

MICHIGAN *Bicyclist*

Fall 2021

IMPROVING LIFE THROUGH BICYCLING



40TH ANNIVERSARY
1981 → 2021



YEARS OF LMB



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The League of Michigan Bicyclists, or LMB, is a 501(c)(3) non-profit organization whose mission is to improve life through bicycling.

Michigan Bicyclist Magazine is published as part of our effort to educate Michigan bicyclists, law enforcement, policy makers, engineering and planning communities, and others on issues affecting bicycling in Michigan.

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Parting Words

Lindsey DesArmo, LMB Chair



I joined the LMB Board of Directors in 2014 when I was 30 years old. Over the subsequent years, my perspective has changed and I have grown as a person. My career was in

corporate health and wellness, and bicycling naturally fit into my values of physical activity and movement. The bicycle was not front and center in my life. My skillset as a board member was to keep the organization developing administratively. Over the years, the bicycle became more relevant in my life and I realized that no matter how large or small the role of bicycling may be for someone, its impact on economic mobility, transportation, joy and overall well-being is significant. Now nearly 40 myself, and as the organization continues into its 40th year, I reflect on a quote by Anaís Nin, "We don't see things as they are. We see things as we are".

My experience as a bicyclist is this: I use she/her/hers pronouns, am white, able bodied, upper-middle class and have lived in rural and urban settings. I do not rely on my bicycle for transportation or economic dependence as a livelihood. I commute by bike to run errands, to recreate and explore the outdoors and nature. I am a mother, wife, daughter and sister. My experience is unique to me, yet similar and very different from others who get on a bike in the state of Michigan. LMB has come a long way in 40 years in seeking to recognize and improve all experiences similar to and different from mine.

It's nice to recognize the value of diversity in perspective and experience, but nothing frustrates me more than all talk and no action. The quote by designer Tim Gunn, "Make it happen," is one of my mantras. To know LMB also lives this mantra is invigorating and it's why I have been volunteering my time to the cause. The organization actively seeks opportunities to ensure

more representation of a variety of perspectives, experiences and skill sets among the board, committees and membership. LMB employees, board members, volunteers and members are tirelessly and actively identifying expertise and collaborations to expand the breadth and depth of inclusive efforts as part of our strategic plan. You can view the full plan in detail at LMB.org/strategicplan.

At its core, LMB advocates for bicycle-friendly policies, provides financial assistance to individuals and organizations with a shared mission and develops and promotes educational materials for bicyclists, motorists, engineers and law enforcement. In addition, we also run multi-day cycling tours as an avenue of financial support for the organization. Over the last seven years in my time on the board, we have had a number of legislative wins including the safe passing law, e-bicycle legislation and bicycle safety in driver education, just to name a few. The staff has grown from an Executive Director and assistant to having a number of additional employees focused on development, membership, educational and legislative efforts. I have enjoyed the ride, learned along the way, developed friendships and connections, yet I know at this point in my life, it is time to step aside, allowing opportunity for new leadership.

As I step down from the board, I thank you for the opportunity to have led in this capacity. The work is ongoing and the future can be even better for bicycling in Michigan. Let's reflect, grow and learn together as LMB celebrates its 40th year. As you see things as you are, is your life improved by bicycling? Either way, know that LMB is actively working so that Michigan is a state where bicycling makes life better for each of us, and our streets and trails are safe and accessible to people of every age, race, gender, ability and economic status.

Kind regards,
Lindsey

From the Director: A Reflection on the Last 40 Years

John Lindenmayer, Executive Director



Gratitude! As we celebrate LMB's 40th Anniversary and look ahead to exciting new opportunities, a common thread emerges throughout LMB's work. People. In so many ways, we are

a people-powered movement. I'd like to acknowledge all the amazing people that have powered LMB's mission over the years. LMB is nothing without you!

Before we take a ride down memory lane, I'd like to take a moment to reflect on more recent times. The past year and half has been incredibly difficult for so many as we grapple with this global pandemic. On behalf of the LMB board and staff, thank you for the outpouring of generous gifts, words of encouragement, and understanding during these difficult times. Your donations not only helped to keep the lights on but also allowed LMB to keep pressure up on numerous legislative efforts at the Capitol. And that's not all: we were able to launch new educational and infrastructure programming, update our mission, vision, and values, and adopt an ambitious new strategic plan (see page 17), just to name a few.

A special thank you to Lindsey DesArmo, our outgoing Board Chair. We are a stronger organization because of your dedicated leadership the past seven years. While we'll miss Lindsey, we are excited to welcome Nancy Short as our new Board Chair. A general hat nod as well to the leadership and resilience of the board as a whole. I'm grateful for their support during these trying times and ability to embrace difficult conversations. This includes important discussions on diversity, equity, and inclusion (DEI). I'm pleased to share that LMB has formed a DEI Committee focused on this topic. They are working to better embed diversity, equity, and inclusion across our internal and external operations.

I'd also like to thank some of our recent strategic partners, including the Kiefer Foundation who once again sponsored our Bike it! Commuter Challenge this fall (see page 18). LMB works hand-in-hand with

the Kiefer Foundation to enact strong distracted driving laws for Michigan. Our efforts to advance a hands-free law continue to gain traction.

Likewise, we thank AARP for selecting LMB as one of their national Community Challenge grantees. We are excited to collaborate with communities to test separated bike lanes and pedestrian safety features through our new Bike Wave project (see page 18).

The Office of Highway Safety Planning continues to be an important ally. We are grateful for their continued financial support of our educational programs. Through OHSP's support, LMB added a dedicated education staff position at the start of 2020. During the pandemic we've continued bicycle and pedestrian trainings for law enforcement, a partnership with MDTSEA to train driver's education instructors, launched our bike safety quiz (bikequiz.org), published a series of bicycle safety videos, and created a new Bicycle Friendly Driver (LMB.org/BFD) program. Additionally, we've distributed thousands of *What Every Young Michigan Bicyclist Must Know* booklets to elementary schools through an alliance with the Michigan Safe Routes to School program coordinated by the Michigan Fitness Foundation.

Thank you to our long-standing partners at the Michigan Trails and Greenways Alliance. We are excited to announce that LMB will be taking over management of the popular Michigander Bicycle Tour starting in 2022. Watch for additional information as we release 2022 tour details in the very near future. We are thrilled to welcome Michigander riders on this new (to us) tour offering. A heartfelt thank you goes out to all our tour riders for their patience the past two years while our tours have been on hiatus due to the pandemic. We are eager to ride with you again soon!

Lastly, let me offer a sincere thank you to LMB's current and previous staff and board of directors. We certainly would not be celebrating 40 years if it wasn't for your collective dedicated service to LMB.



Please take a moment to admire the list of committed LMB board, staff, and key volunteers over the past four decades (see page 21). A special recognition too to our founding board members, Tom Ferstle, LMB's first paid administrator, and to Lucinda Means, Rick Oberle, and Rich Moeller, my Executive Director predecessors (see page 15). Thank you for the strong foundation to build upon.

And of course, LMB would be nothing without the countless volunteers, interns, advocates, tour participants, donors, members, sponsors, and other diverse people that make up Michigan's cycling community. You are LMB!

As you flip through this special edition of the magazine, please consider how you can help LMB advance bicycling over the next 40 years. Maybe it's throwing your hat in to serve on the board or a committee, volunteering on our tours (we'll need you in 2022!), becoming a monthly sustaining donor or even a Lifetime Member, or simply making a special commemorative gift in honor of our 40th anniversary to ensure we have the resources to continue to improve life through bicycling.

Gratitude!

A Conversation with the LMB Founders

Matt Penniman with LMB founders Steve Leiby and Bill Frey and former board chair June Thaden



We sat down with Steve Leiby and Bill Frey, two of the early founders of LMB, along with June Thaden, a former board chair, to talk about how we got our start.

The founding: Steve and Bill discuss LMB's first years

Steve: Bill and I met several years before [LMB started] and participated in an Effective Cycling class taught by Reuben Chapman in Ann Arbor. I brought people down from Lansing, Bill brought a bunch of people up from the Detroit area, and that's where he and I met. Then I had this harebrained idea to start a statewide publication. We had this pot of money called the DALMAC Fund, which had been created in 1975 and we weren't really using it. So, I put the two together as president of the Tri-County Bicycle Association (TCBA) and started a publication called the Michigan League, referring to the League of American Wheelmen [now known as the League of American Bicyclists – ed.] The real culprits are Greg and Bonnie Neff. The first meetings that led to the creation of the League of Michigan Bicyclists were in their living room here in Lansing. I didn't really know Greg at all... Bonnie was working for the extension service at Michigan State as a bicycle specialist. I don't know which one of them came up with the idea of starting a statewide organization, whether they saw other states doing it or whether they dreamed it up on their own.

Bill Frey and Paul Epton were also involved in the early discussions leading to LMB. Both worked for General Motors in the 1970's.

Bill: I got to know Paul by meeting him at the bike rack outside General Motors Research Labs where we both worked. Both of us were bicycle commuters. Paul didn't have a car – he didn't drive – so often we would go together to Lansing. Joel Dinda had organized the 1978 League of American Wheelmen National rally in Kalamazoo, which brought a lot of people together, and a lot of us were interested in John Forester's Effective Cycling program. John came to that and offered a short course afterwards which many of us participated in, including Reuben Chapman.

