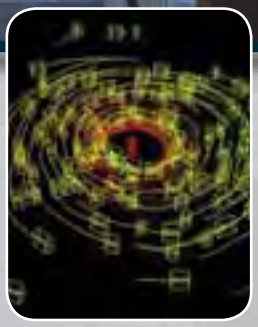
MICHIGAN Bicyclist

Spring 2018

PROMOTING BICYCLING AND THE SAFETY OF BICYCLISTS ON MICHIGAN ROADWAYS

In this issue:

Page 9
2017 Micro-Grant Recipients Share Their Stories



Page 11
Developing Self-Driving Cars to Interact Safely with Bicyclists

Page 6
How I Got Hooked on Cylicling

The League of Michigan Bicyclists, or LMB, is a 501(c)(3) non-profit organization devoted exclusively to the advancement of bicycling. Our mission is to promote bicycling and increase the safety of bicyclists on Michigan roadways.

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

On the Cover: *2nd Place Winner of the 6th Annual Michigan Bicycling Photo Contest: "Eric Schmidt Holiding up his Beloved Mountain Bike Bam Bam" - by Miranda Boyd, Copper Harbor*

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Lindsey DesArmo - LMB Board Chair

Advocacy, it's what we do. Our vision is a Michigan where cycling is safe, comfortable, and convenient for all. To get there, we strive to bring voices of our membership and people who bike to our state legislators. By the time you read this, LMB will likely have wrapped up our annual Lucinda Means Advocacy Day. At Advocacy Day, on May 23rd this year, we unite with the Michigan Trails and Greenways Alliance, Michigan Mountain Biking Association, and PEAC to advocate for bicycle friendly Michigan face-to-face with lawmakers. You can read more about this event on the LMB website. We hope you will join us next year!

Did you know LMB tours are one of the primary sources of revenue for our advocacy work? When you sign up for a tour you are supporting our mission. Whether you're a roadie, mountain biker, or bringing up the next generation of cyclists, LMB has a ride for you. Southeast Michigan's HUB Fest offers a little of everything, including live music and local food and beer. If you're looking for a longer ventures, our Shoreline West and Sunrise Adventure Tours still have spots available. Our MUP tour is sold out this year, be sure to reserve your spot early in 2019!

It's difficult to believe summer is around the corner when it seems like just yesterday my husband and I were riding the streets of Lansing with bikes lit to the max in our first Silver Bells Electric Light Parade. Our Executive Director John, his wife, two boys, and many LMB members were all on bikes decked out in bright, flashing lights. It was truly a sight to see! We enjoyed riding around the street and seeing the excitement on faces in the crowd when they saw us coming. "Do a trick!" kids would shout as colorful bikes zoomed all over.

I challenge you to capture this joy, excitement, and energy this spring and summer and use your voice to make a change for the better. I hope you donate, join our membership, or renew your membership this month. With your support, a Michigan where cycling is safe, comfortable and convenient for all can be a reality. Thank you for your continued support.

Ride on.

Director's Hub

John Lindenmayer - LMB Executive Director

"Cautiously optimistic" is my response when asked about autonomous vehicles (AV) as they relate to bicycle safety. The cautious portion of this sentiment was amplified by the recent high-profile fatality in Tempe, Arizona. In what is believed to be the first pedestrian death associated with an AV, an autonomous car operated by Uber, with an emergency backup driver present, struck and killed a woman walking her bike across a street. Uber has since suspended testing.

This tragedy is a harsh reminder that self-driving technology is still in the experimental stage. In response, the League of American Bicyclists launched an action asking Congress to require "automated vehicles to pass a vision test, and to prove they can detect and respond to all users of our roadways, including bicyclists and pedestrians." The Association of Pedestrian and Bicycle Professionals issued a statement highlighting the "need to examine how these vehicles are being tested and what criteria automated vehicles must meet before being deployed on our roads."

The National Association of City Transportation Officials (NACTO) also issued this strongly worded statement summarizing the responses of bicycling communities to the Arizona crash:

> "In order to be compatible with life on city streets, AV technology must be able to safely interact with people on bikes, on foot, or exiting a parked car on the street, in or out of the crosswalk, at any time of day or night. Cities need vehicles to meet a clear minimum standard for safe operations so the full benefits of this new technology are realized on our complex streets. Responsible companies should support a safety standard and call for others to meet one as well. We cannot afford for companies' race-to-market to become a race-to-the-bottom for safety."

LMB agrees that non-motorized safety must be paramount as AV testing proceeds. Despite this tragedy, I remain optimistic about the long-term potential technology could play in reducing traffic fatalities, especially among vulnerable roadway users.

According to Mark Rosekind, administrator of the National Highway Traffic Safety Administration, "Ninety-four percent of crashes can be tied back to a human choice or error. Ninety-four percent! Those are the decisions like drinking and driving, speeding, or distraction behind the wheel." Intelligent, connected roadways filled with driverless vehicles may still seem like something out of a Ray Bradbury novel, but the reality is that AV technology has gone from an intriguing possibility to an inevitably, all within the past few years. Tech and mobility companies are betting big on AV, with more than $80 billion already invested in the technology according to the Brookings Institution.

Despite these investments, driverless technology currently struggles to detect bicyclists because they are smaller than other forms of transportation, nimbler, and sometimes act more unpredictably than cars or trucks. Additionally, many questions remain about the regulatory framework, cyber security, and ethical debates that consider the prioritization of life between passengers and those outside the vehicle.

One thing is for sure. Like it or not, autonomous vehicles will play a significant role in our future. Just as the advent of the iPhone a little over 10 years ago fundamentally changed how we communicate, AV will change our mobility and how we interact with our communities.

As the birthplace of the vehicle, Michigan continues our long history of automotive innovation as we enter a new age that includes AV. This includes exciting work happening at the American Center for Mobility in Ypsilanti. Initially built by Henry Ford as an advanced aircraft manufacturing facility during World War II, the Willow Run facility is now a hotbed of AV testing. Likewise, U of M's Mcity Test Facility is the first purpose-built proving ground for testing connected and automated vehicles and technologies in simulated urban and suburban driving environments.

