motorists to leave a safe distance when passing cyclists, rules for riding on shoulders and an updated definition of what a bicycle is. This new law will make Missouri a more safe state for cyclists.

2005 has so far been a great year for cycling in Missouri. I look forward to doing another Fitness Challenge next year, and I hope that Brent Hugh and the rest of the Missouri Bicycle Federation will help to make this a great annual ride for years to come.

Keep Pedaling!

Goals of JC Kuessner

jc kuessner

I was pleased to support Senator Engler's SB 372 in Committee and honored to handle the bill on the House Floor. With the help of Representative Mike Sutherland we received an excellent vote backed up by several biker friendly comments.



My goal now is to promote interstate biking with signage across the state and enhance the safety along those routes by whatever means

possible. Working together a lot can be accomplished.

As a member of the tourism committee I realize the importance of bringing in bikers to our state not only for the money that they spend but the word of mouth advertising keeps on giving.

Subscribe to MoBikeFed-Announce for important news and advocacy alerts. To subscribe send a message to:
MoBikeFed-Announce-subscribe@topica.com

Write/Email about Complete Katy Trail

Our campaign to blast Missouri Dept of Natural Resources Director Doyle Childers with mail and email continues. The campaign urges Childers to support a complete Katy Trail, from St. Louis to Kansas City. Right now, Childers needs to put his full weight behind negotiations to create a trail connection between the Katy Trail and the Kansas City metro area. Childers has indicated he might support the idea, but he needs to hear from a *lot* of citizens to give him support on this. Opponents of the Katy trail have been very vocal over the years. Now it is our turn. You can help the campaign by mailing or emailing the DNR chief and asking your friends to do the same:

To: Doyle Childers, Director, Missouri DNR

Email: moparks@dnr.mo.gov

Mail: PO Box 176, Jefferson City, MO 65102

Message: I support a complete Katy Trail system stretching from the St. Louis arch to Liberty Memorial in Kansas City.

Many MoBikeFed members and friends have asked what they can do about a related issue – How can I help in the campaign to save the MKT Bridge at Boonville for Katy Trail use.

I support a complete Katy Trail system stretching from St. Louis arch to Kansas City.

In order to save the MKT Bridge (and avoid the threat to the entire Katy Trail that would be caused by removing the MKT Bridge) the new Missouri administration (including the governor and DNR Director Childers) needs to know that the Katy Trail has huge popular support. Writing Mr. Childers to support the “Complete Katy Trail” is the best way to do that right now.

MBF meets with Pete Rahn

President Brent Hugh, with Board Members Paul Wojciechowski and Coy Hart, Fred Schmidt of PedNet, and Bob Foster of the St. Louis Regional Bicycle Federation, met with MoDOT Director Pete Rahn.

The hour-long meeting was lively. Rahn seemed interested in our message and had a number of questions. The delegation gave a presentation about the value of bicycling and walking to Missouri, including facts, figures, and statistics about bicycling and walking in Missouri, reasons to support it, state law regarding bicycling and walking, and federal requirements for bike/ped accommodation.

MBF's goal is to work with MoDOT to help make Missouri more bicycle and pedestrian friendly, to help improve safety, and to help MoDOT integrate bicycle and pedestrian planning into all of MoDOT's activities, from planning, engineering, design, construction, and maintenance.

We praised MoDOT's current policies that lead toward more

openness and a greater respect for public input. We pointed out recent successes MoDOT has had in better accommodation.

A bike/ped river crossing in Kansas City?

The Missouri Bicycle Federation, the Greater Kansas City Bicycle Federation, the Kansas City Running Club, and other interested groups have been advocating that MoDOT consider a bike/ped crossing in conjunction with a proposed I-29/I-35 (Paseo) bridge over the Missouri River near downtown Kansas City.

MoDOT has considered the issue and issued a statement indicating that they are open to the idea, feel that bike/ped access across major barriers like rivers is very important, and are willing to explore options. This is only the first step, but it is exactly what we were asking for at this point.

To make the Kansas City river crossing happen, planners need to know there is public support. The best way to do that is email I29I35EIS@hntb.com and say that you support a bike/ped river crossing in conjunction with the Paseo Bridge project.

Spring Fund Raising and Membership Drive Successful

THANK YOU to all who joined, donated, or gave gift memberships. We have **exceeded** our goal of \$10,000 this spring (\$11,090 as of July 6th) and **exceeded** our goal of 200 new members (202 new/renewing members in May/June).