Steve: The decision to create LMB and the early sort of steps - none of it was especially controversial or emotional. There were no big hard-fought arguments and debates that I remember. I did go to the rally in '78 – I did my Effective Cycling instructor training with John Forester in Rhode Island in 1980 and...

Bill: I was there, yeah.

Steve: It was the hundredth anniversary of the League of American Wheelmen, a big event. I still occasionally think about

John while I'm out on the road. He's considered a dinosaur today [by some] but a lot of the issues really haven't changed.

Bill: At the time, Michigan still had the mandatory side path rule on the books. That was our first rallying cry to interact with the legislature and get pressure on them to change that. The origins came out of people who were active bicyclists – either already active tourists or commuters or some combination. LMB really started out in my memory as primarily advocacy. But by combining it with touring, something that people are willing to spend money on, it can be your financial support for the organization. The fact that we had a strong bicycling organization in the Lansing area was also critical to this because that's the state capital. It would have been much harder to do this advocacy part if we didn't have a close connection to Lansing and as well as the funding source of TCBA.

The ups and downs: June speaks on LMB's expansion through the years

June: I came to the state in 1980. I was quite involved from about 1985 with our local bike club — we were just getting organized. Cherry Capital Cycling Club did our first map in 1991. As a new club we were constantly getting "where should I

ride?" questions, so we did a map of the northwest corner of the state. They're still doing that, so I'm pleased. I joined LMB in 1987 – that was the year we started Shoreline. The first year we didn't make a penny. We hardly broke even. The second year was a little better and of course improved. I'd been the core director for Circle the last four years. One of the gals on Shoreline, Marsha Leo, who became part of the board with me said, "Everything I learned is in kindergarten and on Shoreline." You learn a lot about getting along with people, how to organize things and how to talk to school superintendents. If you say you're a biker, they immediately think of the Hellraisers motorcyclists. At least back in the 80's they did. In '92 we hired our first administrator Tom Ferstle who was an active volunteer all the years that I was involved. We paid him and I can't remember how much — it wasn't much but he tried to hold things together in a practical way, which helped a lot because the board was necessarily spread all over the state. You see each other periodically but not enough to really get all the details. As we grew, I was well aware of a possible conflict between... a paid person thinking of the group as theirs — and the board of course thinks the group is theirs — and the image of what the group should be quite often isn't the same. By the time we were considering getting a full-time executive director, we were doing so many things that even with an active board, we just couldn't handle it. It was just too much.



June Thaden was named "Cyclist of the Year" in 1989.

All of us had jobs and so we debated quite a while whether to hire a full-time person. We decided, "Well, I think we have to."

I met Lucinda and she impressed me quite a bit. We had about four of us on the LMB board to interview, debate it and so forth. Then we hired her.

John Lindenmayer: If you'd humor me, I'd love to hear about those early days with Lucinda when she came on board. That was a big transition for the organization. I had the pleasure of working with Lucinda for about five months before she passed away, but I'd love to hear a little bit more about that transition from all-volunteer to a part-time administrator to then having somebody at the reins day in and day out.

June: Yeah, well, I commented on the board staff conflict. It happened after Lucinda was here for the first year maybe. She began to question the use of so many volunteers on the shoreline and even mistrust us. As chair of the board, she and I didn't always see eye-to-eye which was dismaying because I thought it would be quite a smooth transition.

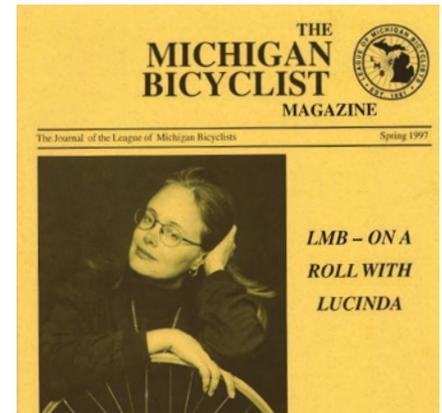
Advocacy then and now: Distracted driving to side path laws

Matt: One of our big issues that we're dealing with today in the legislature is distracted driving but it sounds like the mandatory side path law was a big issue for LMB in its early years — were there other big issues that were taking a fair bit of advocacy energy?

Bill: I think from what I've seen, Detroit has changed a lot. It seems to me the conflict between the road agencies who have limited budgets to do what they want to do and motorists who don't want anything in their way. They want to drive someplace like it's a freeway, and bicyclists are an ongoing thing that hasn't changed for 40 years. People have tried different solutions and whoever has more political clout and more money usually wins the battle.

John: Bill, I'm curious... Detroit has done a lot of experimenting with different bicycle infrastructure over the last 10+ years, anything that stands out as a positive?

Bill: There's a path that goes from Eastern Market to Jefferson.



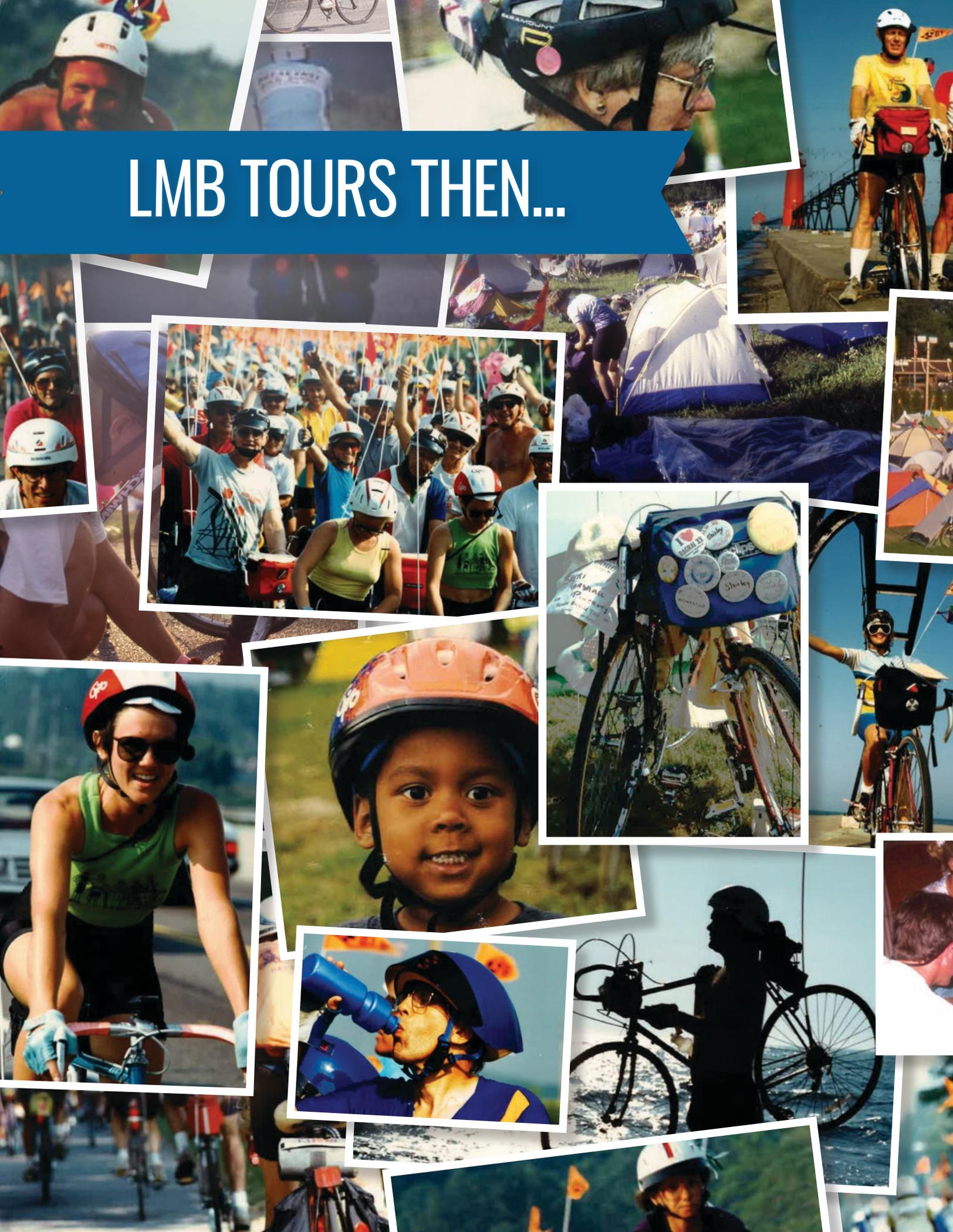
Lucinda Means became Executive Director in 1997.

