

Chainwheel Chatter

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P.O. Box 22146
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Wanted: Chainwheel Chatter Newsletter editor. Experience with MS Publisher, Word, Excel ideal, but not mandatory. Will assist with training. Call Patricia Mead at (248) 210-0337 or email Chainwheel-Chatter@biketcba.org

| MEETING | DATE/TIME | LOCATION | PRESENTER/ TOPIC |
|--------------------------------|--|---|---|
| Board Meeting | December 4 January 8 6:30 p.m. | Foster Community Center 200 N. Foster St. Lansing, MI | Members are welcome to attend all board meetings to express their concerns. Due to time constraints, if you have a specific item to be brought before the board, please contact the President one week prior to the meeting and ask for add'l agenda items. |
| Membership Meeting | December 6— Holiday Party 6:00 p.m. January | Foster Community Center 200 N. Foster St. Lansing, MI | Member meeting is the last Thursday of the month. (except July) December: TCBA holiday party January 31: Derek Blalock solo cross country tour fund-raiser, author of The Heart to Ride |
| TCBA Advocacy Committee | October 10 6:30 8:00 p.m. | League of Michigan Bicyclists 410 S. Cedar St. Suite A, Lansing | 2nd Wednesday of the month Everyone is welcome to attend! http://advocacy.biketcba.org/ |

Chainwheel Deadlines

| | |
|----------------------------------|---|
| NEWSLETTER December 7 | Please send items to Patricia Mead, via e-mail, chainwheelchatter@biketcba.org by the indicated deadline. |
| RIDE CALENDAR | Go to: biketcba.org, Event Calendar To have a ride listed on the Event Calendar send email to: Ridecoordinator@biketcba.org |

TCBA Holiday Party

The TCBA Holiday Party will be held at the Peacock Road Tree Farm, 11854 Peacock Road, Laingsburg, MI 48848, on Thursday, December 6.

See you there!

The social hour is from 6:00 to 7:00 p.m. with appetizers served. Included: bean soup, vegetables and dip, cheese and crackers. A holiday punch will be served.

There will not be a cash bar. Dinner includes pulled pork, BBQ chicken, sweet and au gratin potatoes, coleslaw, mixed vegetables, cornbread, cranberry sauce. There is a vegetarian option.

The cost is \$10 for club members. You may sign up at the September and October club meetings, online through Club Express or by calling Bill Smith at 517-648-0019. Please RSVP by November 29th.



Summer Tour 2019

Ginger Royston, Tour Director

Our 30th Annual Bicycle Tour

John Gurney Park in Hart, MI July 10 – July 14, 2019

The Lake Michigan Shoreline. Sun shining on your back. Starry nights. **This is SummerTour.**

Smoked fish and ice cream. Paved Rail/Trail. Coasting at 50 mph. **This is SummerTour.**

Grilled vegetables. Kayaking on Hart Lake

Campfires. **This is SummerTour.**

Check out the web page at biketcba.org/summertour.

July 10th through the 14th.

In Hart, MI, on Michigan's west side.

Online Registration begins at 4 P.M., January 5, 2019.

\$225 Basic fee for maps, tent camping privileges for 4 nights (Wednesday through Saturday), evening meals (Wednesday through Saturday) morning meals (Thursday through Sunday) showers, SAG service, and long-term parking in designated areas for registered participants only.

\$100 Children 7 – 12 years (as of July 10th). Children must be accompanied by a registered riding adult

Free Children under 7 accompanied by a registered riding adult.

\$75 Additional fee for an RV partial hookup site for all 4 nights. Six sites are available.

\$25 Additional fee for an RV self-contained site for all 4 nights. Ten sites are available.

\$21 Adult 100% orange polyester moisture wicking tee shirt.

\$10 Youth size tee shirt. Just like the adult shirts, but youth sizes.

\$20 SummerTour hats

Refund requests received on or before Wednesday, June 5, 2019 will incur a \$30 charge.

NO refunds will be issued after June 5. Make refund requests in writing: either email or U.S. Post.

E-Mail:

SummerTour@BikeTCBA.org

U.S. Post:

SummerTour

P.O. Box 22146

Lansing, MI 48909-2146

SummerTour is three tours in one.

Roads, Routes and Maps will take you through the Lake Michigan shoreline tourist towns. Ludington, Pentwater, Silver Lake, Montague and Whitehall. Plus, the towns on the Hart/Montague rail/trail such as Mears, Shelby, New Era and Rothberry. And visits to Scottville and Hesperia.

