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REPORT CALLS FOR ELIMINATION OF MANDATORY REGISTRATION LAWS

In August 2005, the Police Complaints Board wrote a report recommending that the Metropolitan Police Department in DC take significant steps toward improving its relationship with the cycling community. This report, entitled "Pretextual Stops of Bicyclists", was written in response to numerous complaints of the improper enforcement of bicycle laws in the District of Columbia and, most notably, the misuse of the mandatory bike registration regulation.

According to Title 18, Chapter 12 of the DC Municipal Regulations, "[n]o person shall operate a bicycle in the District unless the bicycle has been validly registered and bears a serial number, a valid registration tag, and valid registration plate as provided by [the regulations.] Exceptions are made for bicycles registered in another jurisdiction, recently purchased bicycles, and for bicycles used as a means of transportation to employment within the District. Anyone found in violation of this law can be subject to confiscation of his or her bicycle.

Even though bike registration is required, many police stations and fire houses (locations where bikes can be registered) often lacked the equipment or paperwork necessary to register a bike. Further, police officers are often unaware of the specifics of the registration requirement including what bike equipment is necessary in order to register a bike.

However, the most significant problem highlighted by the Police Complaints Board is the numerous reports of officers using the registration regulations as a pretext to pull over citizens that they could not otherwise stop. The report itself states that, "these allegations of bicycle harassment raise concerns about perceived bias in MPD's interaction with members of the public who ride bikes in the District."

The use of this law as illegal profiling happened in a widely publicized case in 1992. The U.S. Park Police conducted a confiscation raid against bike messengers hanging out after work at Dupont Circle. The S.W.A.T. team used the registration law as a pretext to remove the couriers from the park. Police confiscated 15 unregistered bikes and charged the couriers with a criminal offence. Later, with the support of the ACLU, the Superior Court returned the fines and dismissed the criminal charges.

(Sutner, Shaun. ♦Bicycle Couriers Get Raid's Message: Registration Law Used to Halt Drinking.♦ The Washington Post. Jun 25, 1992. pg j.01.)

Jim Sebastian, DDOT♦s Bicycle Coordinator, has made efforts to get this mandatory registration law, but his hands are tied until MPD or DMV takes action. ♦MPD or DMV has to introduce the rule making,♦ says Sebastian. ♦We wrote the recommendations; we♦re just waiting for them to be approved.♦ Sebastian supports dropping the registration in favor of a voluntary registration system through a national bike registry, which the police department would use to identify recovered bicycles.

While the problems with the mandatory registration law are significant, the Police Complaints Board makes some good recommendations on how to move forward. Among the report♦s recommendations are:

- Eliminate mandatory bike registration in favor of a voluntary system maintained by a national bike registry;
- Improve training of officers on bike laws;
- Expand public outreach to cyclists and motorists to help increase awareness of the laws as they pertain to bicyclists.

♦I can♦t tell you how many calls we♦ve received at WABA from cyclists who were ticketed after being doored. The fact that even this basic bike law is misunderstood makes the report♦s recommendations that much more welcomed,♦ said Eric Gilliland of WABA. According to DC Law, the motorist is at fault for not looking before opening their car door.

It♦s been one year since the report was release and despite attempts to contact the police department for a formal reply, none has been forthcoming. WABA urges you to write Chief Ramsey and ask him to act on these recommendations. [Take action now!>>](#)

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A New American Bicyclist



Sadiya is ten years old. Six months ago she and her family emigrated to DC from Sierra Leone. They found their way to the Vietnamese-American Community Service Center in Columbia Heights which serves not only Vietnamese families, but some from French-speaking African countries as well. The Center♦s President, Hien Vu, stands out as a caring and energetic woman always on the look-out for opportunities to enrich the lives of the youth in her care.

One of these is with DCTV, the Public Access Corporation of DC, located in Brookland, a Northeast DC community. DCTV, as part of its Young Producers Program, offers a week-long summer camp on film-making managed by the innovative and patient Dave Denton. In July, Hien♦s group of 20 children was chosen to work with ♦Mr. Dave,♦ creating two film segments on Bicycle Safety. WABA, as part of the DC Safe Kids Coalition, was enlisted to provide content, staffing, and bikes.