LMB is working to engage in this rapidly evolving conversation to ensure bicyclists have a voice at the table. In this issue, we are pleased to feature two companies working in Michigan to advance AV technology. The first is Tome, the Royal Oak-based software company that has teamed up with Trek Bicycle and Ford Motor Company at Mcity to create a "bicycle-to-vehicle" communication system to make bicycles or their accessories smarter and allow them to communicate to reduce collisions. The other is Waymo, formerly the Google self-driving car project. With more than 5 million autonomous test miles on public roads, Waymo recently started testing their technology in the Greater Detroit area.

I hope you enjoy learning more about these industry leaders. LMB will continue to look for opportunities to engage in this important conversation. We'd love to hear from you on this issue. Please send us your thoughts, concerns, hopes, and questions about AV technology as it relates to bicycling.

> ***"As the birthplace of the vehicle, Michigan continues our long history of automotive innovation as we enter a new age that includes AV."***

The Future of Road and Bike Safety Starts in Michigan


Jake Segal - Tome Software

Southeast Michigan offers something for everyone. For bicyclists seeking routes for recreation or the daily commute, there is always a chance to experience a mix of urban and rural rides, often on the same trip.

The common concern, wherever we ride, is making it back in one piece.

While places like Ann Arbor, Grand Rapids, Royal Oak, the Rochester area, and others have dedicated bike lanes, paved paths, or trails to make cycling safer and more enjoyable, there is still a lot of work that needs to be done to retrofit Michigan communities built around automobiles for safety when it comes to other ways of getting around. Mass transit, pedestrian traffic, or bike traffic, and the emerging trend of multi modal transportation have never been researched here the way they are being studied now. The need and desire for safe cycling and other modes of travel is there because having options for getting around is convenient, practical, and healthy. Cycling is growing in popularity not just among riders on trails or winding rural roads, but for commuters heading to work and school.

This translates directly to opportunities for mobility tech companies like ours, Tome Software, and it has inspired collaborative efforts between software developers, auto makers, and bike manufacturers looking to map the future of standards for safety on country roads, city streets, and everything in-between. That is what you'll find riding in Michigan and that's why doing the research and validation here is so relevant and important.

Ford Motor Company is now supporting the work being done by Trek Bikes and our team at Tome to evaluate technical opportunities and assess user experiences for cyclists on the road to improve safety. Transportation data shows a combined 45,000 cyclists were injured or killed nationwide in vehicle crashes in 2015. Last September, we announced plans to join Trek and other innovators interested in safety for a one-year project at the University of Michigan's TechLab at MCity to develop proof-of-concept solutions that use artificial intelligence to reduce the number of bike-vehicle collisions.

There is no shortage of products on the market made to keep you safe these days, from a $10 helmet mirror to a $200 rearview radar system. What is currently driving our interest at Tome, and our work with Trek, is the exploration of active bicycle-to-vehicle safety solutions that protect riders by alerting drivers to their presence, particularly in the most-vulnerable spots on the road.

Tome's experience working with connected bikes and onboard vehicle mobility products makes us uniquely qualified to further explore how motorists and bicyclists can safely coexist.

In January, Trek and Tome were at Ford's booth during the 2018 CES tech convection in Las Vegas. There, we showcased a vision for the future of safer cycling through the development of an AI-based bicycle-to-vehicle (B2V) communication system. Since it was originally announced in September 2017, the collaboration has moved into the research and development phase, and includes automotive and smart-city integrations.

"The future for us is moving from a more passive approach to cycling safety and focusing our development on active safety measures," Trek Electronics Product Manager Scott Kasin said earlier this year. "We want to ensure that while cyclists have the tools and knowledge to do what they can to create a safer experience, they will now have the enhanced ability to communicate their presence directly to vehicles."

The AI-based B2V communication system under development by Trek and Tome includes Cellular Vehicle-to-Everything (C-V2X) technology with the potential to connect vehicles to a larger communication array and help cities around the world develop infrastructure that is intelligent and safe. The technology will allow cars, trucks, buses, or motorcycles to communicate directly with other vehicles, devices worn by pedestrians, connected bikes and roadside infrastructure, and including signage that marks vulnerable areas, road hazards, and construction zones.

The future of safe cycling in Michigan is being explored now. I am proud of the work Tome is doing to further that effort through creative collaboration and the eventual development of open standards for safety.

I am confident that the end result of an increase in actual safety will be an increase in the perception of it. In Michigan, where bicycling continues to grow in both popularity and practicality, even if it has to be shoehorned into a region built around the automobile, taking active, symbiotic safety from concept to reality through B2V tech is a no-brainer for well-positioned companies ready to accept the challenge.

Tome is led by serial entrepreneurs Jake Sigal and Massimo Baldini. Tome operates in the Internet of Things tech space, specializing in the development of mobility IoT software solutions. Tome also manages the end-to-end product lifecycle to conceive, craft, pilot and launch solutions to real-world problems and won TechWeek Detroit's 2017 Startup of the Year.

LMB LEGISLATIVE TRACKER

SAFE PASSING
SB 123, SB 124, SB 170, HB 4185, HB 4265
Establishes requirement for drivers to maintain a 5-foot distance when passing a bicyclist.

DRIVERS ED
SB124, HB 4198
Requires one hour training component for drivers regarding safety for bicyclists and other vulnerable roadway users.

DISTRACTED DRIVING
SB 580, SB 581, HB 4466
Sets penalties for use of a wireless communication device while operating a motor vehicle causing death. Adds computers, tablet devices, cameras or other internet-based communication devices to the list of devices not to be used while operating a motor vehicle to Michigan Vehicle Code, and sets penalties.

OBSTRUCTED LICENSE PLATE
HB 5100, HB 4881
Clarifies definition of obstructed license plate to exempt bicycle racks (waiting to be signed by the Governor!).

ACT 51, SECTION 10K (1% NON-MOTORIZED FUNDS)
HB 4954
Eliminates requirement that funds be allocated to non-motorized transportation services and facilities (LMB opposes).

TRAIL MANAGEMENT & DEVELOPMENT
SB 596
Clarifies what issues trailways managers should consider when developing plans for a multi-jurisdictional trail with a specific focus on signage, maintenance and appropriate uses. Clarifies that trail development and appropriate amenities are considered to be in the "public good". Provides direction for how local histories are told on trails so that cultural and historical resources are used appropriately.

TURN SIGNAL REQUIREMENT
HB 5119
Requires drivers and bicyclists to use turn signal while changing lanes.