Drive and Ride to the Fred Meijer/Berry Junction Trail, starting in Whitehall. Why stop there? Take your off-road bicycle to the nearby Pentwater Pathways dirt trails.

Ride Your Own Story. Grab your county maps and explore the thin, gray lines (gravel) or the dashed red ones (seasonal). SummerTour will be in the same place at the end of the day. Lost at the end of the day? We'll laugh, but a SAG driver will come and get you.

This is the final **paper** issue of the *Chainwheel Chatter*. Beginning in 2019, the *Chainwheel Chatter* will be published only in PDF (portable document format) on the TCBA website, <https://www.biketcba.org>

You will need Internet access and Adobe Acrobat Reader to access the *Chainwheel Chatter*. To receive an e-mail notification when a new *Chainwheel Chatter* is published on the TCBA website, please add your email address to your TCBA profile.

To add your email, go to the TCBA website; login in the upper right corner; under your name in the upper right corner, click on *Profile*; under *Personal Info*, click on *Contact Info*; finally, under *Other Contacts*, add your email address. In your profile under **Personal Info**, click on *Privacy/Cancel/Remove* and make sure **Yes**, I want to receive these emails is checked. If **No**, I do not want to receive these emails is checked the email will not be sent.

Most public libraries have computers for those not owning a computer. If you do not have Internet access and have no means of gaining access, please call Harry Levins at 517-627-9763.

Bikes: Science on Two Wheels

More than 40 bicycle, historic and modern, form the centerpiece of "Bikes: Science on Two Wheels" at the Kalamazoo Valley Museum September 22—January 6.

kalamazoomuseum.org

The bicycle, or some version of it, has been around since the nineteenth century, and it is still a popular form of transportation today. Bikes are a part of our everyday life from childhood through adulthood, but we don't often notice the science behind this wonderful invention. In the exhibit BIKES: Science on Two Wheels, we get to see over 40 variations of bikes from the late 1800's to modern times, including the classics and oddities. Through a dozen interactives, visitors are able to engage in the science, history, design, and art behind the bicycle!

On display are four sections that take us on a tour and show us the cultural impact the bicycle has had on our world!

The Origins: Features the evolution of, and the precursors to, the modern bicycle.

The Classics: Showcases bicycles from the 1930's to the late 1970's.

The Sport Bikes: Focuses on multi-speed bikes and the change in technology.

Oddities and Offshoots: Displays examples of "not so ordinary" bikes.

This exhibit is organized by the Carnegie Science Center in cooperation with the Bicycle Museum of America.

Kalamazoo Valley Museum. (2018). [Bikes: Science on Two Wheels](#). Kalamazoo, MI: Author

2018 / 2019 TCBA Calendar

| Month | Board Meeting | Member Meeting |
|----------|---------------|-----------------|
| November | 6 | No Meeting |
| December | 4 | 6 Holiday Party |
| January | 8 | 31 |
| February | 5 | 28 |
| March | 5 | 28 |
| April | 2 | 25 |
| May | 7 | 30 |
| June | 4 | 27 |

November Board Meeting Minutes

Deb Traxinger, TCBA Secretary

President Patrick Kelley called meeting to order at 6:30 PM. **Present:** Bill Smith, Harry Levins, Joel Wickham, and Ken Schwartz, Dave Mansfield, Patricia Mead, Karen Ross, and Mike Unsworth **Absent:** Steve Leiby, Bob Noble and Deb Traxinger. Meeting agenda approved.

Correspondence received: None

Member Input: None

Board Reports

President: Pat Kelley

- **ClubExpress:** Issues discussed at the October Board meeting have been resolved.
- **MSU's "Thistle" Street Team:** Steve Leiby and Deb Traxinger met with the Thistle Street Team (with unknown results, as neither was present at the Board meeting). Team's objective is to develop a marketing strategy for TCBA, DALMAC, and DALMAC Fund. The team is gathering information and plans to complete its work by May 2019.
- Ken Schwartz stated a critical TCBA need is to attract younger members. He suggests creation of a multi-bicycling-organization member database. The Board discussed the pros and cons of the suggestion.
- **Bylaws Update:** In an Oct. 3 email, Harry Levins and Deb Traxinger recommended making it harder to amend the Bylaws. The Board tabled the issue.
- **Legacy Award 2018 and Volunteer of the Year Award:** Pat Kelley stated that decisions had been made.
- **NWT Donations:** Harry Levins moved following donations be made on behalf of the NWT: \$1,500 to TART Trails to sponsor a mile marker on the Leelanau Trail and \$1,500 to TART Trails/Sleeping Bear Heritage Trail. 2nd Bill Smith. Approved.
- **ClubExpress "Survey" Voting:** Dave Mansfield explained ClubExpress' survey feature could serve as a third way for the TCBA membership to vote. Possible problems listed below were discussed. The issue was tabled until the January 2019 meeting.
 - How many votes would a family membership be entitled?
 - How difficult would it be to amend the Bylaws?
 - How does the Club assure the integrity and validity of an elec-

tronic "survey" voting process?