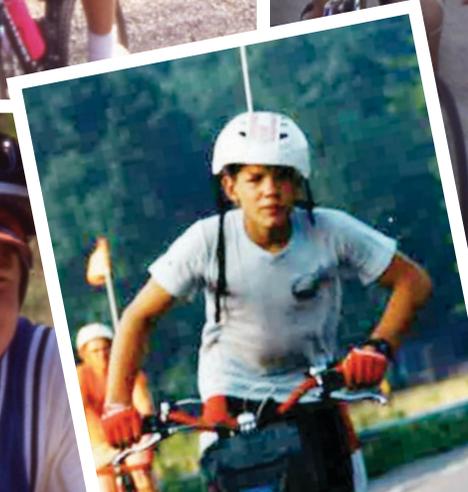
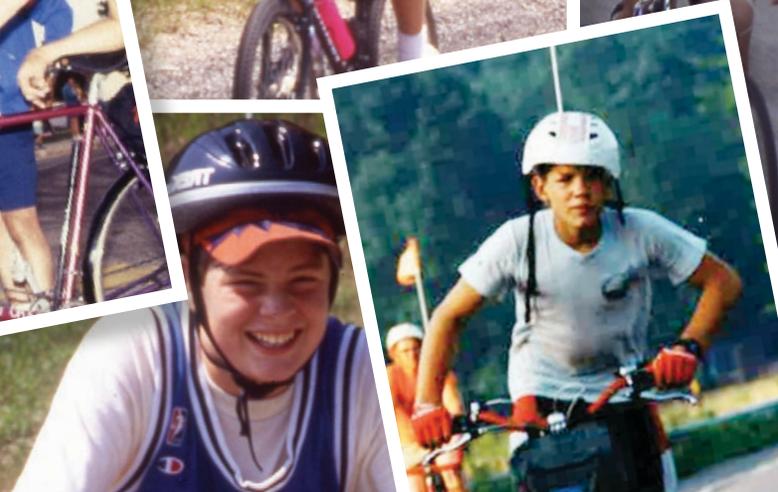
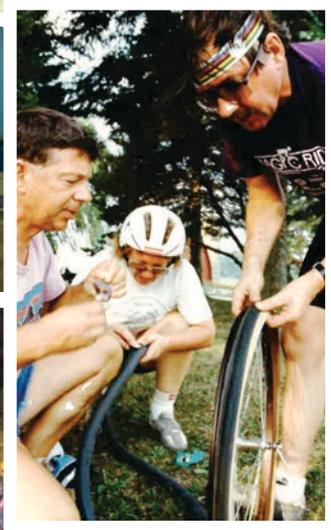
Steve: Is that the Dequindre Cut?

Bill: The Dequindre Cut, that's right! I've heard good things about that scene. It looks like it's a totally separated bicycle facility, where you don't have to worry about intersections. But I've never really ridden the whole thing to see what it's like. Of the various things I learned from John Forester, those are the key: intersections. If you don't understand that intersections are the biggest problem, then you're missing something when you're biking or driving for that matter. That's where the accidents happen — where there's people crossing paths, not where they're going in the same direction. Anyway, end of rant.

Steve: To me, the big change is the introduction of lots of bike lanes. I'm not completely convinced, even though I use them, that they're a panacea — I mean, it's paint. The more car drivers respect them, the more buildup of crap you get in them. They're often not really desirable places to ride because of their maintenance. But I think that's the big change — there's at least an attempt in a lot of cities to improve the environment for bicyclists. I think there's more than lip service being paid now. Whether it's successful or not is a question. I think back to the crash statistics from 30-40 years ago. The average fatality was an overtaking accident at night on a two-lane road and the driver was drinking. I think there are more overtaking crashes now than there used to be, because of distracted driving and deadlier cars – SUVs are bigger. So I think distracted driving is something you really need to work on, and I know you're putting a lot of effort into it.

LMB TOURS THEN...





AND NOW.



Memories of Shoreline Bicycle Tours

Mary Dougherty, Past SAG Coordinator

Over thirty years of memories. Where does one begin?

1. My husband, Jim Dougherty, and two others heading out to travel to Montague for a meeting about starting a bike tour along the west shoreline of Michigan. It was snowing very hard and I thought he was crazy for driving from Lansing. But people showed up from several west coast bike clubs, and thus began the Shoreline Bicycle Tour.

2. When my kids were little, I was at home and became the designated phone person for Shoreline. I sort of did not have a choice since Jim used our phone number for registration. My favorite questions from potential riders were: Which way does the wind blow? What do you pack for Michigan weather? My answers, the wind blows any way it wants to and pack for four seasons, even in August.

3. New Buffalo – Year Two – dragging along a MS-DOS computer and dot matrix printer to do registration, sitting at table built for 5-year-olds, and using bathrooms and showers for that same height. My daughter reminded me that there were always fireworks down at the beach. I never saw them. I was doing registration.

4. Saugatuck – Every year, whether Jim was on a bike or in a car, the officer in Saugatuck always managed to stop us and complain about bikers going through his town. It was amazing that he always found us.

5. As SAG Coordinator for West, North, and Circle Tours – so many wonderful people that worked on the SAG crews. All I can say is dedicated. We were like a family that meets once a year. Great people, all.

6. Sagging in the UP – No cell phones, just walkie talkies but you had to be ½ mile from each other. Lots of waving of hands and yelling across US 2 to communicate.

No bathrooms, always carried that equipment with you in the car. Deer, logging trucks and mosquitos.

7. Pasties – The first year from the North Tour every site decided to surprise us with the local delicacy – pasties. 7 nights of pasties. We became connoisseurs.

8. Lost Riders and Lost Private SAGS – I spent a lot of extra time looking for riders who took a wrong turn and ended up in another part of a county, and private SAGs who were just plain lost. I never understood why they did not carry a map in their car. But I went to find them to keep their spouse from panicking. Everyone was returned.

9. Hospitals – I believe that I have visited every hospital from New Buffalo to Sault Ste. Marie. I have dealt with minor injuries to fatalities, broken bones, concussions, and lots of road rash.

10. Porta Potties – Somehow that got stuck on me. I know more about portable toilets than I ever wanted to know and was on a first name basis with many companies, but I got to negotiate with the landowners and made many friends over the years. Even though I was driving SAG, I was taking calls on where toilets had to go or finding out where the ones were that we ordered. Fun times.

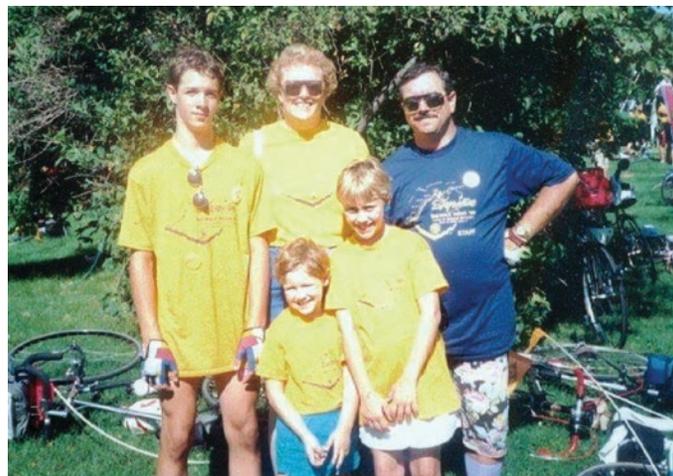
11. Storms – A tornado in Wisconsin took some of the tents and threw them up to a mile away. Frankfort – Carrie Baic blowing the Shoreline whistle/ compass handouts like a pro for everyone to evacuate after the Sheriff showed up to tell us what was coming (my daughter and I were floating in our tent on a mattress at the time). Ludington – 4:00am, the Sheriff called me, “bad storm coming, get them into the school.” My airhorn died,

sounded so pathetic. My daughter, Kate, running through the tents yelling, “Get out of your tent, take what you can, get into the school!” Some people called that the “Shoreline rap”. St. Joseph – Trees down and electrical lines across road. Reroute! Early Shoreline – the road washed out just days before the tour, collapsed into Lake Michigan.

12. Circle Tour – The UP, Wisconsin Door Peninsula, and the ride back to Michigan on the SS. Badger. Loved it. They had Leinenkugel Red on tap. Sitting on the forward deck in the sun.

13. On the Road – I averaged on each tour about 1,800-1,900 miles of driving. My concern was my crew, who were also volunteers. Great people. I have been threatened by motorists and had to call for assistance from the local law enforcement. I have chased down loose dogs going after the riders. I have ripped up my t-shirts in the car to make slings before going to the hospital.

All of the memories, from beginning until today, the Dougherty Family (Jim, me, Patrick, Erin and Kate) have lived with Shoreline Bicycle Tours for over 30 years. Our kids had fun, made friends, and also learned the meaning of volunteerism. It was chaos at times, but we never let the riders know. We just wanted our riders to have a wonderful Michigan experience. Our family considers the Shoreline Tours part of Jim’s legacy.



Mary, Jim, Patrick, Erin and Kate Dougherty pose together at a tour.

In Memoriam: A Thank You to Three Valued LMB Volunteers

LMB began as an all-volunteer organization, and we've always relied heavily on the passion and generosity of volunteers. Many folks have been involved with LMB over the decades; sadly, some of them are no longer with us. We'd like to acknowledge all of these amazing individuals and pay tribute to their contributions. In particular, three long-standing volunteers have reached the end of life's journey in the last few months.