For one week in July, Maggie Thompson and Dorcas Adkins, along with other Coalition members George Branyan from the District of Columbia Department of Transportation, Pat Childers from Trips for Kids, and Kim Harris from DC Safe Kids, instructed these children, whose ages ranged from 7 to 12, in the art of providing a kids bike rodeo. Using bikes and helmets provided by WABA, they enjoyed the shady grounds of DCTV♦s headquarters in the historic Brooks Mansion. They developed scripts based on bike safety, filmed and edited them, and produced two 15-minute film segments which will be debuted at the E Street Cinema in the fall. (Watch the waba.org calendar for the date!) The films will be made available for WABA and other partners to use afterwards.

Sadiya had never learned to ride a bike, although her cousin has one and has let her try several times. During the week with DCTV, she made it clear that this was her goal. Both Maggie and Dorcas found opportunities to work with

her, and it soon became clear that with her focus and determination, she would succeed. On day three it happened?as she coasted down the gently sloped driveway for the fiftieth time, her feet found the pedals and this time they kept moving. Her smile appeared. She rode uphill and around corners. Her carefully adjusted helmet gleamed in the bright sun. Later, in her brand new English, she shyly told Dorcas, ♦My mother told me that when she gets the money, she will buy me a bike!♦

If, like us, you are blinking a bit just now, consider donating a 20♦ bike to Sadiya. When she outgrows it, her little sister Fatima will be just the right size. Email Dorcas@waba.org if you think you have a bike that might work.

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Changes to DC Bike Laws

Working with the District Department of Transportation and the DC Bicycle Advisory Council, WABA has been able to make some significant revisions to the DC Municipal Regulations that will help improve bicycling throughout the city.

Among the changes are:

- Allowing for a rear red ♦blinky♦ light to be used in place of a red reflector;
- Making it illegal for vehicles to stop, park, or stand in a bike lane;
- Allowing for bike racks to be installed in public space in front of businesses without prior approval of the business owner;
- And, for all you fixed gear riders, the code has also been changed to eliminate the required separate brake.

In addition to the changes above, fines for bicyclists who violate traffic laws will be increased from \$5 to \$25 and the authority to impound a bike for violation of any of the laws has been removed.

♦The changes made were small, but certainly a step in the right direction,♦ said Eric Gilliland, WABA♦s Executive Director. ♦There are still many institution hurdles that we need to address to further legitimize bicycling in DC.♦

Currently WABA is working with DDOT and the Metropolitan Police Department on the elimination of the mandatory bike registration requirement that has been the source of frustration for cyclists for years. (See related article)

For a complete list of DC bike laws please visit DDOT♦s bicycle program website at www.ddot.dc.gov.

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Metro Meets to Improve Pedestrian and Bicycle Access

The Washington Metropolitan Area Transit Authority (WMATA or Metro) convened a first of its kind full day workshop with transit agency staff from all disciplines, member government planners, local advocates and national experts to address how Metro can provide better walking and bicycle access to its rail stations and bus stops. About 60 participants spent the day drawing up lists of action items and strategies to improve the walk and bicycle ride to transit.

The group plans to meet again in February to assess progress on reaching goals set out in the July workshop. The workshop was also intended to set the stage for hiring a professional staff person to coordinate pedestrian and bicycle access issues for the agency, according to WABA's Executive Director Eric Gilliland.

Gilliland worked with Metro staff to plan the day-long workshop at Metro's headquarters, and remains optimistic about the change at the transit agency. "Mr. Tangherlini's promise of a pedestrian/bicycle coordinator is part of a new day at Metro. With better commitment, we can tap the great potential for increased access by removing barriers to walking and bicycling to Metro and the bus," says Gilliland.