- **Chainwheel Chatter:** The December 2018 issue of the newsletter will be the final printed edition. Approximately 150 newsletters currently being mailed. However, ClubExpress data indicates most Club members have Internet access. In addition, after six months of advertising newsletter will no longer be printed, only one person has stated they do not have Internet access. Harry Levins volunteered to print and mail newsletter to that person. Board discussed mailing a quarterly flyer listing upcoming Club events.
- **Transition Dinner.** The dinner will be held at 6 p.m. on Dec. 13 at the Kellogg Center.

Vice President: Bill Smith

- Holiday Party will be Dec. 6 at Peacock Road Farm. Forty-nine people have signed up, with expected final count of 80. Nov. 29 is deadline for signing up. A musical group, including Steve Leiby and Byron Drachman, will provide entertainment.
- 2019 Board and Membership Meeting Schedule. Harry Levins moved that, in 2019, TCBA maintain the same meeting schedule used in 2018. 2nd Ken Schwartz. Approved.

Secretary: Deb Traxinger – no report.

Treasurer: Harry Levins

- **Financial Report:** Financial report was reviewed. Motion to approve by Bill Smith. 2nd Ken Schwartz. Approved.
- **2019 Budget:** 2019 budget reviewed. After Jan. 1, Harry plans to update 2018 estimates to actuals and revise 2019 numbers. Board will formally review and amend/approve budget at Jan. 8 meeting.
- **Anticipated 2018 Surplus:** Joel Wickham indicates DALMAC will be more profitable than anticipated earlier this year, perhaps matching last year's profitability. TCBA could finish 2018 with a profit margin. Discussion on saving or spending the surplus included possible ways to spend it such as using it for advocacy (e.g., more billboards), giving donations/grants, and funding educational programs for new/young riders (to attract new members). The Board tabled the issue.

DALMAC Director: Joel Wickham

- **DALMAC Profitability.** DALMAC's current finances indicate it may be as profitable as last year.
- **Surplus Bike Lights.** The surplus lights will be given away, probably to the Lansing Bike Co-op.
- **Storage of TCBA Ride Sign-up Sheets.** Joel will be placing TCBA Ride Sign-up Sheets in the Jolly Rd. storage facility. He also plans to replace the lock and issue new keys.

At Large Directors: Ken Schwartz and Bob Noble

- **Incentive Awards.** Ken and Bob Noble are leaning towards a 1/4-zip, merino wool base layer as a Level 1 award; pixelated leg warmers for Level 2; a Road Morph G pump for Level 3; and a TCBA hat for Level 4.

Northwest Tour (Jeff Dillingham): Jeff submitted 2019 proposal by email. Bill Smith moved to accept "Northwest Tour 2019 Proposal." 2nd Harry Levins. Approved.

Summer Tour (Ginger Royston): no report.

T-Shirt Ride (Bob Noble): no report.

DALMAC Fund Steve Leiby: no report.

Advocacy Committee: Report given. Resignation as Chair. After many years chairing the Advocacy Committee, Mike will step down effective Jan. 1, 2019. He has created a new structure for the Committee splitting duties among a Chair, Secretary, and other members. Mike will continue to serve as a Committee member.

Chainwheel Chatter: (Patricia Mead) requested approval to purchase Microsoft Office for Mac (specifically, a version that includes Publisher) so she can create and edit the newsletter at home.

New Business: none

Old Business: none

Meeting Adjourned: 8:10 PM

Respectfully submitted by Deb Traxinger, Secretary TCBA Board of Directors. Notes for November meeting transcribed and provided by Harry Levins.



Advocacy Tasks By Mike Unsworth

TCBA Advocacy Committee Activities by Michael Unsworth

As stated in my letter in this issue, the Advocacy Committee needs a new division of labor. The goal is to spread the work around so the new chairperson doesn't get overwhelmed with work.