RIGHT OF WAY
HB 4444
Requires collaboration and notice for projects located within right-of-way.

BIKE TAX
HB 1111
Would levy, collection, and administration of an excise tax on the sale or transfer of certain mobility devices, including bicycles in this state (LMB opposes).

MEMBER SHOP-SPOTLIGHT:

Velo City Cycles - Holland

Velo City Cycles staff in front of the Holland shop.

Lifetime LMB Member Since 2016

Michigan bicycling is growing, and so is LMB. Our voice grows stronger with each new member, including member bicycle shops. We are thrilled to announce the start of a Bicycle Shop Spotlight series to thank our shop members for their years of support and hard work. With so many outstanding bike shops in Michigan, we want to recognize shops engaged with LMB and doing their part to make Michigan bicycling better. This spring, we recognize Velo City Cycles in Holland Michigan. The shop has been a Lifetime Member of LMB since 2016.

A special thank you to Brad White from Velo City Cycles for sharing their story.

Elly St.John

Velo City Cycles is the ultimate Michigan bike shop. Brad and Jenny White, in addition to their children, are the proud owners of this Holland shop and recently became Lifetime Shop Members of LMB. As a member of LMB since 2007, Brad says, "We love what LMB is doing; it's really cool to see the progression that it has been making and the changes that it makes in the state of Michigan. Our big passion is bikes, and it runs very parallel to what LMB is trying to do, which is get more young people on bikes and educate them about bike safety."

Velo City Cycles has something for everyone. They run educational classes and events for kids, bike fitting, mechanic classes, physiological training, and indoor winter training. No matter your cycling preferences, this shop has something for you.

For nearly 10 years, Brad was a professional bike racer, living in Colorado and Europe, spending much of his time abroad. During the final three years of this adventure, there lingered the undeniable question of what he should do next. He wanted to share his experiences and expertise amongst other bicyclists; opening a bicycle shop seemed like the appropriate leap. Holland is where is wife, Jenny, grew up. Brad explains that he loves the Dutch heritage still found in this Michigan city, "Bicycling in the Netherlands is in their blood, in their roots".

Brad's passion clearly matches that of the Holland community. He explains that Holland is rich with bicycle shops and plenty of eager cyclists. On top of that, the city has great events such as the Holland 100, a charity bicycle tour that brings the community together. "In Michigan, you get three months a year of 70-80 degree days of good riding weather. Everyone gets really excited for that time and we are trying to ramp up into that now, so you definitely see the excitement in the area."

With Spring just beginning, so is Team Velo City Cycles. This team combines road, mountain, triathlon, cyclocross, and fat tire riders for an opportunity to take their skills to the next level. Upwards of 100 cyclists have become part of the team, training together and sharing tips. "Not everyone races, it's more of a social community where people become friends and have similar interests in mind." Making friends isn't hard within Team Velo City Cycles. They meet on Tuesday nights for a ride and head to the local brewery afterwards, where it's impossible not to get along with teammates over a cold one and good conversation. As the team works hard to uphold the positivity of the shop, we see Velo City Cycles working hard to get all kinds of people on bikes safely, allowing the mission of LMB to come full circle once again.


Owners Brad and Jenny White and their three children.

My Cycling Story

Rick Knickerbocker - LMB Member, Contributing Writer

Rick at the finish line of the Wayne State Baroudeur in Detroit.

I found myself standing next to a dusty rural highway some 84 miles outside of Austin, Texas with a PBJ in one hand and a tiny paper cup full of pickle juice in the other. I took in my surroundings, reflecting on my life, a goofy smile spread ear to ear. My friends stood to one side laughing and thinking of names for our newly formed team, a herd of cows to the other doing the bovine equivalent of laughing and thinking of names for the motley crew of middle-aged cyclists before them. Sweat poured down my face and into my eyes; my legs and back were covered with a mix of dirt and whatever else is found on the roads in the heart of longhorn country. I was roughly 40 miles into my first distance ride which just so happened to be my first day ever on a road bike. I was a week away from my 46th birthday.

I drank my juice, stretched my quads, adjusted my chamois (another first), and asked, how did I get here? More importantly, why had it taken me so long?

Life is all about choices. Deciding to go left instead of right, up instead of down, two steps back instead of one forward can and often does fundamentally shape who we are. If we're lucky, it helps us discover a love for something we may have otherwise missed.

I woke up one morning several years ago not feeling happy with myself. The choices I had been making lead to a life of 14-hour workdays, poor dietary habits, and a litany of health issues. My only exercise was the walk from my home office to the couch upstairs. I was always tired, usually angry, and more depressed than I'd like to admit.

So, I made another choice. That choice not only re-directed my path in life, it helped me discover a passion that I only wish I had discovered at a much younger age.

I was 42 years old when I dedicated myself to becoming healthy. It wasn't easy, but I lost 75 pounds in a little over eight months through a combination of diet, exercise, and a whole lot of will power. It began when I changed what I ate, how much I ate, and when I ate it. I then added light jogs to my mornings. As my physical self transformed, I experienced vast changes mentally and emotionally as well. My outlook on life changed dramatically. I woke each morning ready to sweat and get my heart pumping just as much as I once looked forward to consuming a meat lover's pizza in front of the television after a long day at work.


Rick at the Shiner GASP in Shine Texas, May 2017.

Despite all the positives I experienced during that period, I always felt like there was something missing. I ran a lot those years but when people referred to me as a runner, I always had a canned response at the ready: "I'm not a runner. I'm just a person who runs." What I meant was I ran because I needed to do SOMETHING. I didn't run because it brought me any great sense of fulfillment. I wasn't passionate about it. Heck, most days I didn't even like it. I knew I needed something else to fill that hole. I found that something by accident. Or circumstance. Or, perhaps, fate.

It was a cold winter night in Michigan when I entered my local gym for a treadmill run as I did many times before. This evening however, I noticed that an indoor cycling class was beginning at the top of the hour. I thought about slogging through another run, staring blankly at the wall in front of me, my old man knees begging for relief, my heart not entirely into it. So, I made the decision to join the cycling class instead.