"The workshop and commitment to a pedestrian/bicycle coordinator appear to be part of a cultural shift at WMATA," agreed Cheryl Cort, WRN, who presented at the workshop. "New staff and the new interim director Dan Tangherlini appear to be redirecting the agency towards improved customer service and greater attention to how transit serves communities, rather than commuter parking lots and downtown offices."

This article was reprinted from INTERSECT, the newsletter of the Washington Regional Network for Livable Communities. For back issues of Intersect, see: <http://www.washingtonregion.net/newsletter/index.html>

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Big Met Branch Victory in Silver Spring

In a huge victory for the Metropolitan Branch Trail (MBT) in Silver Spring, the Transportation and the Environment Committee of the Montgomery County Council has voted to carry forward into Phase II design of the trail alignment preferred by local trail advocates. Known as Option 1, this trail design will include a bike/ped bridge over Georgia Ave as well as a tunnel beneath East-West Highway, both of which are key to the future safety and usability of the trail.

Even though the Option 1 alignment was overwhelmingly preferred by the public and contained in the Master Plan for Silver Spring, it was a long and difficult road to get to this point. Following a series of public meetings in 2005, the County's Department of Public Works and Transportation introduced a new low-cost option for the trail that threatened to eliminate both the trail bridge and tunnel. But thanks to the support of WABA members and local cyclists, the preferred option is moving forward into the design phase that is expected to last 18 months.

This win for the Met Branch Trail is yet another victory for cyclists in Montgomery County. You may recall that local advocates were able to obtain significant increases in funding of bike projects in the latest County budget as well as protect key bikeway projects that had been under threat. These victories would not have been possible without the support of Councilmembers Nancy Floreen and George Leventhal from the Transportation and Environment Committee, as well as Councilmember Steve Silverman all of whom have shown a great commitment to improving conditions for cyclists throughout Montgomery County.

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Pedicabs Hit DC Streets

After reading about the pedicab business in New York City, Ryan Guthrie and John Zielke, long time college friends and now business partners, decided there was a market for such a service here in DC and have since begun DC Pedicabs. "John and I had kicked around a number of business ideas, and this one made the most sense." says Guthrie. You can see the pedicabs working the tourist crowds in and around the National Mall by day, and the Dupont Circle/Adams Morgan entertainment areas by night.

While city officials and law enforcement have been accommodating and have welcomed the new business, area cab drivers have not been as receptive. When drivers objected to "taxi rides" advertised across the back portion of the bikes, Guthrie and Zielke simply struck through "taxi" and wrote in "bike!" While some cab drivers may see the pedicabs as competition, the cost of approximately \$4.50 a person per 10 minutes on the road makes for more of a fun experience than a cost effective means of transportation.

"People are very interested. I like to say that the city was starving for pedicabs but they didn't even realize it. They are coming around now though." says Guthrie of the buzz surrounding the new service. While street hail rides make up the largest portion of DC Pedicab business, the cabs can also be reserved for weddings, conferences and other special occasions. Additionally, more pedicab drivers are needed, and offer college students, retirees and others requiring a flexible schedule a fun way to make some extra money. Advertising is also available on the bikes, making for a moving billboard! For more information about DC Pedicab visit their website at www.DCPedicab.com.

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Chain Reaction Grows Up

It has been a wild summer here at Chain Reaction, the community bike shop of Shaw EcoVillage (www.shawecovillage.org). We opened our new location at 1416 North Capitol Street NW in May, received a matching grant from St. Columba's Church and hired a new executive director.

Our new retail space, offering used bikes for sale, is bigger and better than ever. Students from our summer job training program helped build our new classroom space, including benches, tool boards, and stands. The new classroom allows Chain Reaction to operate its bike shop and educational programs at the same time, meaning Chain Reaction can serve our community better than ever before.

Chain Reaction has also received a matching grant from St. Columba's Church in Tenleytown. We need new tools for our work shop and educational materials for our all programs. So please, donate today and double your contribution!

Recently, Shaw EcoVillage hired Neil Glick to be the Executive Director. Neil comes to Shaw EcoVillage from the Combined Federal Campaign of the National Capital Area, where he raised money for charity including Shaw EcoVillage and WABA. Neil also serves as an Advisory Neighborhood Commissioner in his Capitol Hill neighborhood. He is excited about working with the dynamic staff and supporters of Shaw EcoVillage.