The first part of this article is the Advocacy Committee's Mission Statement followed the work the Committee has done in the past several years.

Mission Statement (from the Advocacy web page)

- Develop a safer bicycling environment
- Promote public awareness of bicycle safety issues and concerns
- Promote bicycle commuting and touring
- Educate governments, organizations and companies on strategies to encourage safe bicycle travel
- Work with other organizations to carry out this mission and activities relating to non-motorized transportation

Tasks and Time Commitments (Covered by the Officers and Committee Members)

1. Time estimates are for the month
 2. Times for non-Advocacy meetings includes travel time
-
- Holding monthly strategy meetings
 - Chair:
 - Gathering & posting agendas—Thirty minutes
 - Running meetings—Two hours (includes opening and closing the LMB offices)
 - Monitoring the progress of various initiatives—Two to four hours; depends on how many initiatives
 - Insuring that the chair or other members represent TCBA at meetings.
 - Secretary: Taking initial notes of meetings, circulating drafts, and finalizing minutes. Posting final minutes of meetings to the Advocacy web sites— Two to four hours
 - Maintaining and posting activities to the discussion list, the Advocacy web site and social media--Three to five hours
 - Attending and participating at public meetings, especially those devising Non-Motorized Plans—two hours per meeting
 - Developing an annual budget for the Committee—done during the September and October meetings (1 hour)
 - Contacting public officials (in-person and written):
 - Inviting them to Advocacy meetings—Thirty minutes
 - Having a TCBA presence at critical public meetings and events, such as the Ingham County Parks Commission about trail millage spending—Two hours per meeting
 - Discussing specific projects such as the Business I-69 "Superstreets" Project and poor design of construction projects concerning bike/pedestrian access--Varies
 - One-on-one discussions--Varies
 - Hosting Bike Film Nights—Five to seven hours over a couple of months
 - Doing outreach to other bicycling organizations & groups and the public (speakers bureau talks, bike rodeos, Quiet Waters Symposium, etc.) --Varies
 - Organizing and conducting Ride(s) of Silence:
 - May ride--Twenty hours over a period of three to four months. Done by a committee
 - Other rides—Five to ten hours
 - Informing the TCBA Board (reporting at their meeting) and club members of Advocacy activities (monthly and annual reports in *Chainwheel*; TCBA social media postings—Five hours
 - Surveying political candidates on their views on bicycling issues—Ten to fifteen hours over two months
 - Conducting Bike Repair Sessions at the City Rescue Mission—Two hours for mechanics; one hour for organizer
 - Conducting specific Bike Safety Activities, e.g., the Safe Passing Distance Billboards—depends on the project

Why It Matters if We Run Stop Signs and Red Lights on Our Bike

By Jim Dodson

I had lunch recently with a thirty year rider and the conversation touched on following the rules of the road when we ride. He is a member of one of the largest bike clubs in the state and they always emphasize the importance of obeying traffic laws even when it isn't convenient. He was also lamenting how many riders make decisions to ride as if the rules don't apply to them. We observed it had been our experience many times the most flagrant violators were often the fastest riders, although the issue isn't limited to them alone.

Here are some thoughts on why NOT following the rules is a bad idea:

First, when we set off on a ride we never consider the prospect of an unexpected collision with a vehicle. The reality is every rider who calls our office after a crash assumed it could never happen to them either. When the unexpected does happen, the actions of both the driver and the cyclist will be closely dissected in detail. Any evidence the cyclist violated a traffic statute will be argued to be "comparative fault" on their part.

Every percentage of fault applied to the cyclist reduces the value of their case by that amount. The defense will be trying to put as much fault as possible on us, just as we are working to put as much as possible on the driver. Running a stop sign or red light and getting hit is a slam dunk helping the defense. Even a common "roll through" at the wrong time can have a huge impact on a liability case.

In a recent case, our client's sworn statement during his deposition under oath was he had stopped at a red light before the driver made a right turn into him. Another witness, however, complicated things by insisting the cyclist never stopped and rode into the vehicle after it began to turn right. This put the cyclist's actions in question and under the microscope.

Questions followed such as: "Do you stop for

stop signs and stop lights when you ride? Do you recall ever riding through one without stopping?" Setting aside whether those responses would be admitted at a trial, how bad would it have been for him if he had to truthfully admit he commonly failed to stop or even that there were occasions when he did not stop. What a gift to the insurance company it would have been since it would have supported the defense narrative he did not stop before impact.