Jack Feehan of Port Huron volunteered on various tours including our Pedal and Paddle, Sunrise Adventure, and Shoreline West where he drove the baggage truck for many years. Jack was beloved by all and was always eager to help in any way he could. Jack died on September 29, 2021 at the age of 76.

James "Jim" Jeske, Lt. Colonel (Ret.) of Louis, MO was a truck driver for many years on both the MUP and Shoreline West tours. In addition, he was a terrific social director, coordinated dinner arrangements, and often led group rides during tour layover days in the Upper Peninsula. Jim served



Left to right: Jack Feehan, James "Jim" Jeske, and John "Bud" Preston, dedicated volunteers on LMB tours.

with the US Air Force for over 22 years. He died on April 17, 2021.

Lifetime Member John "Bud" Preston of Northville died on August 27, 2001 at the age of 85. Bud was an At-Large Director for LMB from 2001-2004. He served as Treasurer and on LMB's Education Committee during his tenure on the board. Additionally, Bud and his wife Gail were long-standing Shoreline West volunteers and participants. In lieu of flowers, the

family has requested donations to the League of Michigan Bicyclists, 410 S. Cedar Street Suite A, Lansing, Michigan 48912 or to the Louis and Ida Preston Scholarship Fund, University of Rio Grande, 218 N College Avenue, Rio Grande, Ohio 45674.

Our sincerest condolences go out to the families and friends of Jim Jeske, Jack Feehan, and Bud Preston. Thank you for sharing a part of your lives with us. Rest in peace.

LEAGUE STUNS FASHION WORLD

In a effort to break with tradition and boldly go where few statewide bicyclist's organizations dare travel, the League of Michigan Bicyclists has just commissioned a new batch of League t-shirts! Stunning graphics on the back with a really novel membership logo on the front set this shirt apart from the many mundane shirts offered by competing statewide organizations of bicyclists that are constantly hounding you for support. The League is taking a leap that shocks even the most liberal of marketing majors. The League will offer these collector's editions at the same price as the '84 model. Yes, you read that right! Now you can be the proud owner of a League t-shirt for only \$6.00, if you pick it up from your local board member, or add a pittance and we'll mail it straight to your door. (For those of you not fresh out of middle Earth, a pittance is equal to \$1 at current exchange rates.) So, send in those checks and money orders to the League and be the first on your block with a bright yellow League t-shirt.



While we're not quite as "hip" these days, we still know how to stun the fashion world. Check out our new LMB logo cap and get one for \$25 at LMB.org/shop – or give at least \$150 with the donation form on the last page and receive a cap as a thank-you gift!

GUESS WHO'S BACK



LMB's bicycling tours are making a heroic return in 2022, and a new (to us) tour is on the roster. We are excited to announce that we will be taking over management of the Michigander tour this upcoming season! Watch for member early bird registration info soon. www.LMB.org/tours

CYCLING THROUGH THE DECADES

John Lindenmayer, Executive Director

LMB first published *The Michigan League, The Newsletter for Michigan's Bicyclists* in 1979, predating LMB's official incorporation as a nonprofit. Later called *The Michigan Bicyclist*, the magazine has played a pivotal role in LMB's history. During COVID, we hit pause on new issues as a cost saving measure. It's such a pleasure that our first new issue in over two years is this special 40th edition.

"In the beginning," the League of Michigan Bicyclists may have been without form, but it was anything but void. In fact, for a couple of years before its legal incorporation in March 1981, founding members were already actively promoting bicycling and bicyclists in Michigan.

Some were members of the League of American Wheelmen (LAW – now the League of American Bicyclists). Many belonged to the Tri-County Bicycle Association (TCBA), a strong LMB supporter to this day.

"The Bicycling League of Michigan will hold its first meeting...Sunday, July 15, 1979...The Michigan League urges all interested bicyclists to attend. ... If bicyclists are to have a positive impact on bicycle education, facilities and laws, we must organize. This meeting is your chance to influence future decision making."

STATEWIDE ORGANIZATION – CONVENTION:

The Bicycling League of Michigan will hold its first meeting in conjunction with the Ann Arbor Bicycle Touring Society's ONE HELLUVA RIDE! The meeting is scheduled for Sunday, July 15, 1979, from 10:00 am to 3:00 pm.

This historic first meeting was held in conjunction with Ann Arbor Bicycle Touring Society's One Helluva Ride. At the time, The Michigan League was published in partnership with the TCBA.

LMB's first annual meeting took place on March 28, 1981 at the Student Union at Michigan State University. The agenda included ratification of bylaws and workshop sessions about repealing the mandatory sidepath law. Overturning a "blind" mandate for bicyclists to ride on sidepaths, regardless of design and safety concerns, became an early and sustained focus of LMB's legislative work. Senator Richard Allen was closely involved, and later went on to establish the DALMAC. An update from a 1982 issue demonstrated LMB's early grassroots organizing: "Remember, your letter will make or break this effort. Unless each Senator is inundated with mail in support of the Bill, it could be defeated."

LMB advocated for other important issues in parallel, including stronger drunk driving laws. On October 14, 1982, Governor Miliken signed new statutes into law strengthening penalties for operating a vehicle under the influence of alcohol or controlled substances. Today, LMB continues to push for stronger laws to crack down on a new danger behind the wheel – the distracted driver.

During this period LMB formed BIKE PAC, the "political action committee of Michigan's Bicyclists." While BIKE PAC struggled to secure sustainable funding and never fully got its bike legs, its presence in our history demonstrates that advocacy is part

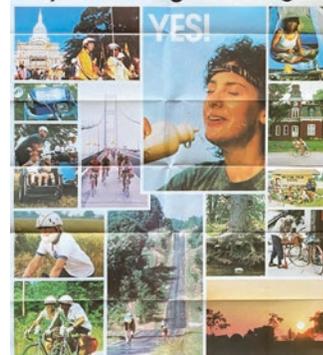
of LMB's DNA.

By January 31, 1981, LMB was ready to accept members with an Individual/Family membership costing \$7. LMB's budget that year was \$6,248. The Spring 1982 issue showed how quickly LMB grew: "...one year ago we met to start the League of Michigan Bicyclists. Our goal was a membership of 150. Our current membership is over 300! That makes us one of the largest statewide bicycle organizations! Without a large membership base we cannot carry out the programs that are needed to make Michigan a better place to bicycle." These words hold just as true today as they did in 1982.

In the fall of that year, the IRS officially approved LMB's nonprofit tax-exempt status as an educational foundation under section 501(c)(3).

"In response to the rapid growth of bicycle touring in Michigan...PALM will donate \$2 to the League of Michigan Bicyclists for every rider this year," highlighted an article in 1983. PALM encouraged other one day rides to donate \$.50 per rider. This ultimately sparked what became LMB's \$1/Rider program. Early adopters included the Downriver

Bicycle Touring in Michigan



1979

First meeting July 15 in Ann Arbor
Future LMB founders meet to discuss the potential for a cycling organization, and begin planning for a statewide publication.

1981

LMB receives 501(c)(3) status
LMB becomes tax exempt as an educational foundation and passes resolution to stand against drunk driving.

1987

LMB hosts first Shoreline Bicycle Tour
The precursor to today's Shoreline West, the first tour hosts 226 cyclists for a seven-day adventure up Michigan's west coast.

Cycling Club's Metro Grand Spring Tour. By the summer of 1983, LMB's membership had surpassed 510.

With support from DALMAC and PALM, LMB published 20,000 copies of the first stand alone calendar of events (later the Poster Calendar/Ride Calendar). Additionally, LMB developed a new publication called *How to Start A Bicycle Club*.

The early magazines were filled with ride listings, advertisements, and application forms for tours by other clubs. The Capitol City Color Tour, with the help of the TCBA, became the first ride held in Michigan with the sole purpose of financially supporting LMB. The hastily organized event attracted 325 riders in 1984. While the event only lasted a couple years, it planted the seed to fund LMB's mission. That year, key volunteers Jim Dougherty and Mike Shelton finished mapping the Lake Michigan Shoreline Route as part of a larger Bicycle Atlas. These routes ultimately provided the inspiration for the first Shoreline Bicycle Tour in 1987, which remains a favorite today.



An early precursor to LMB's current Bicycle Advocacy Day held at the State Capitol, LMB organized the first annual fund-raising ride for BIKE PAC on August 11, 1984. Bicyclists were invited to bike to the Capitol

in Lansing from eight starting locations around the state as "a demonstration of solidarity and support." By August 1985, membership topped 1100.

Creatively called "The New Ride," in 1986 LMB put out a call for volunteers to help coordinate what became the inaugural Shoreline Ride. LMB also started recognizing bicyclists with Tom Ferstle receiving the inaugural Cyclist of the Year award.

With support from Bill Knapp's, LMB raised enough funds through meal voucher points to buy our very own computer for \$800 in 1986. This ushered in "centralized word processing and mailing list capabilities," "enhanced desktop publishing," and even futuristic talk of "electronic bulletin boards where interested bicyclists with a home computer and a modem will be able to tap into a central League clearinghouse."