Chain Reaction is a program of Shaw EcoVillage. Its mission is to educate youth about the role of the bicycle in sustainable communities and to provide safe affordable pollution free transportation for all Washington, DC residents.

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Maggie Thompson Lured to the Rockies

Alas, August 5 was a sad day at WABA. Bicycle Colorado is starting a new Safety Education program and has invited our wonderful Maggie Thompson to make the trek to Denver and spearhead the effort.

Many of our members know Maggie's bright face from events such as Bike to Work Day and the City Paper Singles Ride. Two years ago she came on board as WABA's Events Program Manager, bringing her experience with the National Multiple Sclerosis Society's MS 150 Tour.

When the DC Department of Transportation chose WABA to add the new Safe Routes to School program to its existing Safety Education Grant, Maggie joined Dorcas Adkins to deliver the Program. In the past six months Maggie and Dorcas have expanded the program into the DC Department of Recreation, where summer camps now offer Pedestrian and Bicycle Education to children in each ward of the city.

While she is sorely missed in the office and out on the trails, Maggie will continue to serve as a resource for WABA from her perch in the mile high city. We plan to use this sharing opportunity to expand our experience here in the Washington Area, encouraging and learning from Maggie as she faces the same issues with a completely different population.



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WABA Leads in Safe Routes to School Programs

It's just one year since Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act - a Legacy for Users (SAFETEA-LU), creating a national Safe Routes to School (SR2S) program funded at \$505 million through 2009. As each state begins the scramble to hire a coordinator, apply for the funding, and select grantees capable of delivering programs, WABA finds itself in a leadership position.

Since 2003 WABA has been expanding the Maryland Pedestrian and Bicycle Safety Education Program throughout much of MD and the District of Columbia. This year DC has been the first to award us Safe Routes to School funding, resulting in a stepped-up program in the city's schools and summer rec. centers.

At this writing, WABA owns and coordinates a total of four trailers and vans, bringing bikes and programs to schools as far away as Baltimore County and Bel Air, MD. Next year it is likely that WABA will begin to partner with Virginia in its first SR2S programs.

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Fairfax County Hires Charlie Strunk as Bicycle Coordinator

Thanks to work by the members of Fairfax Advocates for Better Bicycling (FABB) and WABA, the Fairfax County budgeted funds for a bicycle coordinator in the 2007 budget. We are pleased that Charlie Strunk, a 21-year veteran of the Fairfax County DOT, cyclist and bicycle advocate, has taken on the challenge to make bicycling better in Fairfax County.

Strunk has worked on pedestrian and bicycle facilities since joining FCDOT. Some of his projects have included the Fairfax County Parkway/Franconia-Springfield Parkway, Route 123, the Woodrow Wilson Bridge, multi-modal projects such as shelters and transit enhancements, and sidewalk and trails improvements. He is a dedicated cyclist, has been an active participant in Bike to Work Day and has been instrumental in promoting bicycle facilities in the County.

It's rare to get new program area in the county, says Strunk, I thought it was a great opportunity to make it what I want and run with it.

Bruce Wright, FABB Director, is excited that Strunk has taken Charlie as the de facto bike coordinator in the County, says. He's the best person in the County to be the bicycle coordinator, and we're happy that he decided to take it on.

One of Strunk's biggest priorities for the coming year is to research and produce a county-wide bike map. To do that, he will have to assess all roads for bikeability and identify the gaps in the existing bike infrastructure. We're hoping that it will include a plan for fixing the barriers to bicycling, says Wright. Other projects Strunk is working on is getting bike lanes on Gallows Road from W&OD to Tysons Corner and other onroad routes.

For more information, visit FABB's website at www.fabb-bikes.org.