Second, when I speak to cycling groups I remind them how much animosity exists on the part of drivers against cyclists. The comments we hear from prospective jurors about this is astonishing. Too many of them consider us to be reckless law breakers who do not stop at lights and block the entire lane on group rides. Our actions on the bike are not in a vacuum. We are always being observed and much of what people see they don't like. Keep in mind our actions are affecting the "jury pool" from whom jurors will be chosen to hear our next cycling injury case.

We expect drivers to obey the law and get indignant when they don't. It matters that we do the same.

Jim Dodson is an experienced bike accident lawyer, cyclist and bicycle safety advocate who has been representing accident victims for over twenty-five years. He represents injury victims throughout Florida. He is the author of the Florida Bicycle Accident Handbook, relied upon by hundreds of cyclists across the state. If you have a question about a cycling accident, contact Jim at www.jimdodsonlaw.com. There is never any charge to discuss your case

Dodson, J (2017, November) https://s3.amazonaws.com/ClubExpressClubFiles/796445/documents/Why_It_Matters_if_We_Run_Stop_Signs_and_Red_Lights_on_Our_Bike_Nov_2017_1332305838.pdf?AWSAccessKeyId=AKIAIB6123VLJX7E4J7Q&Expires=1542673849&response-content-disposition=inline%3B%20filename%3DWhy_It_Matters_if_We_Run_Stop_Signs_and_Red_Lights_on_Our_Bike_Nov_2017.pdf&Signature=diqNJvnrzgrqiWTnUgC3BDGxmfs%3D

The Deadly Problem with Bike Lanes

By Peter Flax, *Outside*

Most cyclists know that bike lanes offer very limited physical protection. They might not know that they offer approximately zero legal protection either.

It was about 11:20 a.m. on a cold day last November, and Jonathan Chase Adams was on his bicycle, riding from downtown Bend, Oregon, toward his office. He was in the spacious bike lane that runs along the northbound side of Wall Street, cruising down a moderate downhill stretch fast enough to be passing cars backed up at a traffic light up the road. As he approached the corner of Olney Avenue, the signal turned green, so Adams kept pedaling; he was on his way to work and planned to ride straight through the intersection.

He never made it. When the light turned green, the driver of a FedEx semi-truck who had been cued up at the signal initiated a right turn. Witnesses would later testify in court that Adams bounced off the side of the truck several times before falling to the ground. Moments later, the rear wheels of the tractor trailer ran over his body. Adams was pronounced dead at the scene.

Sadly, this kind of crash—what traffic experts would call a right hook—is hardly uncommon, and when it involves a large truck and a cyclist, the end result is often horrific. But while most cyclists would not be surprised by the grim details of this fatal 2017 crash, many surely would be shocked by the legal proceedings around it.

In a decision announced October 17 by Deschutes County Circuit Court Judge A. Michael Adler, the driver of the FedEx truck, who had never been charged with a crime, was found not guilty of a traffic citation. In May, the district attorney had [cited him for failing to yield to a cyclist in a bike lane](#). Adler ruled that he had [no authority to support the DA's contention that the protections of a bike lane extend into an intersection](#). He also told the court that, since Adams had been “speeding” through an intersection, the cyclist was not exercising due care—a term intimating that Adams hadn’t the necessary steps to avoid harm. In a nutshell, the judge ruled that Adams did not have the right of way and that the bike lane effectively ended at the intersection.

Experienced cyclists already know that a conventional bike lane—where government officials paint stripes on the road to demarcate a dedicated space for riders—offers few real physical protections from motor vehicles. But the case in Bend offers a window into how the legal protections they offer are extremely limited, too.

The problem extends outside of Oregon. After the October ruling, I spoke with two attorneys who specialize in cycling-related law—one based in Colorado and the other in Ohio—and both said that existing laws in their states do almost nothing to define cyclists’ right of way in bike lanes or protect them in a crash.

“When there’s a collision, drivers, cyclists, and law enforcement don’t have clear legal guidance to figure out who was at fault,” says Megan Hottman, [a cycling attorney who practices in Golden, Colorado](#). “It’s amazing to me that a cyclist can be going straight—often on a green light or through an intersection—at or below the posted speed limit, and a car can come up from behind, attempt to pass but then whip a right turn into the cyclist, and then somehow the cyclist is deemed at fault. It’s baffling to me.”

Steve Magas, a cycling attorney who practices in Cincinnati, agrees. “I keep telling folks that unless the bike lane rules are written into local ordinances, cyclists can be at risk of having no rights,” he says. “In Ohio, there’s no provision in state law that defines ‘bike lanes’ or the rights of those in bike lanes compared to other lanes.”

