

MICHIGAN *Bicyclist*

PROMOTING BICYCLING AND THE SAFETY OF
BICYCLISTS ON MICHIGAN ROADWAYS



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On the Cover:

Valerie Litznerski of Kalamazoo, MI on her South-to-North ride across the state. Read about her record-breaking ride on page 4.

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Our Growing Family

Lindsey DesArmo, LMB Board Chair



Hello LMB members!

I write this letter with much enthusiasm! Our LMB family is growing so we can go farther in supporting our vision of a state where cycling can be safe, comfortable, and convenient for all! We also are moving forward in crafting new advocacy and education efforts for riders in the state after key legislative wins in 2018.

Recent additions to our LMB staff include Development Director Jason Craner, Communications Director Matt Penniman and Outreach Coordinator Scott Neumann (see p. 9). We are fortunate to bring additional capacity to support John Lindenmayer, Executive Director. Your continued gifts and membership are one way to maintain the work in progress and increase the reach of our organization. Our staff members work hard every day on your behalf to bring LMB's vision to reality.

Communications Director Matt joined LMB because he saw 3-foot passing signs all over the place and realized that, in an age where politics is a source of frustration so much of the time, LMB had accomplished something incredibly positive and important for bicyclists in Michigan. He says, "LMB's work directly makes me safer as a bicyclist and

commuter, and I was so excited about the chance to be part of its mission – a mission I can fully support with pride".

Development Director Jason joined LMB to be a part of the community of cyclists. "Cycling has taught me that I can go further and faster when I ride with others. That's what LMB does. We're all pulling together to promote our sport, increase safety, and make Michigan a great place to get on your bike and ride!"

I encourage you to ask yourself similar questions. Why do you contribute to LMB? What attracts you to our organization?

I also ask of you, how can we serve you better? Please continue to share and engage in the dialogue as we plan and assess new advocacy initiatives for the state of Michigan. Last year was a successful one for our legislative agenda and we are working on education efforts around the enacted legislation. In 2019, LMB will continue to advocate at both local and state levels on topics relevant to people who ride.

However, we also want to hear from you. Please contact any of our staff members today to share your story or recommendations for how we can move forward the legislative agenda based on what you see happening on the roads in Michigan. 

MICHIGAN Bicyclist

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

Michigan Bicyclist is an LMB member benefit. It is published as part of our effort to educate Michigan cyclists, law enforcement, policymakers, engineers, planners, and others on issues affecting bicycling in Michigan.

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League of Michigan Bicyclists

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A Year to Celebrate

John Lindenmayer, LMB Executive Director



You have a lot to be proud of this year. With your fantastic support, participation, and encouragement, 2018 has been one of the best years ever for the League of Michigan Bicyclists.

Let me tell you about a few of the reasons to celebrate.

We fought hard and won the passage of seven bicycle-friendly laws over the course of the latest legislative session, covering e-bikes, obstructed license plates, a safe passing law and improvements to driver education.

We are especially proud of the 3-foot safe passing law, and so grateful to all of you who called, wrote, and emailed your legislators in support. While our preference would be for a 5-foot law and we see opportunities for further improvement, we are glad that Michigan has joined more than 30 other states in requiring drivers to give cyclists a specific amount of passing space. It is a yard better – and a yard safer – than where we were a year ago!

There's more to celebrate besides our legislative victories. We also brought people together to make Michigan bicycling better in many ways:

- 🚲 *Lucinda Means Bicycle Advocacy Day* at the State Capitol
- 🚲 *Rolling Forward*, our two-day bicycling safety conference with our partners

- 🚲 Nine law enforcement trainings around the state (see p. 10)
- 🚲 A series of press events with MDOT and Amtrak, announcing the expansion of bike-friendly trains

This year we also expanded our Micro-Grant program, which fosters innovative bicycling initiatives across the state. We've awarded \$28,000 to 26 inspiring projects that promote safe bicycling and encourage ridership, especially among youth, women, and underserved communities. There are many more worthy applicants than funds available. With your support, we hope to award grants to even more grassroots projects in 2019.

There's still so much to do. We often hear about bicyclists who are injured or killed on Michigan roads, including one young woman who was struck by a driver in Lansing. She nearly lost her life and suffered a serious brain trauma. With the support of her husband, parents, and sister, she is gradually regaining some ability to speak and walk, but the full extent of her recovery is uncertain. Her life's course has been changed forever. Our work isn't done yet.

We have some high hills to tackle ahead. Looking forward to the next year, we see so many areas where our advocacy can make a difference for the safety of bicyclists, pedestrians, and others:

- 🚲 **Autonomous vehicles.** We joined the League of American Bicyclists in signing on to a letter opposing the AV START Act in its current form. While autonomous

vehicles (AVs) have the potential to increase safety, a regulatory framework for their development must include safeguards for bicyclists. For example, a survey by Bike Pittsburgh found that many AVs failed to follow the state's four-foot safe passing law. We need to put crucial "vision tests" in place for AVs.