Thanks to MBF Top Sponsors and Donors

\$1000 or more

Dogfish USA

John Merli

St. Louis Bicycle Federation

James E Farrell, Policy Solutions, LLC

\$500 – \$999

Missouri Bicycle Racing Association (MOBRA)

Bicycling Magazine

Kansas City infoZine (infoZine.com)

Laurie Chipman

Doug Havach

\$200 – \$499

Columbia Bike Club

Kansas City Track Club

Mark Reynolds Memorial Bike Fund

Elizabeth Heller

Faisal Shah

Donate to MBF's Fund Raising Campaign at MoBikeFed.org/ donate.

MBF Members in Action

By Jerry Parnely

On November 10, 2003, my doctor confirmed my feeling and diagnosed me with Type 2 Diabetes – my life would never be the same. Immediately, my wife and I started to eat healthy and exercise on a daily basis.

For me, a typical meal at McDonald's was one Big Mac, one Quarter pounder, one cheeseburger, one McChicken, fries, and a Coke. Fast food trips stopped and we have only eaten fast food three times since November 2003. Our diet is low in fat, low in carbohydrates, smaller in portion, and more fruits and vegetables. Between November 2003 and February 2004, I exercised three (3) times a day. I would wake up and ride my stationary bike (that sat around for a year) for 30 minutes. While at work, I would walk one mile during lunch, and in the evening my wife and I would either walk (3 miles) or we would ride the stationary bike.

My weight on November 11, 2003 was 306 lbs. By Christmas of 2003, my weight was down to 284 lbs (down 22 lbs), and I was feeling better. The greatest obstacle I faced was having the will power and time to exercise and keep with it. It was easy to make excuses but I had to exercise: I had to live. I make the time every day to exercise.

Co-workers stated that I had a spring in my step and was looking healthier

In February of 2004, my weight was down to 255 lbs (51 lbs lost), and my sugars were well under control. My diabetes educator was impressed and said that I was doing great. My doctor indicated that I was doing great and encouraged me to keep up the work; however, he told me to slow down on the weight loss. I was losing too fast; it isn't every day you hear a doctor tell you to slow down losing weight – I was ecstatic. Co-workers stated that I had a spring in my step and was looking healthier.

One coworker approached me and said that I was looking good, "what was I doing to lose the weight?" I told him I was exercising daily and eating healthier. Being diagnosed with diabetes forces you to change your lifestyle. It was then that he told me he too was recently diagnosed with diabetes. He told me he was inspired to start working out and change his eating habits every time he saw me. I encouraged him, and continue to encourage him, to exercise, eat healthy, and continue his positive attitude.

In January of 2004, I started a team for the Show Me State Games Show Me Shape Up program. During the program I averaged 10-15 activity points per week and lost 48 lbs. In July, the team was recognized at the Opening Ceremonies of the Show Me State Games as the 2nd place team in the weight lost category: we lost 17% of our original body weight. My wife was on my team and that helped motivate both of us. We were trying to beat each

other's total points for the week. I am once again a team captain in this year's Show Me Shape Up program.

By July of 2004 I had lost over 70 lbs. I participated in the Show Me State Cycling Road Race, finishing 5th in my age category. In September of 2004, I did a 50 mile charity ride for diabetic research. In 2004, I bicycled 1,453 miles and burned over 76,000 calories riding. I only started keeping track of miles in July 2004.

Currently I weigh 230 lbs. My goals for 2005 is to lose another 30 pounds, cycle over 3,000 miles, and become an advocate for fitness and health. None of this would have happened if I wasn't diagnosed with diabetes.

My goal in life is to strengthen my relationship with God, be successful, be healthier, and be the best husband to my wife and father to my children. I have a story to share with others, and that story is not to pat myself on the back. My story is for others to be encouraged to turn their lives around and get healthier. Their very lives depend on it. Do it not only for yourself but also for the family that you love. I am proof that it can be done.

Jerry Parnely, Mayor of Centralia, MO

Fall Bike Extravaganza Sponsored by Missouri Bicycle Federation

Enjoy the fall foliage and the beautiful roads of central Missouri on this new ride, sponsored by the Missouri Bicycle Federation, featuring routes of 25 to 100 miles.

Time & place – Saturday, Oct 15, 2005, 9am, starting at Holt's Summit Plaza, Holt's Summit, MO (near Jefferson City).

BikeMO will showcase the countryside of Cole and Callaway counties this year. The ride will begin at 9am, allowing time that morning for cyclists from Kansas City, St. Louis, and other areas of the state to travel to the starting point. The ride will be only \$20 with pre-registration. Add \$5 for registration the day of the event.

Plan to support MoBikeFed the fun, enjoyable way-by participating in BikeMo!

More info at MoBikeFed.org/BikeMo

Missouri Resources

Missouri bicycle clubs and groups
<http://mobikefed.org/moclubs.html>

Missouri bicycle shops and bicycle-related businesses
<http://mobikefed.org/mobikeshops.html>

These lists are available in MSWord, which may be useful for creating mailing labels to advertise rides or events.