Building on this, LMB secured 60 donated Magic computers in 1987 that were distributed to bike clubs across the state to support event registrations and other emerging communication needs. Going further, LMB also organized group purchasing of printers, 1200 baud modems, and 5 1/4" disks. Years later as the internet became mainstream, LMB once again found itself leading. Under LMB Board Member and future webmaster Bill Duemling, LMB maintained the popular MichBike listserv.

In 1987 LMB's mailing list grew to 3,800 and the board started to consider the need for paid staff. "Our volunteer-based structure" is inadequate, said Mike Shelton, Michigan Bicyclist Editor. With this desire to add capacity, a list of "concrete goals" for the organization was published in the magazine, in essence LMB's first strategic plan. That year, LMB also secured financial

support from MDOT to produce the Poster Calendar. Having struggled to cover the cost of the popular publication the year prior, this MDOT Sesquicentennial project marked an important long-term strategic partnership that remains today.

Dick Klecka was recognized as Bicyclist of the Year in 1987. He was the Chairperson of the original Shoreline Bicycle Tour, or SBT, that took place in August 1987 to mark the Sesquicentennial. It treated 226 cyclists to a 370 mile, 7-day adventure along the picturesque coastline from Three Oaks to Traverse City. With proceeds split among clubs along the route, the first event broke even, but marked a significant turning point in LMB's long-term financial stability. The event quickly grew in popularity and sparked a series of other tours including Shoreline East, Northern Exposure, Bow Tie, Grand Traverse Adventure, Shoreline North/MUP, ODRAM, and other tours throughout the years.



The August 1988 issue of the Michigan Bicyclist included a black and white booklet containing the sections of the Motor Vehicle Code pertaining to bicyclists. This was the beta version of LMB's *What Every Michigan Bicyclist Must Know* booklet. By 1989, LMB's operating budget grew to \$80,553. LMB also set up a hotline (616-452-BIKE) to provide "real time" information on Michigan bicycling events, tours, and races. Riders could call in to hear a recorded message for the coming weekend's events.

In 1990 the Shoreline East Bicycle Tour made its debuts on the sunrise side of the state, running simultaneously with the Shoreline West Tour. Each tour ended in Traverse City on the same day with a parade around town. Dean Braily, Chairman of the Board, shared this reflection shortly after the first Shoreline tours:



1994

LMB makes strides toward safer biking
LMB, with advocate Dick Allen, wins passage of PA 348, repealing the former sidepath law.

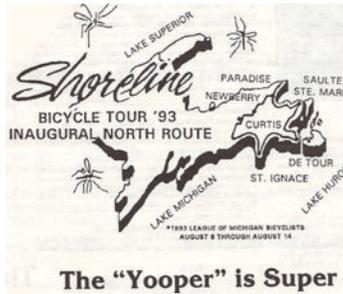
1997

Lucinda Means named Executive Director
Lucinda Means, a vigorous advocate for Michigan bicyclists, becomes LMB's first paid executive director.

2004

First What Every Michigan Bicyclist Must Know booklet
The award-winning publication would later see a youth version with cartoon illustrations by Ray Templin.

"Now that a few shekels are available we just might see the League become more active and visible. I mean, can you actually see the League leading the promotion of bicycle driver education pro-grams in K-12 schools? How about the League getting bicycle driver awareness in all motor vehicle driver training classes? Maybe a League sponsored training program for police on bicycle law enforcement. The League providing Effective Cycling classes across the state... Lastly, how about the League providing the education necessary for the Legislature, State Police, and Office of Highway Safety Planning, so we can finally upgrade the Michigan Vehicle Code to protect the bicyclists' right to use the public roads?"



While it took years to materialize, I'm pleased that many of these programs are at the foundation of LMB's education work today.

In 1992, with additional revenue coming in from the tours, LMB made good on a long-time dream to hire staff. Board veteran Tom Ferstle was hired as LMB Administrator. He remained in this part-time paid position until 1997. That year, the LMB board also voted to hire Dick Allen, former state legislator, as a legislative representative to advocate for the elimination of the mandatory sidepath law and other changes to the Michigan Vehicle Code.

In 1993, LMB produced *Before the Fall*, an 18-minute bicycle safety video promoting helmet use, with sponsorship from Cherry Capital Cycling Club. LMB member Donald Reed received a State Safety Commission Award for his work to produce the video.

Shoreline West's starting point moved north from New Buffalo to South Haven and with the tagline "The 'Yooper' is Super", a small group tested the Shoreline North route.

In 1993, LMB and the League of American Wheelman (now Bicyclists) hosted a conference in Lansing called ISTE Explained, helping cyclists better advocate for infrastructure projects under the newly adopted Intermodal Surface Transportation Efficiency Act.

In 1994 Don Reed produced *The Law is for All* for LMB. LMB conducted a flurry of workshops and conferences that year, including Club Leadership Seminars.

Public Act 348 was signed by Governor Engler on December 12, 1994, a significant legislative win for LMB. The law stated that "where a useable and designated path for bicycles is provided adjacent to a roadway, a bicycle rider **may**, by local ordinance, be required to use that path. A bicycle rider who is less than sixteen years of age shall use that path unless accompanied by an adult." Previously the code read: "where a useable and designated path for bicycles is provided adjacent to a roadway, a bicycle rider **shall** use that path and shall not use the roadway." While not a complete victory, this is one of the issues that was the impetus to form LMB.

By 1995, membership topped 2,200 members. The board updated LMB's mission to read: "The League of Michigan Bicyclists promotes and defends the rights and interests of bicyclists through

statewide advocacy and education." That summer, long-standing LMB Board Member June Thaden was elected as the League of American Bicyclists President.

Shoreline West celebrated its 10th anniversary in 1996, giving certificates and medals to all 10-year participants. In other tour news, LMB also took on a new meaning: League Mountain Bike Tour, as riders braved May hail and rain for our first mountain biking event in Kalkaska. That year LMB also partnered with the League of American Bicyclists to host a conference called Winter Bike '96.

In 1997, LMB took the leap to hire our first full-time Executive Director, Lucinda Means, and she hit the ground pedaling. That year LMB launched the Circle Tour. Membership dues increased to \$15. In



addition to updating our logo, LMB also launched the MichBike bulletin board along with our initial website <http://www.msen.com/~duemling/lmb>, which quickly transitioned to LMB.org the next year.

1997 concluded with LMB's first "virtual" fundraising event. The Sno Ride No Ride had members riding together on trainers in living rooms across Michigan in the dead of winter. The tour featured "real home cooking" and accommodations boasted "sleep in the comfort of your own bed." "Unlimited use of TV, VCR and phone included," "all drinks are on the house," and "ample parking."

As LMB embraced the new millennium under the cloud of Y2K, LMB moved to the Blair House



2005

Rich Moeller named Executive Director

Moeller is hired to replace interim director Oberle, after Lucinda Means passes away suddenly.

2010

LMB forms coalition to bring Complete Streets bill into law.

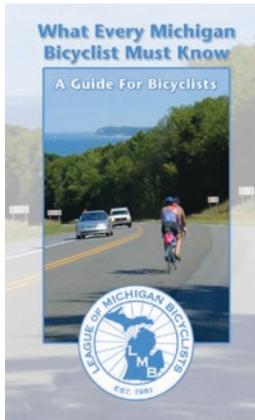
The law requires transportation planners to accommodate all types of transportation, including bicycling.

2017

First Micro-Grants

The program provides financial assistance to support creative projects at local organizations ranging from \$200 to \$2,000.

in downtown Lansing, the building we still reside in today (although we've moved around a bit over the years.) Lucinda finally had a "Room with a View" after working in a windowless office since she started. LMB began giving free server space to host websites for member clubs. 2000 saw the continued success of the Northern Exposure Fat-Tire Tour and introduced the Bow Tie Tour, routing riders across both the upper and lower peninsulas in the shape of a bow tie. LMB also launched ODRAM (now hosted by JDRF to raise funds for type 1 diabetes), a 170 mile One Day Ride Across Michigan from Muskegon to Bay City. The event attracted 125 riders.



LMB emailed our first E-newsletter in March of 2001. That year LMB also elected Charlene McNary of the Sisters Cycling Club in Detroit to the board, marking LMB's first Black board member. That summer LMB expanded our educational offerings to include bike commuting classes for state employees.

In the Spring of 2002, LMB held a retreat and updated our mission to state "The mission of LMB is that Michigan will be a 'bike friendly state.'" LMB also



participated in a Safe Routes to School task force, which led to the establishment of a still flourishing SRTS program in Michigan.

Lucinda continued to be a stalwart advocate for bicycling in Michigan, presenting at countless club meetings

across the state, tabling at RV shows to connect with new cyclists, attending the National Bike Summit, and working with MDOT to distribute bicycle tourism info well before Pure Michigan existed. Lucinda produced valuable educational resources including the original *What Every Michigan Bicyclist Must Know* handbook and she always ensured bicycling was on the agenda at every state agency meeting possible.