From that day on, I found myself hooked on cycling. I attended as many cycling classes as I could that winter. When spring arrived, I started riding around the neighborhood on a hybrid bike. I began exploring new areas and disappearing with my thoughts. That "something missing" had been found. However, for whatever reason, the thought of taking this

Continued on page 13

Where Drivers Look

Sue Kropscot - Cycle Savvy

Many drivers and cyclists think bicyclists don't really need an entire lane, and therefore are being rude when they use all of it. In reality, a cyclist controlling a lane (riding in the center or left tire track) is riding not only where it is safest, but in a position that enables them to be most helpful to motorists.

How can this be?

In the last issue, we looked at why a cyclist needs most of a lane to protect their own safety, and how it is legal to use a full lane in all but rare exceptions. (See Michigan Bicyclist Fall 2017, "How Much Space Does a Cyclist Need, Anyway?")

Courtesy among road users is the result of following the rules, communicating effectively, and cooperating with each other. Cyclists are best able to do this from a lane control position.

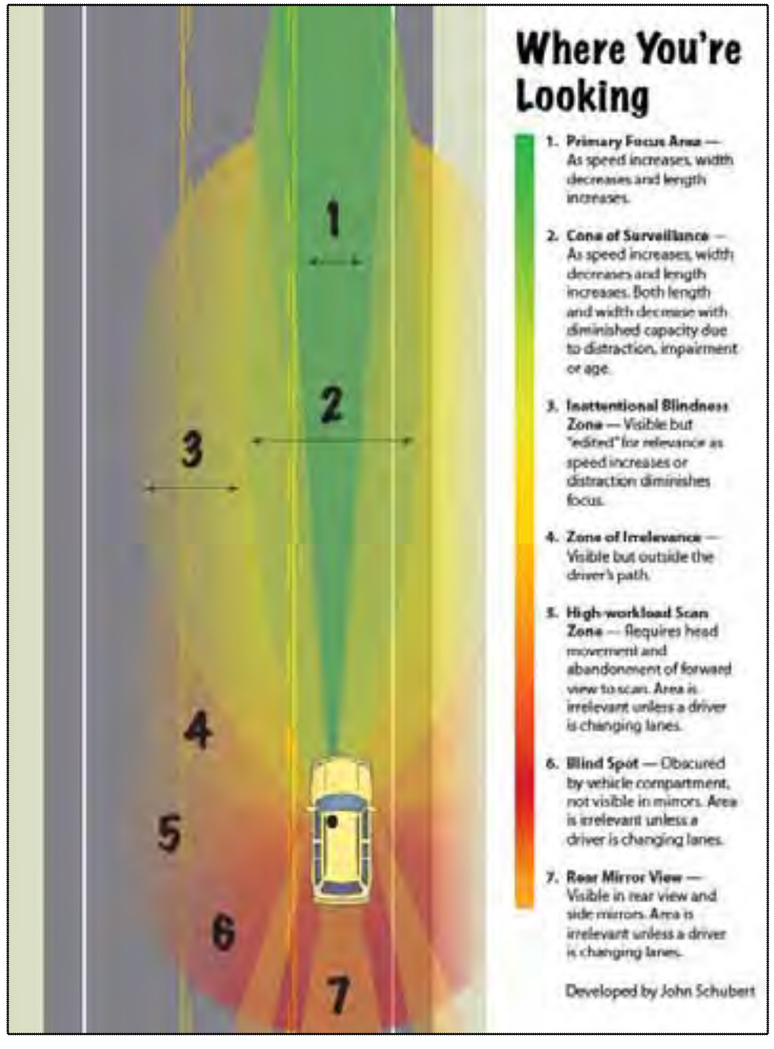
Lane position itself is the most powerful and constant form of communication a cyclist uses, whether intentionally or not. For one thing, your lane position communicates to motorists when it is OK to pass, and how to do it. Riding on the right side of the lane sends the message, "I've moved over for you, come on by." Riding in the middle of the lane says, "You need to change lanes to pass." Riding in the far left of a lane says, "Do not pass."

Savvy cyclists control their lane by default, so motorists can easily see them and immediately know they need to make a lane change.

But why a full lane change? What's wrong with straddling the line to pass?

For one thing, it's illegal. [MVC 257.642 (a)] For another, consider that a motorist cannot safely pass a cyclist, no matter where she is riding in the lane, without encroaching at least part way into the adjacent lane. The adjacent lane needs to be clear in order to do this. It also needs to be clear to make a full lane change.

When you think about it, there is essentially no difference to a motorist whether making a full lane change or straddling the line. They have to wait for a sufficient gap in the adjacent lane either way. But a full lane change versus straddling the line makes a big difference to the safety of the cyclist. Many overtaking (passing) car-bike crashes happen when the driver sees the cyclist, but misjudges how close they are. Making a full lane change eliminates the cyclist's risk of being sideswiped, with no discernible difference for the motorist. Cyclists do themselves and motorists a favor when they use lane control to help drivers realize they need to make a lane change to pass safely.



In addition, when a driver straddles a line, they

Continued on page 13

Sue Kropscott is a CyclingSavvy Instructor, LMB member, & life-long transportation cyclist.CyclingSavvy is an adult traffic cycling course, whose mission is to make a difference in people's lives by empowering them to use their bikes to go anywhere they want, safely and confidently, using any of the facilities available. For more information, visit cyclingsavvy.org.

CyclingSavvy

Sharing the Ride

Lisa Burris - Contributing WriterPetoskey

I knew when my children were born (three in under two years) that, because of me and my bike-loving husband, we were destined to become a biking family. So much of my personal strength has been fine-tuned from my saddle, I wanted my kids to have the same experience and grow the same passion. As my children have aged we've transitioned through trailers and Strider bikes, tag-alongs, endless loops in the drive way, afternoons on the Wheel Way and hard packed snow paths through our front yard.

Learning to ride didn't come easy for my eldest child, the last in our family on two wheels. She plodded along with training wheels on her Disney princess bike, paralyzed by fear the that she'd fall if we let her go. A beautiful robin's-egg-blue 7-speed bike with a daisy mounted to the handlebars eventually persuaded her to take the leap. Tears fell as I cheered her success as I recorded her first ride on my phone. I realized, however, for the first time, that I had become just as concerned about the "letting go" as she had.

All winter my now nine-year-old daughter begged to join my rides as she watched me ride off from the window. This past winter, as I suited up, I encouraged her to come along. We would take a quick trip through the neighborhood before I set out on my own.