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Making It Easy to Save the Environment

2006 Environmental Agenda for the District of Columbia released

More than 30 environmental, health, faith, citizen and civic organizations have gotten together to write out 140 sensible recommendations to protect and defend the environment in the District of Columbia. Intended as an issues guide for the new mayor and city council members, the Agenda is a brief and thorough overview of DC's environmental problems and the best solutions for them.

Some problems are new, as with managing the city's population growth. In the largest population growth since 1950, DC is finally gaining momentum after 3 decades of losing population to the suburbs. The Agenda recommends that the mayor should "focus the region's growth near Metro Stations and transit corridors"; "implement the Comprehensive Housing Strategy"; and "make walking, biking and mass transit the centerpiece of transportation policies.

DC's politicians need to get beyond pithy "reduce, reuse, recycle" election year environmental stances. Nearly 60% of District residences don't have access to recycling, and our recycling rate peaked at 22% in 1995. Due to a lack of incentive and enforcement, recycling has not become standard in the District, though the problem is old, the solutions proven, and the leadership supposedly on board. Clearly, it's going to take institutional changes and strong leadership to make headway on many of DC's environmental issues.

The first step, it would seem would be to listen to the experts in the area. Chris Weiss, Director of the DC Environmental Network, characterizes many of the recommendations as "low hanging fruit"—"There are a lot of simple changes that can be made to improve DC's environment."

But what's really significant, according to Weiss, is that since 1999, when the last Agenda was released, 15 to 20 more advocacy groups have been involved in creating the content of the agenda. "That's a huge increase in active advocacy," states Weiss, "it's not such a hard climb if we continue to be as organized."

DCEN held Mayoral/Council/Council Chair Candidates Forums in July and August to highlight key issues in the Agenda. Candidates were able to present their environmental vision for the District to residents and listen to the environmental organizations that contributed to the Agenda.

For a copy of the Agenda, [view it here \(pdf\)](#), or email susanna@waba.org to send you a free copy.

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WABA logo loses 80's flair

logo

WABA has grown up, times have changed, and so we decided WABA's logo needed a face-lift. For 25 years, the WABA logo has been the icon of bicycling in the Washington Area. The logo was designed by Phil Foss (<http://www.graphicnet.net/>).

WABA developed the original logo for Capitol Motion Bike-A-Thon, a pledge bike ride in 1981. The riders biked laps around Haynes point to make money for the organization in one of the first pledge bike rides in the nation. From that point on the logo stuck. "We just didn't have the money or the energy to do it," says former Executive Director Ellen Jones.

The logo redesign is the first step in WABA's identity makeover. You may be reading this article in our new RIDE ON! Html email, or have seen one of our other html emails we launched in the past few weeks. Eco-friendly and inexpensive, we hope that our html emails will make it easier and more appealing for our members to communicate

to us via the web.

The final step in the redesign will be our website. Look for it in October!

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Alexandria Aims For National Spin City Bicycle Recognition by 2009

City Promotes Greater Bicycle Use for Recreation and Transportation

The City of Alexandria is encouraging more bicycle use for transportation and recreation and as part of its City Council-approved "Spin City 2009" action plan to bring "Bicycle-Friendly Community" status by the League of American Bicyclists to the City in the next three years.

"Bicycle-Friendly communities are recognized as places with a high quality of life," said Alexandria Mayor William D. Euille. "The Spin City initiative will augment and enhance the existing Community Pathways program and help us provide an integrated, multi-modal transportation system for the benefit and enjoyment of all our citizens."

"Increased bicycling brings reduced traffic demand, improved air quality, and greater physical fitness," said Richard Baier, Director of the Department of Transportation and Environmental Services. "We are making this commitment because we want to be recognized as a municipality that supports active modes of transportation."

Between now and late August, the City of Alexandria is also sponsoring a Spin City logo contest. Residents are encouraged to develop and submit creative logos by Friday, Aug. 25. Submissions for the Spin City 2009 logo should incorporate the elements of movement, a historic city, and bicycling. The logo should include the text "Alexandria, Virginia" and the title should be "Spin City 2009." The logo will reflect how the City serves as a great Bicycle Friendly Community.