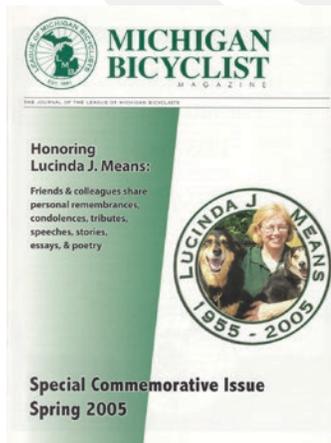
I had the pleasure of working for Lucinda for five months before she passed away suddenly in 2005. One of my earliest LMB memories is of her celebrating a legislative victory with our allies at MTGA and MMBA.

Together, we had successfully updated the vehicle code to clarify exceptions to Michigan's "as far to the right as possible"

language, defining clear terms for when bicyclists could "take the lane." This win also removed communities' ability to require bicyclists to use sidepaths. This marked the successful conclusion to the long-haul advocacy campaign that had sparked the creation of LMB in the first place over 20 years prior. As a brand-new employee, it also inspired my interest in bicycle advocacy.

In the Spring of 2005, hundreds of bicyclists and dignitaries braved the weeping skies to celebrate Lucinda's life with a bike ride

to the State Capital. Now a disoriented staff of one, still green behind the ears, I grounded myself by creating a special commemorative issue of the Michigan Bicyclist to pay tribute to Lucinda. It was the first full-color edition of the magazine. I'm still proud of that work to this day. I became the designer and editor of the magazine for the next ten or so years. As LMB produced this special 40th edition of the Michigan Bicyclist, it triggered stirring memories of collecting tributes and photos of Lucinda for that first issue I produced. I'm pleased the Michigan Bicyclist lives on and hope it will for another 40!



Chairman Brailey concluded his Report From the Chair in the Winter 1984 issue with:

"The League continues to grow and work. I'm often reminded that it's the bicyclists of

Michigan that keep this organization afloat. Since I was one of the many people involved in getting the League off the ground, I can probably speak for them all when I say that we didn't know if a statewide organization of bicyclists would fly. I'm happy to see that it has held up for three years, and it looks like we will continue as a positive force for bicycling in Michigan."

37 years later as we mark LMB's 40th, I'm happy to report that LMB is flying higher than ever with ambitious goals and plans. To Dean Brailey, because of your early dedication, I'm confident that LMB will indeed continue to be a positive force for bicycling in Michigan. I once again thank our founding leaders who had the vision and perseverance to form and grow a statewide organization dedicated to the advancement of bicycling.

2018 2020 2021

Safe Passing, E-Bikes, Driver Education

In a series of legislative victories, LMB wins laws mandating 3+ feet for safe passing, defining e-bikes, and requiring bike safety material in driver education.

First full-time Education Director

With support from the Michigan Office of Highway Safety Planning, LMB hires a full-time staff member to design and lead education programs.

LMB today

Today, LMB continues to improve Michigan bicycling through events, education, and initiatives like Bike it! and Bike Wave.

A Thank-you to Past Executive Directors

John Lindenmayer, Executive Director

For members who have been with LMB through the years, the names Lucinda Means and Rich Moeller may ring a bell, or even spark a memory. As two of LMB's previous executive directors, these individuals deserve immense recognition in helping to bring our organization to where it is now. We'd like to give a few words to remember the enormous impact Lucinda and Rich made in the Michigan bicycling community.

In 1997, LMB decided to take a leap and hire their first paid executive director, Lucinda Means. In her eight years as director, Lucinda increased individual membership of LMB by 70%, assisted dozens



Lucinda Means, LMB's first executive director, at the U.S. Capitol for the National Bike Summit.

of bicycle clubs with advocacy efforts, developed a bike safety curriculum, worked with senators to update Michigan vehicle code — and that is just to name a few accomplishments. Lucinda's leadership was impeccable — she was always willing to offer advice on how to improve a process or project, and continually offered encouragement to her teammates. All the way up through the year of her passing, she helped LMB transcend its limits through continual organizing, education, and

community work. Lucinda's mark on the LMB and bicycling communities is one that will be remembered at LMB for generations.

In the immediate months following Lucinda Means' untimely passing in 2005, longtime member Rick Oberle stepped up to serve as LMB's interim executive director. Rick did an admirable job as he helped LMB navigate the unexpected crisis. During his short time in the position, he made many operational improvements, and ultimately provided the

board the opportunity to conduct a nationwide search for a full-time replacement.

In 2005, the board hired Rich Moeller, who relocated from Pennsylvania after a long career with the YMCA. During his nine years as executive director, Rich

expanded on the strong foundation built by LMB's founding volunteers, Lucinda Means, and Rick Oberle. With a backbone of fiscal responsibility, Rich dedicated much of his tenure to growing and enhancing LMB's tour offerings to better support LMB's advocacy work.

Rich also focused much attention on developing educational programming and making bicycling accessible to youth. This passion drove him to create LMB's



Rick Oberle served as interim E.D. in 2005.

What Every Young Michigan Bicyclist Must Know, which was recognized with an Outstanding Traffic Safety Achievement Award. After Rich retired at the end of 2014 to spend more time with his children and



Rich Moeller was LMB's second executive director from 2005-2014.

grandchildren, I assumed the position of Executive Director, where I continue to serve.

Lucinda, Rick, and Rich set the bar high for LMB directors to come. We are eternally grateful for each of their efforts and recognize LMB would not be nearly the organization it is today without their leadership.



In Memory of Tom Ferstle

An avid bicyclist, Tom played a big role in Michigan's cycling scene, including the early history of LMB. Tom was involved in the founding of the League in 1981 and went on to serve as one of LMB's original board members. In this capacity, he also served as treasurer for many years before helping to organize the first Shoreline Bicycle Tour – East Route in 1988. He served as Tour Director for this tour from 1989-1996. In 1992, Tom's commitment to the League deepened even further when he took on the role as LMB Administrator. Serving in this capacity until 1996, when LMB hired our first full-time paid executive director, Tom

handled the day-to-day operations of the organization out of his home. In 2012, fellow LMB Board Member Jim Dougherty shared this remembrance:

"Tom was always the voice of reason. His kind and gentle manner was infectious and calming. He was very passionate in the effort to boost the sport of recreational bicycling in the State of Michigan."

Tom also served as Vice President of the Board of Directors of the League of American Wheelmen. He passed away at the age of 62 on July 22, 2012.

Exciting Changes at LMB

LMB is excited to welcome **two new staff members** as we gear up for 2022! Nicky and Zoya come to us with strong experience as communicators and advocates. They're a valuable addition to our team and have hit the ground running (or rolling) as we prepared our 40th Anniversary magazine, the launch of our Bike Wave program, and our 2021 Bike it! initiative. As LMB grows, so does bicycle advocacy and we are grateful for all that support us and our work.



**Development and Membership Director:
Nicky Bates**

Nicky Bates is joining our team as the Development and Membership Director with seven years of nonprofit fundraising and communications experience.

She's previously worked at Ronald McDonald House Charities Detroit and Focus: HOPE and is excited to bring her fundraising experience to her passion and hobby — biking!

Other than using her mom's 20 year old bike to race across MSU's campus between classes in undergrad, Nicky really started bicycling when she did her first triathlon in 2015 and has been in love with it ever since. She likes to ride on roads, rail trails, gravel, single tracks, and light mountain bike trails (she'll leave the steep descents to someone who's less afraid of heights).



**Design and Communications Associate:
Zoya Shevchenko**

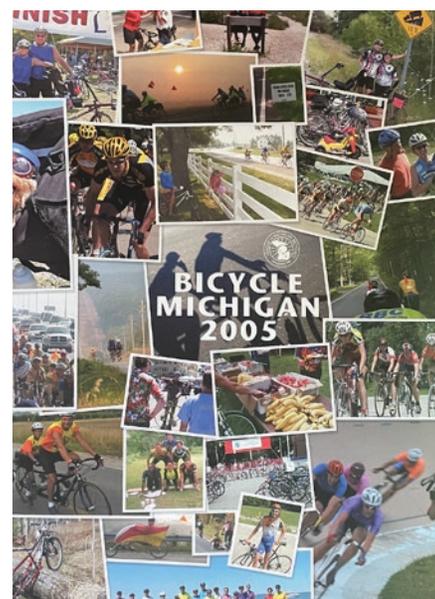
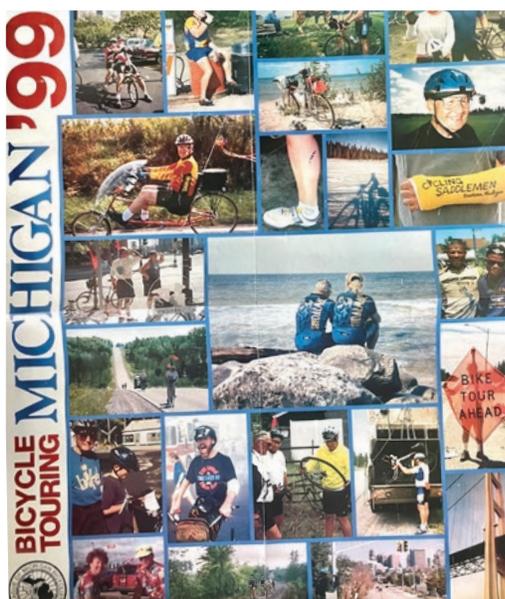
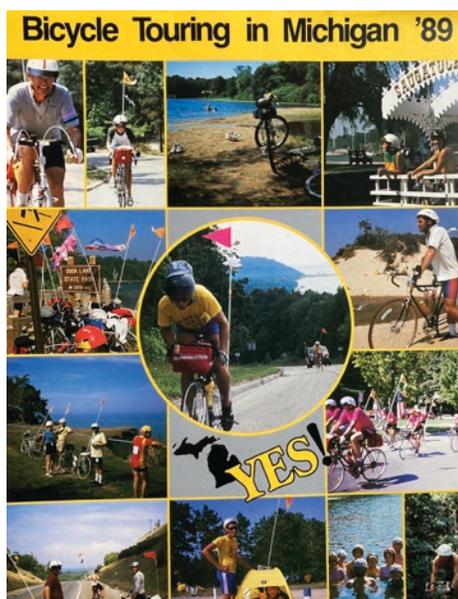
Zoya Shevchenko joined LMB's team as an intern this past July, and has already grown her knowledge of bicycling tremendously. As a recent city dweller, Zoya