I'm committed to staking a claim for cyclists on the road, but I believed my daughter still was too young to ride on the roadway. Hills are tough work; her legs need time to grow before they can climb. Uneven, icy terrain would meet us on the trail, and I believed it would be too challenging for her narrow tires.

When winter meets spring in Northern Michigan, grey and 40 degrees makes a beautiful ride. Melted snow trickled past my feet washing away road salt and every reservation I had about allowing her to come. Together we left our neighborhood.

We slid carelessly down the first hill. "You know, this is my first-time riding along the street without the brothers!" my daughter called, smile wide, cheeks rosy- the afternoon embraced us with open arms. We discussed traffic rules. She's a capable rider.

We merged onto the main road, then met up with the trail. At a small incline, she hopped off and started to push. I coaxed her back on, drawing "I did it!" from her lips. The icy trail gave and cracked as I ensured my footing; my girl didn't skip a beat, leaning into her handle bars she cranked, willing and bouncing her tires along. She'd developed a new mantra and repeated it in sweaty, whispered bursts of breath: "pump, pump, pump". Riding with the river to the lake, we admired the snow covered break-wall, passed the closed ice cream shop, the sports park, and the railroad tracks in our sleepy town. At the river-basin, we began the long journey home. Doubt crept in. "This is getting hard. I wish we could be home right now. Can we just walk?" Her tired legs chatted along.

I gently placed my words. "It will only take longer to walk; the path is too icy for sneakers and you are strong!" She persevered through the toughest climb in elevation and the icy shadows where the sun couldn't warm the pavement. "This is the part where I can go fast again," she cheered "it's downhill. The hard work is done. We did it!"

We rode eight challenging miles that day, then I called on my husband to pick her up from the park; the final 300 ft. climb would wait for another day. Throwing snowballs barehanded into the river, I admired her youthfulness and growth; I enjoyed her giggle. Her daddy loaded her bike into the car, and as I set off up the remaining hill, I couldn't make out her words, but knew she gushed with pride as she shared the story of our ride.

My next race was only three months away so I attacked the final hill, above my saddle, legs cranking, "pump, pump, pump". Thinking I now have a big job to do. My girl yells into the cold air from the car window, "Go Mama! Go!" She watches, always watches.

As my child journeys from girl and woman the path is challenging and steep, I'm riding beside her as she steadies her feet, finds strength, perseveres; enjoying the ride instead of paving the road.


Lisa's duaghter winterized for a ride.


Lisa and daughter on the Little Traverse Wheel Way, a stretch along Lake Michigan in Petoskey.

Micro-Grants in Action

In 2017, LMB launched our inaugural Micro-Grant Program, opening up new funds to foster the growth of bicycling initiatives across Michigan. The Micro-Grant Program provides financial assistance to support the implementation of creative projects that promote bicycling and the safety of bicyclists on Michigan roadways. The Micro-Grants are small by design in order to support innovation and encourage groups who may have limited resources to dedicate towards fund development. The program is currently funded by the proceeds form LMB Tours.

We were excited and overwhelmed with the amount of worthy proposals in 2017. LMB chose 10 projects and distributed $12,000 to the awardees. Their projects ranged from pop-up bicycle lanes to bicycle mechanic trainings and other creative bicycling initiatives. We are pleased to share a few their stories.

As LMB continues to grow our Micro-Grant Program, we hope to partner with corporate sponsors to make an even larger impact on bicycling initiatives within Michigan. We applaud all of the applicants for their efforts to promote bicycle safety, access, awareness, and education.

You can learn more about LMB's Micro-Grant program at LMB.org/microgrant.

Innagrual LMB Micro-Grant Awardees received their funds at Lucinda Means Bicycle Advocacy Day at the State Capitol.

Elly St.John

PEAC empowers individuals with disabilities through cycling, active transportation, and self-advocacy education. This Micro-Grant was awarded to support their Summer Cycling Program where they worked with seven communities with 277 students of all ages and abilities. All of our students are unique with their own goals of riding, whether that be on a hand cycle, tricycle, tandem, or a two-wheel bike. As a result of the program, cycling is more inclusive to all abilities, and individuals with disabilities are gaining access to their communities, increasing ridership and safety at the same time.

Boston Square Community Bikes

promotes sustainable, affordable transportation by refurbishing donated bicycles for sale. The goal is to help neighbors and others learn about bikes and bike repair by providing a space for anyone to work on their own bikes. Their Micro-Grant was awarded to support their youth Mechanical Apprenticeship Project (MAP) where Grand Rapids youth learn basic bicycle repair skills and valuable life lessons. As pictured on the left, young apprentices work to resurrect a beat-up, blue Magna that had been donated to the program.

Norte!, Traverse City's youth-focused bicycle advocacy organization, used Micro-Grant funds to purchase a trailer to house and transfer balance bikes used in their Estrellas program. The program teaches preschool students the basics of balance and coasting. It serves 12 schools and reaches over 320 preschoolers. These 3 to 5-year-olds learn more than just how to ride a bike; they learn how to play well with each other, how to listen to and follow directions, and get to be active for 30 minutes during their school day, which improves their writing and listening skills.

Pedal Holland is committed to bringing an exceptional, well connected bike network to Holland that increases safety and their neighbors' desire to ride. Their Micro-Grant was awarded to support their 8th Street pop-up bike lane. From August 21 through September 1, 8th Street was transformed into a friendlier place for bicyclists. The segment of 8th Street transformed by the project is the only viable path between the core city of Holland and outlying areas in Holland Heights and Zeeland. This project successfully proved that this difficult segment of road could see a reallocation of roadway from vehicular traffic to bicycles.

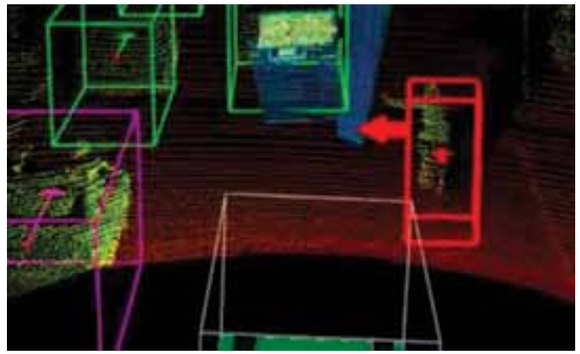
Self Drving Vechicles – Safely Sharing the Road with Cyclists

Waymo Team

Across the U.S., cities have taken steps to keep cyclists safe on the road, whether with separate bike lanes, buffer laws, or share the road campaigns. Still, cyclists are often at risk. In 2014 alone, more than 50,000 cyclists were injured and over 720 were killed on American roads. As cycling becomes more popular (trips more than doubled in the U.S. from 1.7 million in 2001 to 4 million in 2009), it's important that our self-driving cars share the roads safely with cyclists.