A final program logo will be determined by the number of votes with input from a committee of city staff and members of BikeWalk Alexandria.

For the next three years, the City of Alexandria and its community partners will focus on bicycling-related engineering, education, encouragement, and enforcement. The goal of Spin City 2009 is to have Alexandria recognized as a Bicycle Friendly Community by the League of American Bicyclists in 2009. The accreditation-style program recognizes municipalities that provide safe accommodations for cycling and encourage residents to ride for transportation and recreation. The League of American Bicyclists awards the recognition at four levels: Platinum, Gold, Silver, and Bronze.

Arlington County, Washington, D.C., and Rockville, Md. are Bronze-level Bicycle Friendly Communities. Silver award winners include Chicago and Tempe, Arizona. Gold award winners include Portland and Boulder, Davis, Ca. is a Platinum-level Bicycle Friendly Community.

A Bicycle Friendly Community provides:

- a safe, comfortable, and connected physical environment for bicycling;
- education programs to promote a "Share the Road" ethic;
- promotional initiatives to persuade people to ride or ride more often;
- enforcement of traffic laws for both motorists and bicyclists;
- future plans and evaluation techniques to improve conditions further.

To vote for the official Spin City 2009 logo, visit www.alexride.org. To submit a logo entry, e-mail the logo as an attachment to yon.lambert@alexandriava.org. There is a limit of one submission per e-mail. Logos can also be mailed to: Department of Transportation and Environmental Services, Attention: Pedestrian and Bicycle Coordinator, 301 King St., Room 4100, Alexandria, VA 22314.

For more information on the Spin City 2009 bicycle program, call Yon Lambert, the City's Pedestrian and Bicycle Coordinator, at 703.838.4966, extension 183.

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New WABA Member Benefits!

◆ price off the first year of membership at Zip Car ziplogo

Get 4 wheels when 2 just aren't enough, courtesy of Zipcar! Zipcar, North America's largest car-sharing company, offers self-service access to cars and trucks by the hour or the day.

Now, Zipcar and WABA are teaming up to provide half price one year memberships to Zipcar--that means all current WABA members can join Zipcar for only \$25 for the first year. To take advantage of this offer, go to www.zipcar.com/waba.

The first 5 WABA members who sign up receive a fancy-schmantzy Zipcar T-shirt and all WABA members who sign up for Zipcar before September 15th will be entered into a drawing to win a Roady XT XM Satellite Radio.

◆ Price Memberships at City Center Fitness Club 1401 H Street NW

*includes shower-only memberships!

WABA members receive a 50% discount off of initial membership fees at City Center Fitness Club. CCFC is a full service Health Club located in the heart of DC. Our facility and staff are here to help you achieve your goals. We have multiple types of memberships◆ including a shower only membership (great for those who either bike to work or pedal during a break).

CCFC is a part of ProFit◆s network, which means that memberships have reciprocity at other clubs within our network. Don◆t hesitate to contact us for details at (202) 408-8283.

Win an XM Satellite Radio!

Sign up Now at www.zipcar.com/waba

Sign up for Zipcar before September 15th and you'll be entered into a drawing to win a Roady XT XM Satellite Radio. Haven't heard about SM Satellite Radio? When you're not riding your bike, get exclusive concerts, original music series, and more variety in sports, news, talk and entertainment!

*You must be a WABA member to participate.

15% off all Classes at Flow Yoga 1450 P Street, NW

Stretch and recover from your cycling routine at Flow Yoga. At Flow Yoga Center, a variety of yoga traditions influence our class offerings, including Jivamukti, Kundalini, Vinyasa, Ashtanga, Iyengar and Anusara.

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WABA 2006 ADVOCACY CALENDAR

Mark your calendars for the following recurring bicycle advocacy meetings throughout 2006. For a bi-weekly update on advocacy activities, sign up for WABA◆s e-bulletin ◆Quick Release◆ by sending a message to waba@waba.org.

BikeWalk Alexandria

First Monday of each month, 7:30 to 9:00pm at St Elmo◆s Coffee Pub, 2300 Mt. Vernon Avenue. Contact: Jerry King, jjkingconsulting@yahoo.com, 703-684-1688.