- 🚲 **Distracted driving.** Along with the increase in smart phone use by drivers, bicycle fatalities doubled in Michigan between 2012 and 2016. We need to build strong coalitions that can advocate for enhanced penalties and clear education about the deadly choice to drive with your eyes on a phone.
- 🚲 **Legislation to protect vulnerable roadway users.** Too often, the courts fail to deliver justice for cyclists who are injured or killed. Stronger legislation would offer clear guidance to judges and juries.
- 🚲 **Education for safe driving.** We're building an online driver safety quiz, to let drivers and bicyclists check their knowledge of Michigan law and safe practices.

LMB works on behalf of all bicyclists, whether you ride the roadways, tour the trails on a mountain bike, or just like to cruise with your family. We interact with legislators through one-on-one conversations, welcoming new lawmakers to office and building strong working relationships over time.

Your support makes it possible to take on new challenges and cement the victories we have achieved together this year, by ensuring every driver and law enforcement officer in Michigan knows the 3-foot passing standard and the life-saving importance of driving without distractions.

We deeply appreciate all of our donors over the last year (see pages 11-14) and invite you to consider making a generous gift to LMB this holiday season.

Thank you again for your commitment to make Michigan bicycling safe, comfortable, and convenient for all. 🚲



Purchase a Safe Passing yard sign, sticker, or pin to help us spread the word! LMB.org/shop

Beginning on September 27, 2018, drivers must give a minimum of 3-feet of room while passing bicyclists on Michigan roadways. The new Public Acts were passed with overwhelming bipartisan support.

As part of the new law, drivers are permitted to cross a solid or double yellow line if it is safe to do so, in order to give adequate passing space.

A Safer Place to Ride

Bill Steiden, LMB Member

She remembers thinking: This isn't happening.

Relatively new to bicycling, Valerie Litznerski was making a solo evening ride on a Berrien County road within sight of the Lake Michigan shore when she approached an intersection. She saw a car waiting to turn. Thinking the driver had seen her, too, and urging herself to be a confident rider, she headed through the crossroads.

In a flash of headlights, she realized the driver was pulling out. Overcoming her disbelief, she tried to steer out of the car's path. It was too late. She remembers seeing the car's bumper inches away from her leg. Then everything went black. She came to in excruciating pain, lying in the road near the wreckage of her bike. It took months of rehab for her to recover from her injuries. Yet she was determined to get back on two wheels. She went on to become an ultimate cycling competitor and the first woman to make non-stop West-East and South-North transits of Michigan. Five years after the wreck, she was there to help when an impaired hit-and-run driver injured friends who were making an evening ride with her near Kalamazoo.

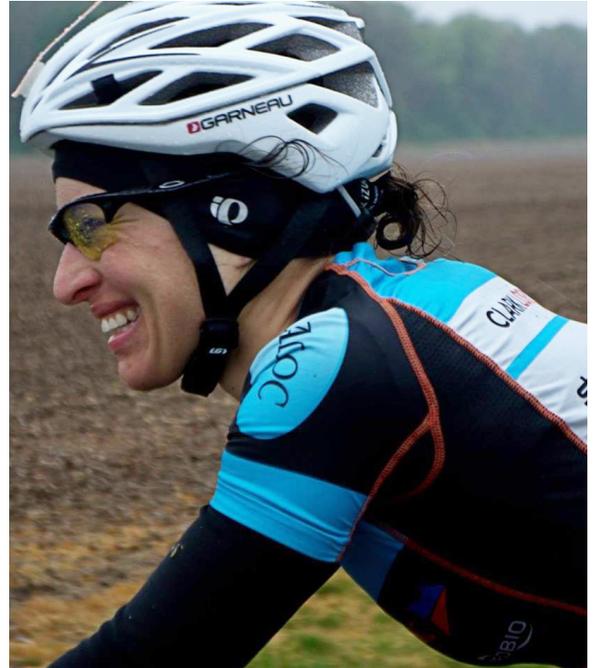
Thankfully, most Michigan bicyclists have never experienced trauma like Valerie's. Still, you've almost certainly had a driver turn abruptly in front of you, or whiz by inches away from your handle-

bars—a close call that jangled your nerves and left you glancing apprehensively over your shoulder.

Experiences like these, as well as those all-too-frequent close calls, are why LMB and partners devoted effort to winning bipartisan passage this year in the state Legislature of the three-foot safe passing law. And because a law does little good if people don't know about it, LMB also secured a provision for Michigan driver education to include training on safely sharing the road with bicyclists and other vulnerable roadway users.