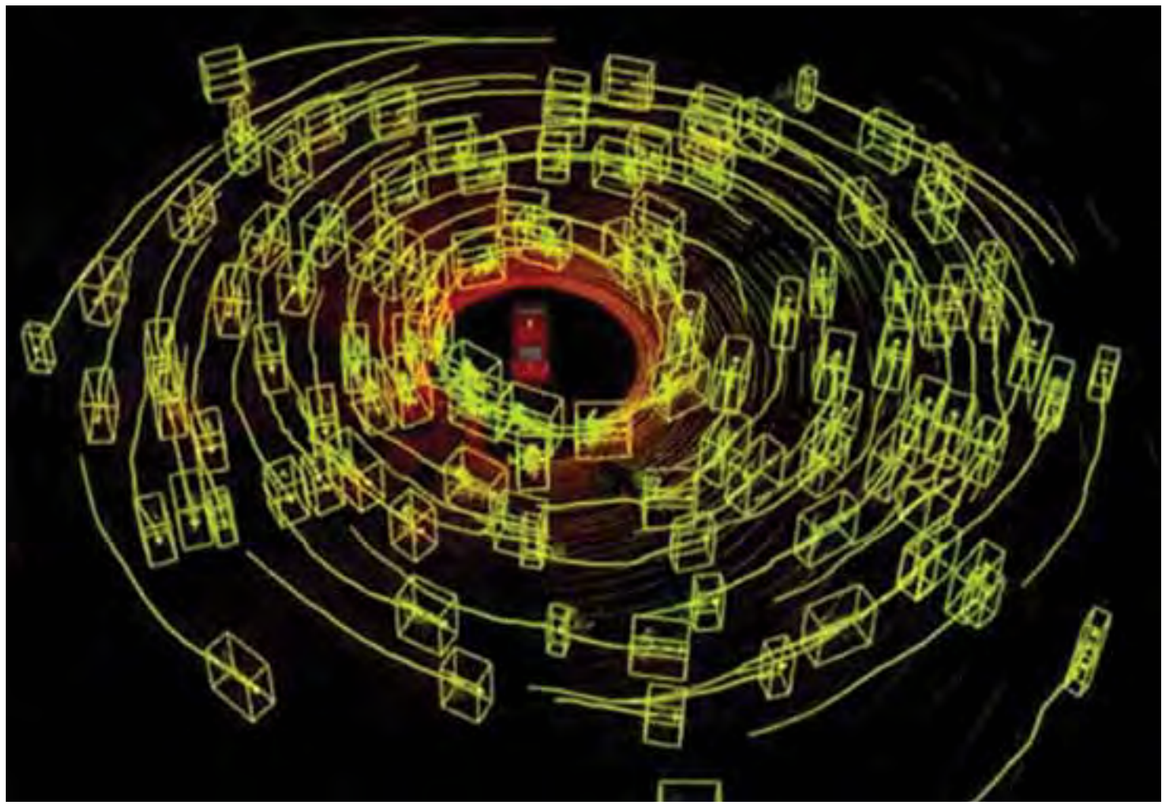
Cyclists are fast and agile—sometimes moving as quickly as cars—but that also means that it can be hard for others to anticipate their movements. Our cars recognize cyclists as unique users of the road, and are taught to drive conservatively around them (it helps to have a number of avid cyclists on our engineering team!).

Our software can recognize cyclists' hand signals and slow down to allow the rider to merge.



Software showing how vehicles slow down allowing a cyclist to merge once given a hand signal.

For example, when our sensors detect a parallel-parked car with an open door near a cyclist, our car is programmed to slow down or nudge over to give the rider enough space to move towards the center of the lane and avoid the door. We also aim to give cyclists ample buffer room when we pass, and our cars won't squeeze by when cyclists take the center of the lane, even if there's technically enough space. Whether the road is too narrow or they're making a turn, we respect this indication that cyclists want to claim their lane.



Self-driving car detectsing over 100 pedalers near our Mountain View, CA campus.

Through observing cyclists on the roads and private test track, we've taught our software to recognize some common riding behaviors, helping our car better predict a cyclist's course. Our sensors can detect a cyclist's hand signals as an indication of an intention to make a turn or shift over. Cyclists often make hand signals far in advance of a turn, and our software is designed to remember previous signals from a rider so it can better anticipate a rider's turn down the road.

Because our cars can see 360 degrees, we're more aware of cyclists on the road—even in the dark. Take, for example, this tricky situation involving two cyclists at night that occurred during one of our a tests: our car cautiously approached a cyclist that veered into our lane and stopped to avoid another that suddenly turned a corner and rode directly at us against the flow of traffic. Our car was able to adapt to this unusual situation, and avoid a potential collision.

Bikes can come in many shapes and sizes, so using machine learning we've trained our software to recognize many different types. Our software learns from the thousands of variations it has seen—from multicolored frames, big wheels, bikes with car seats, tandem bikes, conference bikes, and unicycles—enabling our car to better share the road no matter your choice of ride.

Reprinted with permission from Waymo Team Blog, December 13, 2016. Waymo is a self-driving technology company with the mission to make it safe and easy for everyone to get around without the need for anyone in the driver's seat. In Winter 2017, Waymo deployed their Autonomous Vechicle technology for cold weather testing in the Greater Detroit Area. This testing offered Waymo a a chance to expand its presence to a state more likely to deliver adverse conditions.

For more info, please visit medium.com/waymo.

No-Fault PIP Benefits

Todd Briggs and Sarah Colegrove - LMB Members

The Michigan No-Fault Statute was enacted by the legislature in 1973 and provides benefits that are unknown to most people. First Party Benefits (also called PIP or Personal Injury Protection Benefits) are automatically provided to every person who is covered by a motor vehicle insurance policy. Whether you are passenger, driving your car or another's car, riding a bicycle, or walking, if you are injured due to the use or operation of a car, you may be entitled to benefits regardless if the injury was due to your own fault or not.