has been learning to navigate her way confidently through traffic-heavy streets — a big change from her alma mater's tame River Trail. Zoya graduated from Michigan State University this past spring with a double major in Graphic Design and Interdisciplinary Studies in Social Science with a cognate in Community Governance and Advocacy. She hopes to apply her insight into LMB's bicycling advocacy efforts, strengthen LMB's visual presence through social media platforms, and establish a greater connection between LMB and younger Michigan cyclists.

Interested in joining our team? LMB is preparing to hire an Education Director in late 2021! Apply at [LMB.org/jobs](https://lmb.org/jobs).

LMB Poster Calendars since 1984

For the last several decades, the Ride Calendar has served as a cross between event planning aid and annual photo album. Below are some featured collages from a few of our favorite ride calendars over the years. See more at [LMB.org/HistoricCalendars](https://lmb.org/HistoricCalendars).





LOOKING FORWARD

With the onset of LMB's 40th year, we decided to take a step back and look at the big picture. LMB's board of directors and staff sat down and considered long-range plans and goals for our organization, including internal and external growth. We hope you can ride with us as we continue on this journey of improving life through cycling. Read the full plan at [LMB.org/strategicplan](https://lmb.org/strategicplan).

LMB'S VISION

We envision a state where bicycling makes life better foreveryone; serves as an everyday option for more people to commute, get around and have fun on roads and trails; and connects us to the natural world and each other.

Our communities benefit through healthier people and stronger economies. Our transportation system becomes more equitable and environmentally sustainable. Our streets and trails are safe and accessible to people of every age, race, gender, ability, and economic status.

COMMUNITY

Unite and strengthen the bicycle movement to build equitable, inclusive, and prosperous communities where bicycling helps enable all to lead healthy, affordable, and environmentally friendly lives.

We will ally with bicyclists of every kind across the state and point the way to a bicycle-friendly society. Every car trip replaced by a bicycle trip will make the air cleaner and our bodies healthier. We will work toward a transportation system that gives equal access and rights to all, values community voices, and puts people first.

ENCOURAGEMENT

Highlight, promote, and invigorate opportunities for bicycling throughout Michigan, increasing ridership and improving connections between cyclists of every kind.

We will make space for everyone who rides a bike on roads, trails, or gravel to come together and celebrate the pleasures of pedaling. More and more Michiganders will discover how much fun they can have riding a bicycle.

ADVOCACY

Engage in successful, high-impact strategic advocacy at state and local levels to promote safety, raise public awareness, and build political power.

We will shape Michigan laws to bring about an end to fatal bicycle and pedestrian crashes. Michigan will be known as one of the best places to ride a bicycle, with extensive networks of trails, protected bike infrastructure, and street design standards that put safety first.

EDUCATION

Develop safe behaviors and skills to reduce crashes, and shift public opinion to value the benefits of bicycling for all, including those who do not ride a bicycle.

We will give everyone who uses Michigan roads, trails, and paths the information they need to be safe, confident, and accountable. People in Michigan will respect bicyclists' right to use the road and embrace the positive effects of bicycling for healthy riders, clean air, and prosperous communities.

OPERATIONS

Expand LMB's financial and organizational capacity to efficiently carry out our mission and effectively lead the Michigan bicycle community.

We will grow LMB's reputation as a high-performing nonprofit and a great place to work. Our staff and board will see the difference they make every day, and be empowered to create amazing results for Michigan. Our organizational capacity will continue to increase, along with our financial stability.



In August, LMB put out a call for proposals, seeking “an experienced DEI Consultant to help implement policies, practices, programs, benchmarks, and organizational behaviors that foster authentic diversity, equity, and inclusion within LMB.” After reviewing the many strong responses we received, the LMB board has decided to engage Roots to Rise Detroit in this effort.

Roots to Rise Detroit “aims to serve small businesses and community focused

organizations thoughtfully connect to their desired audiences through meaningful and creative engagement, project management, and communications.” Kelsey Hubbell, founder and CEO, describes herself as “a lifetime Detroit, avid cyclist, and community organizer.” Her career includes work with Slow Roll Detroit, MoGo Detroit Bike Share, Open Streets Detroit, The Detroit Riverfront Conservancy, and many more. Tracy Evans, advocate and consultant, is a distinguished voice in Michigan’s DEI sector and founder of the It’s Not Right Movement; specializing in DEI work through education, engagement and authentic self-realization.

We look forward to working with Kelsey and Tracy over the next year and learning together how to live into our vision for better bicycling.



This past summer, LMB had the pleasure of launching Bike Wave, a new program which offers Michigan cities the opportunity to test separated bike lanes and curb extensions. This project was one of only 244 grantees selected from across all 50 states for the 2021 AARP Community Challenge grant.

For many riders, cycling in a bike lane exposed to traffic can prove intimidating. Adequate infrastructure, such as bike lane separators, brings more individuals to choose to travel by bike for work, school, shopping, or play.

Bike lane separators are an effective way to maintain safety on roads — one study estimated that the presence of protected bike lanes in a city may result in a 44% reduction of deaths and a 50% reduction of serious injuries.

Through Bike Wave, each city can apply to receive wave-shaped delineators, bike counters and curb extenders for a pop-up demonstration period (LMB.org/bikewave). LMB hopes that successful tests will encourage cities to install permanent structures.

The Bike Wave’s program intention is to reveal the major benefits of bike lane separators, and contribute to their permanent presence state-wide. The less intimidating cycling on the roads is, the more bicycle-friendly and inclusive bicycling in Michigan becomes.



LMB’s Bike It! initiative returned this year to challenge Michigan cyclists to commute for the months of September and October. Thanks to a generous donor, every mile

commuted resulted in a \$0.50 donation to LMB. Participants could ride their bikes to get groceries, transport to school, work, and any other errands, all while helping LMB.

This year, participants successfully tracked over 31,787 miles, and raised \$15,000 in donations. We greatly thank all of this year’s Bike it! participants, as well as our gracious donor, for making Bike It! 2021 possible. LMB will use these funds to continue to work as the voice for bicyclists at the state capitol, helping to end distracted driving to save the lives of drivers, bicyclists, and pedestrians.

LMB Logos Over the Years

Since our start in 1981, the LMB logo has gone through a few variations. Can you spot the differences?



Remembering Past Years: Quotes from Members

I feel very fortunate that I was able to be a part in the formation of the Shoreline Bicycle Tour (SBT)...still going strong to this day. The SBT has done so much to contribute to the LMB which has done an outstanding job of advancing the interests of bicycling in Michigan.

– Richard Klecka

LMB Board Member, 1986-1993; Shoreline Tour Director 1987-1991

I vividly remember June Thaden's idea to hire our first paid executive director. That was a major leap of faith. And after all the interviews we secured Lucinda Means. Lucinda did not own a car. Talk about leading by example. A fun, fun person who was just right for the part. That we lost her at such a young age still saddens me. I still miss her and always will.

– Mary Underwood

Board Member 1994-1999

The people I met and the tasks I helped complete volunteering for the LMB completely changed the direction of my life. Be it as a trail advocate, running the Michigan Chapter of the Rails-to-Trails Conservancy, or working for the Michigan Department of Natural Resources preserving inactive railroad corridors for use as trails. Thank you LMB for being the stand out bicycling role model you have been for forty years.

– Roger Storm

DNR Trailway Acquisition Specialist; Map Maker, Shoreline Bicycle Tour 2000-2003

Traverse City's own June Thaden said bikes on the street are like the canary in the coal mine. Well, the canary is healthy, getting stronger and singing sweetly. Over the years Traverse City has seen a complete streets policy, an infill and expansion of sidewalks program, a 27-year old Smart Commute celebration, and increasing miles of bike trails, lanes and a recent cycle-track installation.

These things don't just happen. It takes local and state efforts. LMB has been a leader pushing and educating for change. What stands out in our mind is the "give bikes 3 feet" law, and bike rights and responsibilities as part of driver's education. Here in T.C. we've seen an influx of young families attracted to a walkable/bikeable community. They in turn bring fresh ideas, energy and enthusiasm where kids bike to school and everywhere else. That's something to sing about!