Cyclists have good reason to think that they have the legal right of way when they’re pedaling in a bike lane. “The entire point of the traffic algorithm is to develop a system of rules that prevents folks from crashing into each other,” Magas says. “And the main rule is the right of way. If you have the right of way, you have the right to go straight without interruption.”

This right is typically codified for pedestrians crossing a busy street in a crosswalk. But that’s not the case for cyclists.

Both attorneys expressed considerable frustration that cyclists don’t yet have more rational, legal protections. “If we are going to spend the time and money building bike lanes for cyclists, they must come with some level of protection,” says Hottman. “If bike lanes are where city planners want us riding, and if we agree that collisions and tensions tend to decrease when cyclists get dedicated places to ride, then we have to be granted some level of protection when we ride in them. My perfect world would be a state statute that says motorists turning across a bike lane must yield to bikes in bike lane.”

If such a statute existed in Oregon, the FedEx driver who hit and killed Adams likely would have faced criminal charges more serious than a traffic citation—especially one that didn’t even survive a legal challenge.

Instead, the cycling attorneys I interviewed say that their clients are often blamed in similar circumstances. Hottman describes an ongoing case in which her client was riding straight through an intersection in a bike lane and was hit by a car that approached from behind and turned directly into the rider. “I just got a call today from an insurance adjuster and the insurance company is blaming the rider for the collision,” she says, getting heated. “This sort of thing seems to happen every damn day. I mean, what the hell else is a cyclist supposed to do when a car approaches from behind? If we’re going straight—in a bike lane, with a green light, while going below the posted speed limit—does the legal system expect us to have eyes on the back of our heads at all times?”

To add insult to injury, the judge in Oregon cited witness accounts about the cyclist’s speed as evidence of an act of negligence. I studied the Google streetview of Wall Street in Bend and, given the moderate grade, it seems unlikely that a cyclist could have easily exceeded the posted speed limit. “In this case, the cyclist was seen as ‘racing’ down the hill past a bunch of other traffic and the judge viewed him as negligent for not noting the big truck had its signal on,” says Magas. “But that’s the thing with the true right of way: you don’t have to worry about anyone else. You are legally entitled to presume that people are not going to interview with your right of way. That’s the magic of having the right of way.”

As more cities paint more bike lanes and more cyclists use them, the urgency to address this legal grey area will grow. Obviously, protected bike lanes—where cyclists and motor vehicles are physically separated—give riders more physical protection, but even then, the chaos of intersections needs to be fixed. For bike lanes to offer real protection, legislatures need to pass laws codifying riders’ right of way, then law enforcement and the judicial system needs to enforce those laws.

Until then, it’s on cyclists to be vigilant—for now, there’s no one else to protect us.

Flax, P. (2018, October). The Deadly Problem with Bike Lanes [15 paragraphs]. [Outside](#). Available: [deadly-problem-bike-lanes](#)

Denny' Central Park Bicycles 34th Annual Open House

Mark your calendar so you won't miss this important event!

Sunday, February 10th

11:00am – 4:00pm

LOCATION

Denny's Central Park Bicycles

1805 Central Park Drive

Okemos, MI 48864

*Members save 10% off all new products, including 2019 bicycles
and bikes already marked on sale.*

Largest inventory clear-out ever!

20-80% off on other select products

FEATURING: Specialized, Yakima, Pearl Izumi, Burley & more

Hourly drawing for prizes

Refreshments Provided

Changes to TCBA Membership Dues

The TCBA Board of Directors has voted to increase membership dues effective January 1, 2019. The increases are modest, as shown below. For a one-year membership, individuals will pay \$5 more per year, and families will pay \$7 more per year. For a four-year membership, individuals will pay only \$4 more, and families will pay only \$8 more. If you renew for four years, the per year cost for an individual is only \$9 per year; for a family, it is only \$12 per year. With the new rates, family dues are always 33% higher than individual dues, regardless of the number of years selected. In addition, for both individuals and families, the greater the number of years you pay for, the lower the per-year price you pay.

| Old and New Membership Dues Rates | | 1-year | 2-year | 3-year | 4-year |
|-----------------------------------|----------------------------------|--------|--------|--------|--------|
| Individual | Current (2018) | \$10 | \$16 | \$24 | \$32 |
| | New rates effective Jan. 1, 2019 | \$15 | \$24 | \$30 | \$36 |
| Family | Current (2018) | \$13 | \$20 | \$30 | \$40 |
| | New rates effective Jan. 1, 2019 | \$20 | \$32 | \$40 | \$48 |

Stepping down from Advocacy Committee

By Mike Unsworth

Stepping Down from Chairing the Advocacy Committee

After almost ten years of participating in bicycle advocacy efforts (three years informally and six years with TCBA), I've decided to step down from chairing the Advocacy Committee beginning in January 2019.