We hope to give you a brief overview of PIP benefits and how they operate, since injuries to a bicyclist often means a motor vehicle is involved. These benefits must be requested by the injured party, and the right to do so and could be lost if time requirements are not met. Specific facts of an injury and many other considerations need to be taken into account, in order to determine qualification for PIP benefits or the amount of PIP benefits to which one might be entitled. Our Michigan No-Fault Statute has been vigorously litigated, so its meaning, as interpreted by the courts, and how it applies or does not apply to an individual is very complex.

PIP Benefits are codified in our Michigan statute (MCL 500.3105) that states "Under personal protection insurance an insurer is liable to pay benefits for accidental bodily injury arising out of the use, ownership, operation, maintenance or use of a motor vehicle as a motor vehicle" and these PIP Benefits "are due … without regard to fault." Bodily injury includes death and the benefits cover injuries to a person unless suffered intentionally or caused intentionally by the claimant.

Other specific benefits are found at MCL 500.3107 and include allowable expenses and work loss. Allowable expenses consist of "all reasonable charges incurred for reasonably necessary products, services and accommodations for an injured person's care, recovery or rehabilitation" and can last a person's lifetime. Work loss consists of "loss of income from work an injured person would have performed during the first three years after the date of the accident if he had not been injured," However, work loss does not include any loss of income after the date a person dies. Work loss benefits are not taxable income.

MCL 500.3108 provides for Survivor's Loss Benefits when the injured party dies. The statute cites the formula used to determine the amount of these benefits. This benefit is provided the first three years after the date of death and is payable only to the dependent of the individual killed in the automobile crash. Dependent usually means a spouse and children under 18 years of age.

Important considerations in claiming or receiving PIP Benefits are whether or not governmental benefits will be subtracted or set-off from any monetary or economic payments and can include Social Security Survivor Benefits, Social Security Disability, Medicare and Worker's Compensation Benefits. See MCL 500.3110.

MCL 500.3111 defines the territorial limits of PIP. "Personal protection insurance benefits are payable for accidental bodily injury suffered in an accident occurring out of this state, if the accident occurs within the United States, its territories and possessions or in Canada, and the person whose injury is the basis of the claim was at the time of the

 Todd and Sarah are lawyers in private practice. In addition to helping athletes injured in bicycle and sports-related accidents, they concentrate in the areas of civil litigation, including personal injury, commercial litigation, probate and estate planning law. You can contact them at the following address or telephone number:

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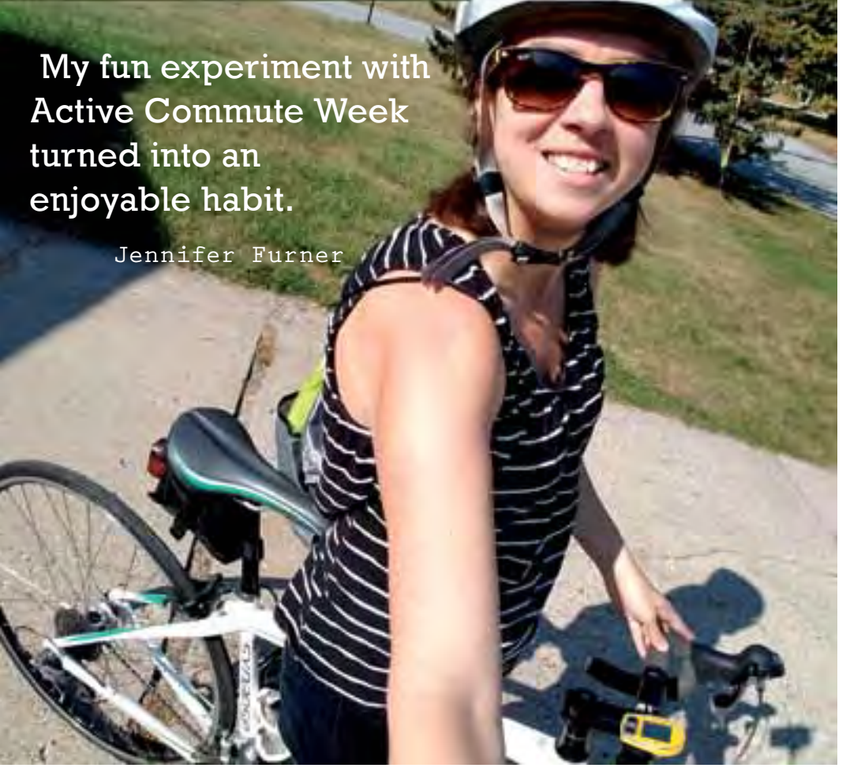

My fun experiment with Active Commute Week turned into an enjoyable habit.

Jennifer Furner

Some readers may be familiar with Active Commute Week, which happens mid-June in the Grand Rapids area and promotes using any form of transportation that isn't motorized to get to work, i.e. walking, running, skateboarding, rollerblading, and biking. Because I live only a mile and a half from my job, I signed up last year to bike to and from work. Many may find it surprising that the idea of biking to work had not really occurred to me in the year and a half I've had my job. But Active Commute Week really got me interested in the possibility.

I live in Kentwood. Kentwood is dedicated to providing outdoor spaces for people to actively enjoy. I live near several paved trails. To get to work, I take the East-West Trail, which keeps me almost entirely off the road the whole ride to my job at the local library. More me, this is the best situation for commuting to work.

Of course, there are a few logistics to take into consideration when thinking about commuting to work. The first is how to haul your stuff. My job doesn't require me to bring a lot of files or documents to and from work, but I do often lug books that I'm borrowing or returning as well as some food. My bike currently isn't equipped for a lot of carrying, so I wear a backpack. For bicyclists who have saddle bags, baskets, or racks, you're already good to go.

I find that biking to work helps decrease my worrying overall. My ride may be short, but just that ten minutes to and from home on a quiet trail on a nice spring, summer, or fall day, breathing in that fresh air and getting my blood pumping, is enough to clear my mind and boost my mood. When I arrive at work, I am full of energy, and when I return home, I feel relaxed.