Maps useful for cross-state bicycling and bicycle route planning
<http://www.mobikefed.org/momaps.html>

Tour of the Ozarks

The Tour of the Ozarks recently announced that the Diabetes Education Fund will make a major donation in support of the Missouri Bicycle Federation's current membership drive.

"It is great to see ride organizers who really have the vision of what it takes to make Missouri better for bicycling," says Missouri Bicycle Federation President Brent Hugh. "Tour of the Ozark's gift will have a real impact on the MBF's future."

"I encourage Missouri bicyclists to support the Tour of the Ozarks, just as the Tour of the Ozarks has supported bicycling in MO."

Tour of the Ozarks takes place September 17th, 2005, and includes routes of 12, 25, 50, and 100 miles.

The Tour is the major fund raiser of the Diabetes Education Fund. For more information, visit <http://www.touroftheozarks.org/>.

LAB Instructor Course a Success

A seminar organized by MoBikeFed Education Chair Coy Hart and held in Springfield June 10-12, 2005, has more than doubled the number of LAB-certified League Cycling Instructors (LCIs) in Missouri. The instructors are certified to teach LAB's Road I and Road II courses, their commuter courses, and Kids I and Kids II, for children and parents. The seminar attract bicyclists from as far away as Topeka, Kansas, and Louisville, Kentucky.

Participants honed their teaching skills by teaching each other modules from the BikeEd curriculum, practiced scoring each other and giving constructive feedback in the classroom and on the road, and practiced both teaching and doing parking lot drills and on-road riding skills. Potential LCIs must receive very close to a perfect score on the road riding portion of the test in order to become certified as an LCI. The St. Louis Regional Bicycle Federation made a major effort to support the seminar. About half of STLBIkeFed's board are now LCIs. The Missouri Bicycle Federation now has three board members who are LCIs.

More info online here: <http://www.bikeleague.org/educenter/education.htm>

Occasionally the Missouri Bicycle Federation will trade mailing lists with specially selected organizations of interest to cyclists, such as the League of American Bicyclists. Such exchanges include mailing information only.

If you do not want your mailing address shared with other organizations you can be removed from that list. Simply email our secretary Laura Vie (leevie@aol.com) or send written notice to Missouri Bicycle Federation, PO Box 104871, Jefferson City, MO 65110.

Missouri Bicycle Federation, Incorporated

Membership Application
PO Box 104871
Jefferson City MO 65110-4871
www.mobikefed.org

Individual Membership – \$20 minimum donation

Family Membership – \$30 minimum donation

Name _____

Spouse _____

Street _____

City, State, Zip _____

Home Phone _____ Work Phone _____

Email _____

Club or Group Affiliations

Club Membership – \$50 minimum donation

Bike Club Name _____

City, State, Zip _____

Phone _____

Email _____

Website _____

Fax _____

Contact Person _____

Home Phone _____ Work Phone _____

Business Membership – \$75 minimum donation

Corporate Membership – \$150 minimum donation

Business Name _____

City, State, Zip _____

Phone _____

Email _____

Website _____

Fax _____

Contact Person _____

Home Phone _____ Work Phone _____

MoBikeFed welcomes gift memberships and donations--large or small--at any time. In our current drive, we have added 136 new/renewing members (goal 1000) and raised \$6035 (goal \$10,000).

Or register online

www.mobikefed.org

Missouri Bicycle Federation, Inc.
Post Office Box 104871
Jefferson City, Missouri 65110-4871

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Annual MBF meeting:
Sunday, November 13, 2005
1:00 p.m. – 4:00 p.m. where?.

Directions: From I70 and 63 driving from the north: exit at the 63 interchange, go south to the light at the outer road just before the highway splits. Turn left. Turn right at Keene St, left into Patricia's IGA. From 63 driving from the south: exit at the Broadway exit and turn right. Take an immediate left at the light at Keene St. Just before the highway Patricia's IGA is on the right. Turn into the southern most entrance. The PSCR building shares the parking lot. The entrance is behind the ATM.

Call Levi for further information at 573-8745176.

Mission

Provide an advocacy platform in support of issues of interest to cyclists, and to make Missouri a better place to ride through the advancement of bicycle access, safety, and education.

Goals

- Obtain funding to meet goals;
- Coordinate efforts among constituents;
- Communicate with other state groups;
- Lobby for legislative issues that interest our constituents;
- Facilitate use of state and federal funds to meet goals;
- Disseminate information about constituents' major events within the state;

- Promote safety: sharing the road, wearing helmets, following the rules of the road;
- Educate the public on benefits of our sport: health, social, environmental;
- Establish bicycle riding as a recognized form of transportation, as well as recreation.