For the past several years, I've been dealing with some physical issues and have realized my body is telling me to slow down. Also, my recent appointment to the Ingham County Parks Commission will require a lot of attention to its management of the spending of the Trails and Parks millage.

I've been proud of the progress that TCBA has made in giving bicycling the presence it deserves in the Tri-County area. The Advocacy Committee's accomplishments are

due to the hard work of all its members by attending our monthly strategy meetings and by working on various projects and events. I have been fortunate in working with people who have generously given their time to improving our bicycling environment.

I intend to continue participating at the Advocacy meetings and working on individual tasks and projects as time allows. In a separate article in this issue, there will be a list of the various tasks that the Committee does. I hope that we will come up with a division of labor that will relieve the new Advocacy chair of many of the tasks that I've been doing.

It has been a pleasure in working with the TCBA Board and I look forward to the progress our club will make in the future. I encourage people to consider serving on the committee, especially in the chairing of its activities.

September / October 2018 Advocacy Committee Report

By Mike Unsworth

Road construction signs blocking pedestrians and cyclists on sidewalks and bike lanes

The Committee sent letters of concern to the Michigan Dept. of Transportation, East Lansing, MSU, and the Ingham County Road Department.

2018 Survey of Political Candidates

Due to time constraints and logistical problems, we were not able to send out a survey for the General Election.

Bike Safety Projects/Billboards

The Committee recommends that TCBA should fund the graphic featuring Jill Byelich next spring when drivers are more in need of being reminded about bike safety.

CATA Bike Share Feasibility Study Steering Committee Meeting

In September Mike Unsworth and Tim Potter attended a meeting convened by the Capital Area Transit Authority about the feasibility of having bike sharing in CATA's area of service. A feasibility study will be produced by a consultant by January 2019. There will be several meetings with efforts to engage all levels of stakeholders. The study will include the impact of e-scooters.

Safe Intersection Infrastructure at MSU

This question was sparked by a discussion at our October meeting with Rich Kobe, an MSU professor who was severely injured by avoiding an inattentive drive at the intersection of Kalamazoo and Harrison on July 5. The Committee agreed that here needs to be a better connection with the MSU portions of River Trail, especially at this intersec-

tion. Tim Potter reported that MSU is designing an "Intelligent Traffic Management" system that may address this problem.

Bike Repair Sessions at City Rescue Mission

From April to October we repaired three to seven bikes per session at our monthly sessions. Mechanics ranged from two to five. We will be taking a break during the cold weather months and hope to start again next April.

E-Scooters

The scooters have an impact on local bicycling since they tend to use bike lanes and parking. Both Bird and Lime announced that they will pull their scooters off the streets during the wintertime. Bird says not to ride its scooters on sidewalks unless it is allowed by local ordinance. We couldn't find anything similar for Lime.

There is some movement on a regional approach to e-scooter concerns. The City of Lansing has shared with both East Lansing and MSU its agreement with Lime. The City has started to craft an ordinance to allow the operation of electric scooters and will be making some updates on e-bikes at the same time. Hopefully other jurisdictions' rules will be like Lansing's.

The TCBA Advocacy Committee (<http://advocacy.biketcba.org/>) meets the second Wednesday of each month at the League of Michigan Bicyclists, 410 S. Cedar St. Suite A, Lansing, MI (across South Cedar Street from Wendy's) from 6:30 to 8:00 p.m. Everyone is welcome to attend.

CLASSIFIEDS

This section of the *Chainwheel Chatter* is published as a service for **TCBA MEMBERS ONLY**, to advertise cycling equipment free of charge. To place an ad, send an e-mail to chainwheelchatter@biketcba.org Ads will appear for 2 editions, unless otherwise notified.