My fun experiment with Active Commute Week turned into an enjoyable habit. I am extremely fortunate that all the factors for biking to work are ideal for me—I live close to my employment, I have a safe route to get there, and I have a secure place to keep my bike all day. Even if you're missing some of these elements, I still encourage you to try biking to work. The benefits are worth it.

The Grand Rapids area's annual Active Commute Week will take place June 11-15, 2018. National Bike to Work Week takes place May 14 -18, 2018.

My Cycling Story, countinued from page 6

new-found passion beyond the borders of my town or the confines of an indoor studio never crossed my mind. Then fate stepped in once again.

Around that time, a friend mentioned that he had just completed his first distance ride. I tentatively expressed interest in joining him if he ever did it again. It just so happened that he was preparing for a ride just a few short months later. I decided to join him. And that's how I ended up discovering a taste for pickle juice while riding through Texas hill country in 94-degree heat over various terrains (mostly paved), with a total ascent of 961.36 feet and a maximum elevation of 594 feet, with most of the vertical ascent coming in the last 20 miles. That first ride, I had cages on my pedals because I didn't know clips could be inserted on my newly purchased shoes, I didn't know how to properly shift my rental bike so I pretty much stayed in the same gear the entire ride, and the chamois… Well, I already mentioned the chamois. Does one ever get used to a chamois?

None of that mattered though. I experienced one of the greatest days of my life. By the time it ended, after my friends encouraged me to ride as fast as I could for the final leg—foregoing the camaraderie of a group ride to experience the exhilaration of pushing one's self past self-imposed limitations—I was ready to keep riding. I felt like I could ride all the way home to Michigan. I didn't, but I did the next best thing. I flew home and immediately headed straight to my local bike shop to purchase a road bike.

I find that being on a bike gives me a sense of freedom that I've never experienced before in life. That might sound clichéd or hokey, but that's the best way to describe how I feel when I'm on my bike. That sense of freedom when I'm 20 or 30 miles from home, leaving work behind to be alone with my thoughts, or spending time with my friends, pushing each another, challenging one another to go further and faster.

My family calendar is now filled with distance rides scheduled throughout Michigan, as well as other states where I meet up with friends. I've completed a metric century ride in a cold, freezing rain and a 50-mile ride in 110-degree St. Louis, Missouri heat. I've planned short morning solo rides of an hour, only to find myself still on the bike three hours later, wondering how time escaped me. I've left work at lunch to slip in a quick 20 miles for a mental break more times than I can count. I'm a rider, not someone who simply rides.

Life is about the choices we make. And my story is my own. It took me a long time to make the decision to lead a healthier life for me and for my family. But making a decision like that doesn't necessarily always lead to the discovery of something one truly loves, that gives one something to look forward to each morning when they awake, that inspires them, transforms the way they approach life, or makes them feel complete.

Mine did.

Life is a journey and I chose to enjoy my ride. Or maybe the ride chose me.

Where Drivers Look, continued from page 7

change to pass safely.

In addition, when a driver straddles a line, they block the traffic behind from seeing traffic ahead, so the presence of a slower vehicle isn't apparent until following drivers are much closer to the cyclist. This can cause confusion, last second braking, and jockeying for position, which upsets the flow of traffic. Notice that it is not the presence of the cyclist that causes this traffic flow issue; it is motorists failing to make a complete lane change that create the problem. To see how this works in real traffic, watch "Lane Control vs Right Tire Track" at https://vimeo.com/17300276.

Motorists focus most of their attention directly ahead, which is the area most relevant to their immediate safety Cyclists who control their lane are clearly relevant to motorists. Drivers can easily monitor them, and the cyclist's hand signals and other predictive cues are likely to be seen.

If you want to be seen, you have to ride where the motorist is looking.

Is it ever appropriate to move aside so motorists can get by?

Yes, of course it is. We do so as a courtesy all the time, even in first come, first served situations. For example, in check-out lines, someone with a full cart will let a person with only two or three items go on ahead of them. As motorists, we stop short of a driveway on our approach to a red light to allow vehicles to cross or enter the roadway. As cyclists, we have the unique opportunity to move to the left at a red light and invite a motorist behind to roll forward to make a right turn, if it is allowed.

Controlling a lane doesn't mean riding down the center of a lane and never moving from that position. Controlling a lane means being mindful and responsive to changing road and traffic conditions, and taking part as a cooperative participant.

Part of lane control includes the choice of releasing vehicles behind when it is safe to do so. A cyclist may briefly move off the road into a safe space to release motorists who have slowed behind them, or move to the right tire track to encourage slowed drivers to use an opportunity to pass. When, where, and how often a cyclist releases motorists is for the individual cyclist to determine. Not everyone chooses to use it. And that's OK. It is not required.

The "rules of movement" were developed for the explicit purpose of organizing the movement of traffic so vehicles of different sizes, speeds, and trajectories can all use our public roadways at the same time. They apply to everybody. They work very well. Our interactions while following the rules, communicating, and cooperating facilitate the smooth, safe use of the roadways, regardless of the vehicles used. Lane control enables cyclists to participate comfortably, confidently, and courteously in the give and take of everyday traffic.

But, cyclists are really slow compared to motor vehicles, and they are harder to see. It seems like controlling a lane would cause even more delay than other slower vehicles. And what if a motorist isn't able to see a cyclist in time to stop before hitting him? We'll look at these concerns in the next issue.

No Fault Pip Benefits, continued from page 12

accident a named insured under a personal protection insurance policy, his spouse, a relative of either domiciled in the same household or an occupant of a vehicle involved in the accident, whose owner or registrant was insured under a personal protection insurance policy."

MCL 500.3113 defines exclusions to coverage and states that a person is not entitled to PIP Benefits, if at the time of the accident a person was using a motor vehicle or motorcycle which he or she had taken unlawfully. Other important statutes discuss who is entitled to PIP Benefits, priority for payment of those benefits, distribution of payments, reimbursement and indemnification among insurers, attorney fees and liens.

When a bicyclist is injured, PIP benefits play an important role in providing medical coverage and are especially important if the injury is permanent. Bicycle litigation that involves no fault laws requires knowledge of mandatory time limits, specific notice requirements and a practical knowledge of bicycle operation, equipment and rules of the road. It is best to involve an experienced attorney as soon as practical after an injury, so that all of your rights are protected.

Feel free to contact us with any questions or comments. As always, happy and safe biking!

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