– Laura and Bob Otwell

LMB Members

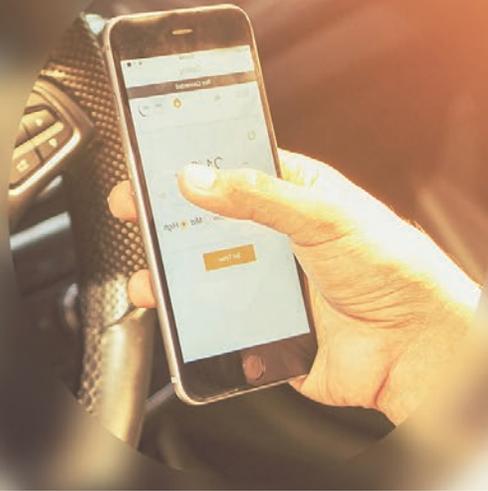
When I first joined LMB as a member, Rich Moeller was quite new as ED. I first met Rich in Detroit for a loosely organized ride, which was part of his statewide tour to learn more about cycling in Michigan. I remember this ride quite vividly as my younger son, Michael, 12 at the time, was riding the tandem with me. Rich and I quickly formed a bond, forged by our mutual love of riding bikes on roads. When Rich recruited me to join the LMB board, he had formulated a plan to revitalize LMB and to change the public perception that it was a group that did cool bike events and had a ride calendar to what it always was – a powerful advocate for the rights of cyclists. Rich worked tirelessly to implement the changes that were needed, including a substantial reconfiguration of board governance, and a significant reconstitution of who was on the board. The structural changes that Rich implemented allowed the LMB Board to focus its energy on governance, rather than micro-management, and also allowed the Board to recreate LMB as a respected advocate for non-motorized transportation.

– Steve Roach

Board Chair 2007-2017

LMB Advocacy Update

Matt Penniman, Communications and Advocacy Director



We will not be pushed aside. After a long, hot summer, the League of Michigan Bicyclists (LMB) is rolling into the fall with determination and mourning. If you're following the news, you've seen the toll on Michigan bicyclists. We're sick of hearing about good people killed in crashes. We're working to do something about it. You can join us.

First, you can help put a stop to distracted driving. It's time for all hands on deck as we enter the last few months of 2021. Michigan can't wait another year to pass a hands-free bill that would prohibit hand-held use of cell phones behind the wheel. LMB fought for passage of a bipartisan bill package in the Michigan House – HB 4277, 4278, and 4279, sponsored by Representatives Manoogian, Mueller, and Bellino – and thanks to testimony and support from LMB and many more, it passed easily out of committee.

Unfortunately, progress on these bills has slowed on the House floor, and we're not stopping there. We are also advocating for a hearing for a Senate hands-free bill, SB 409, in the Judiciary and Public Safety committee, sponsored by Senator Ruth Johnson. Whether the House or the Senate acts first, Michigan must pass a hands-free bill to ensure drivers keep both hands on the wheel and both eyes on the road. We will not rest until Michigan roads are safer for people who ride.

Second, you can help hold drivers accountable when they kill vulnerable roadway users in a crash. In June, a bipartisan and bicameral group of four Michigan lawmakers – Senators McCann

and McBroom, Representatives Rogers and Kahle – introduced legislation to do so. If passed, these bills (SB 580 and 581, HB 5181 and 5182) will create enhanced penalties for drivers who injure or kill a vulnerable roadway user (VRU), including people who bike or walk.

Drafted with direction and guidance from LMB, the proposed bills will give tools to law enforcement officers and prosecutors to seek appropriate penalties when drivers choose to drive recklessly and injure or take a life as a result. They build on our past efforts by LMB in 2009, 2011, 2013 and 2015 to build a more just system of deterrence. We'll keep going as long as it takes. LMB is fighting to get hearings for these bills this fall in the House and Senate Transportation Committees. Your support will make all the difference.

Third, you can help reform Michigan speed limits to account for bicycle and pedestrian safety. The Michigan House passed HB 4014 in March (94-12) and sent it to the Senate Transportation and Infrastructure Committee, which scheduled a hearing on Oct. 13. We testified on the importance and urgency of this bill, and hope to see it pass swiftly.

LMB supports this bill, sponsored by Rep. Slagh, which would give local communities more flexibility in setting speed limits. Current methods for setting Michigan speed limits can result in a "ratchet" effect where speeds keep increasing to unsafe levels. This bill will give support to better practices endorsed by the Federal Highway Administration. You can help make it happen and make

Michigan roads safer for people who bike. There's even more happening behind the scenes. LMB pushed Sen. Gary Peters to exercise caution and regulate makers of autonomous vehicles, to ensure that vehicles testing on public roads can "see" people on bikes. We urged Sen. Debbie Stabenow to reinstate the Bicycle Commuter benefit. We're working on a Safety Stop bill that would allow Michigan to join Idaho, Delaware, Oregon, Washington, and Arkansas in de-criminalizing the common bicyclist behavior of treating stop signs as yield signs.

We are also working with potential sponsors to introduce bills on dooring and impeding traffic. These would codify penalties for opening a door into the path of a bicyclist and clarify that bicyclists are not impeding traffic – we are traffic. In addition to our work at the state capitol, we're busy at the local level helping communities run pilot projects for separated bike lanes through our new Bike Wave program.

All of this happens because of you! As you may have guessed, the bicycle advocacy movement does not have shadowy billionaires writing hefty checks. It has you: everyday folks who appreciate the benefits of safe bicycling and care enough to fight for it. Your donations keep us going and thriving, and make it possible to drive efforts like these to completion. The road is long and hard, and the temperature of state politics seems to keep increasing – but with you pedaling along with us, we can make it to the finish.

Thanks to Past and Present Directors, Staff, and Key Volunteers!

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Special thanks to the original signers of the LMB Articles of Incorporation:

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Patrick A. McNicholas
Henry D. Wiegand, Jr.
Thomas M. Ferstle
Sandra Kimbrough
Steven B. Leiby
Gary Kautz
Thomas S. Pendleton
William H. Frey
Benjamin A. Eynon

We've made every effort to be accurate and inclusive in this list, but to err is human. We apologize for any mistakes or omissions. Our deepest thanks and gratitude to everyone whose efforts, energy and enthusiasm over the years have made the League of Michigan Bicyclists what it is today!

KEY:

Board Members ~
 Board Chairs ^
 Staff / Contractor *
 Executive Directors **
 Key Volunteers †
 Tour Directors †



League of Michigan Bicyclists Membership & Donation Form

Join, renew, or donate by check,
credit card or on our website:

www.LMB.org/membership

Contact the LMB office regarding gift memberships
or to make a donation in someone's honor.



Every day we hear from members about the difference we've made over our first 40 years. Here's a small sample:

"Thankful for what LMB is doing to work to make our roads safer. My father was hit twice while cycling, and the second time he was killed. My family is on board to help with bicycle advocacy however we can, in honor of my father. Thank you LMB!!!" – Jayne E.

"A very warm and welcoming group of people that care about you, your bike and bicycling safety." – Stacey R.

"I truly appreciate LMB for being the major voice for Michigan cyclists." – Gary S.

"You guys rock 'n roll on so many levels. Very, very productive and effective around the state with such a small crew. Definitely deserve the support of everyone who rides a bike in Michigan!" – Tim P.

We have a hard road ahead. Too many people who walk or bike are killed in our state, making up 18.5% of traffic fatalities – 13th highest in the nation. Too many drivers see people on bikes as annoyances or obstacles rather than as fellow human beings with equal rights to the road. Too many communities put speed and convenience ahead of safety. We can do better – and we must.

And we need you to be part of it.

Our movement is growing, and there's strength in numbers. The League of Michigan Bicyclists is almost 2,000 riders strong, and with your support we can achieve great things. Together, we are a powerful voice for the safety of all bicyclists on Michigan roads. Celebrate our 40th anniversary and join or donate today.

Annual Memberships New Renewal

- Student\$20
- Individual\$40
- Family/Household\$60
- Organization/Business/
Club/Shop/Industry.....\$100

Lifetime Memberships New Renewal

- Individual.....\$650
- Organization/Business/
Club/Shop/Industry.....\$1500

I am interested in setting up automatic renewal of my membership.

Optional Tax Deductible Donation

-\$500
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-\$150
-\$75
- Other.....\$ _____
- I am interested in setting up a recurring donation.
- I'm giving \$150+ and I'd like an LMB logo cap.



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Fall 2021

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- Cops on Trains Update
- LMB Annual Report
- National Bike Challenge
- Federal Transportation Bill Status
- And More



LMB Member JERRY DEGEN

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2013 National Bike Summit Recap

- Also in this issue:**
- No More on-Trail Bicyclists
 - No More on-Trail Bicyclists

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- Michigan Bicycle Summit
- Complete Streets Corner
- Michigan Road Diets
- And More

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- Ludovic-Moore Anniversary Day
- Michigan Bicycle Summit
- Grand Rapids & Traverse City Named Bicycle-Friendly Cities
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Solving the Funding Puzzle

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- And More

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