For Sale: TREK 820 mountain track \$50
TeamMagTurbo III trainer \$20
Email asila190659@hotmail.com



For Sale: Bicycle Transport Case, made by BWH (Germany), approx. 49" x 35" x 13", 4 Wheels. Box is big, you can fit additional equipment along with the bicycle. \$150 (OBO). Phone/Text (919) 886-7642



For sale: Yakima compact hatchback vehicle bike rack, holds 2 cycles, currently configured to fit standard Toyota Prius, can be adjusted to fit other vehicles. Rarely used. \$40 OBO. Call Larry or Mary Hennessey at 517 349-2276 or henlar@sbcglobal.net.

Looking for a touring bike and all gear necessary for self-contained travel. If you have or know of cyclists ready to sell, please call Leslee: **517-290-1390** My height - 5'6" current road bike frame 54 cm

For Sale: Two 2013 Bianchi road bikes. Light recreational use, all original. **Men's** C2C Impulso 105. Celeste. Size 53. Aluminum/carbon Shimano 105. 10-speed groupset - **\$550**. **Women's** C2C Via Nirone Dama Bianca. White/Celeste. Size 50. Aluminum/carbon Shimano Sora - 9-Speed groupset - **\$450**. Contact: Steve Serkaian steve@serkaian.com, **517-881-4085**



For Sale: 2009 Trek 2.3, 54 CM frame, aluminum w/carbon stays & fork, Shimano Ultegra & 105 components. Light weight, excellent condition, ~2,000 miles. **\$800 OBO**. Contact: Kevin Mead 517-285-7814 (texts welcome), kevinmead@sbcglobal.net

Interested in buying old (80's & older) classic lugged steel bikes (road, touring) & parts. Contact Tim: 517-618-1771 / email tim.potter@rideofsilence.org w/ info / photos to see if you've got something he might be interested in. (10/18)

MEMBER SPECIALS

This section of the Chainwheel Chatter is published as a service for TCBA MEMBERS who own a business at a cost of \$30.00/6 month for business card ad. To place your business ad, please submit your copy ready jpg business card to chainwheelchatter@biketcba.org, and mail your payment in January and July for your ad to appear to: TCBA-Classifieds, P O Box 22146 Lansing, MI 48909-2146

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517-627-1412

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web: sewmuchmore.biz

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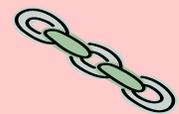
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- www.lmb.org League of Michigan Bicyclists
- www.bikeleague.com League of American Bicyclists
- www.adventurecycling.org Adventure Cycling
- www.bikes.msu.edu Michigan State University (MSU) Bikes
- www.walkbikelansing.com Lansing's Walking and Bicycling Network
- www.capitalareasmartcommute.com Smart Commute Program
- www.midmeac.org Mid-Michigan Environmental Action Council
- www.bikems.org Various rides throughout the country
- www.mmba.org Michigan Mountain Biking Association
- www.railstotrails.org Rails to Trails Conservancy
- www.michigantrails.org Michigan Trails & Greenway Alliance
- www.facebook.com TCBA is there as a group; check us out!
- twitter.com Twitter
- <http://www.nhtsa.gov/Bicycles> National Highway Traffic Safety Administration
- <http://www.aabts.org/> Ann Arbor Bicycle Touring Society



TCBA MEMBER CONTACT



Your respect is requested when using any of the numbers on this page. Phone calls during family time and at late hours can be intrusive.

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Weather: (517) 321-7576

Webmaster:
Dave Mansfield
email: webmaster@biketcba.org

Ride Calendar at biketcba.org

Recurring rides are on BikeTCBA.org. To view rides, go to the TCBA website, biketcba.org, Event Calendar. If you want to lead a ride and list the ride on the Event Calendar, e-mail Ridecoordinator@biketcba.org

Helmets are required on all TCBA Rides!!!!
Rides: visit the web site www.biketcba.org.

| Class | Pace (average speed on a "level" route with no wind) |
|-----------------|---|
| Class A+ | 19+ |
| Class A | 17-19 mph |
| Class B | 14-17 mph |
| Class C | 12-14 mph |
| Class D | Up to 12 mph |
| Class G | Gravel Road Rides, plus "speed class" (A-Z) of the ride |
| Class M | Mountain bike "single track" rides |
| Class Z | Over 40 miles at riders' own pace |

Change of Address

Go to BikeTCBA.org,
Select Member Login
Once logged in, select profile
Under Personal Info, select Contact Info,
Complete your Primary Address.

It's that simple!

TCBA is on Facebook!!
<https://www.facebook.com/biketcba>

*Affiliated with the League of
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<http://www.biketcba.org/>

Select Member Signup and follow the prompts!

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Website: BikeTCBA.org