Arlington County Bicycle Advisory Committee

First Monday of even-numbered months. Arlington County Govt. Center (#1 Courthouse Plaza), 2100 Clarendon Blvd (Clarendon Metro), ground floor conference room off main lobby. For more info, contact Charlie Denney, Bicycle and Pedestrian Coordinator, by phone 703-228-3633 or email cdenney@arlingtonva.us.

Coalition of the Capital Crescent Trail Board Meeting

Second Monday each month, 7-9 pm. Bethesda-Chevy Chase Services Center, 4805 Edgemoor Lane, Bethesda. Visit www.cctrail.org for more information.

D.C. Bicycle Advisory Council Meeting

First Wednesday of odd-numbered months, 6 - 8:00 pm. Contact D.C. Bicycle Coordinator, Jim Sebastian, for more information, by phone 202-671-2331 or email Jim.Sebastian@dc.gov

Fairfax Countywide Non-Motorized Transportation Committee

Second Wednesday of each month. 7:30 pm. Call WABA representative James Frew, 703-442-7848, for

information.

Metropolitan Branch Trail Coalition

Second Thursday of each month, 6:30-8:30 pm. Contact Paul Meijer for more information by phone 202-726-7364 or email meijer@cua.edu.

WABA Board Meeting

Second Monday each month, 6:30-8:30 pm. Contact the WABA office for location and agenda by phone 202-518-0524 or email waba@waba.org.

Montgomery County Bicycle Advisory Committee (MCBAG)

3rd Tuesday of the month from 6:30 - 8:30 pm. Executive Office Building, 101 Monroe Street, Rockville, Maryland, 10th floor conference room.

Prince Georges County Bicycle & Trails Advisory Group (BTAG)

Meets quarterly. Contact Fred Shaffer for details at Fred.Shaffer@ppd.mnccppc.org.

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UPCOMING EVENTS

Confident City Cycling Classes | September 30, 1-4pm | October 14, 10-1pm

Want to use your bike to go where you need to go? Learn to safely share the road with cars, other bikes, and pedestrians. This class is FREE! [Register NOW!](#)

WABA Bike and Gear Swap | September 9 | 9-2 pm

the Bicycle Place

- Got extra bikes or cycling gear?
- Kids outgrown their bikes?
- Want to upgrade your ride?
- Need a new bike rack, saddle, wheel set, etc?

Then WABA's Bike and Gear Swaps are the place for you! WABA's Bike and Gear Swaps are a great place to find great deals on all manner of biking equipment while raising money for better bicycling. 15% of sales go to benefit WABA's education and advocacy programs throughout the year. Vendors who sell over \$100 worth of merchandise will receive a \$10 gift certificate to the Bicycle Place!

Bikes for the World Collection | September 9 | 9-2 pm

City of Falls Church Recycling Office

Bikes for the World collects repairable bicycles in the United States, donating them to charities overseas for productive use by those in need of affordable transport. Note: \$10/bike donation suggested to defray shipping to overseas charity partners. Receipt provided for all material and cash donations. Bikes for the World is a sponsored project of the Washington Area Bicyclist Association, a 501 c 3 non-profit charity. BfW also accepts bike parts & accessories, operating portable sewing machines, and cell phones. Collections will take place rain or shine. For further info, visit www.bikesfortheworld.org or call Bikes for the World at 703-525-0931.

Flooding the Headwaters of the Anacostia | October 7 RESCHEDULED!

This tour in partnership with [Earth Conservation Corps](#) offers a rare opportunity to trace the Anacostia River from its headwaters to the mouth of the Potomac River by combining bicycles and boats. Participants will follow one of four routes using the Anacostia Tributary Trail system, mirror the Anacostia River through the Northeast and Southeast quadrants of Washington and then tour the river by boat. [Register NOW!](#)

Booth♦s Escape | October 21

Step back into time to retrace the route of John Wilkes Booth daring escape after his assassination of President Lincoln♦by bicycle!

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