The new law is a big step forward, and LMB is working to reinforce it by distributing bumper stickers, buttons and yard signs state-wide to make sure everyone gets the word about the passing requirement. Yet there is still much to be done to make bicycling safer. According to the National Highway Traffic Safety Council, the number of bicyclists killed on the nation's roads rose almost 20 percent from 2007 to 2016. Michigan accounted for a disproportionate share of cyclist deaths in 2016, tying for fourth among the states.

It's easy to get angry at drivers who seem careless around bicyclists. Valerie says she knows the feeling—she long resented the



Valerie Litznerski sets a record for the Mich. South-to-North ride.

driver who injured her. Then, years later, she got in touch with the woman, and learned the reason the driver hadn't seen her was that she was blind in one eye as the result of her own childhood injury when a car hit her while she was riding her bike. She had given up driving after her collision with Valerie. Valerie says she sincerely believes most drivers are good people who want to do the right thing—they just need better laws and more effective law enforcement and education. That's why she tells her story whenever she can. 

Now Available
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LMB.org/shop

PRIMAL



For all cycling seasons

Raising Awareness for Bicycle Safety

Valerie Litznerski, LMB Member

On September 9th, a beautiful late summer day, I set out to establish the women's South-to-North cross-state record for Michigan. The route began in Sturgis, went through the Lower Peninsula up to the Mackinac Bridge, and in the Upper Peninsula to Sault Ste Marie for a total of 364 miles. The ride was "solo" and not assisted by any cyclists on bikes, but I still had family and a friend to cheer me on.

In 2012, 14 months after being hit by a car and five months after graduating from physical therapy, I rode across Michigan, West-to-East with a record time. I spent a good portion of the year training for that record by regaining my strength, which made it extra special to me. Although my ride across the state came with some rain, I was lucky to have a strong tailwind for much of my ride and finished with an 18.2 average. I then made the decision to earn the North-to-South record as well.

After another recent crash with a motorist on a group ride, I was even more compelled to complete this goal. I wanted to do what I could to contribute to the efforts to raise awareness for the many other cyclists calling for change. I was able to do it through the legitimacy of the certifying organization, World Ultra Cycling Association (WUCA), and generate awareness and donations for the Kalamazoo Bicycle Club's efforts to make cycling safer in Michigan.

I checked the forecast daily, hoping for a change from the rain and headwinds the weather predicted. Luckily, the rain didn't come, but the headwinds did. The winds were sustained from the Northeast at 15 mph with gusts during the beginning of my ride. Once the winds subsided, the temperature started to drop. I was prepared for temperatures in the high 40s but encountered temperatures in the high 30s instead. There were miles and miles of a slight incline. It felt like I was moving at a snail's pace as I rode up the middle of the lower peninsula. When I was only halfway up, it started to occur to me just how large and long the peninsula was.

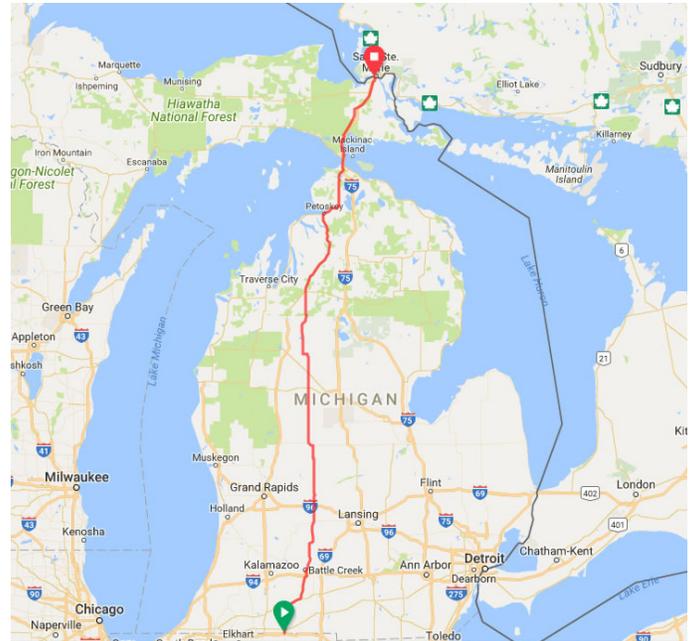
As I traveled farther north, the land around me gradually became less developed. But,

even at night, I could recognize the forests, parks, and familiar sights as I grew closer to the Bridge. The hours between 1 am and 5 am are always the most difficult, but by the time I got to the Bridge, we were able to enjoy a beautiful sunrise, making those hard hours worth it. I was shuttled across the Mackinac Bridge and finished my ride on Sunday morning in the UP. The first time I visited the UP, I remember a resident describing it as "God's country." It certainly was beautiful and remote. I reflected on how fitting the name was as I rode along the Mackinac Trail through the Hiawatha National Forest; the side roads appeared to go nowhere or to the end of the world.

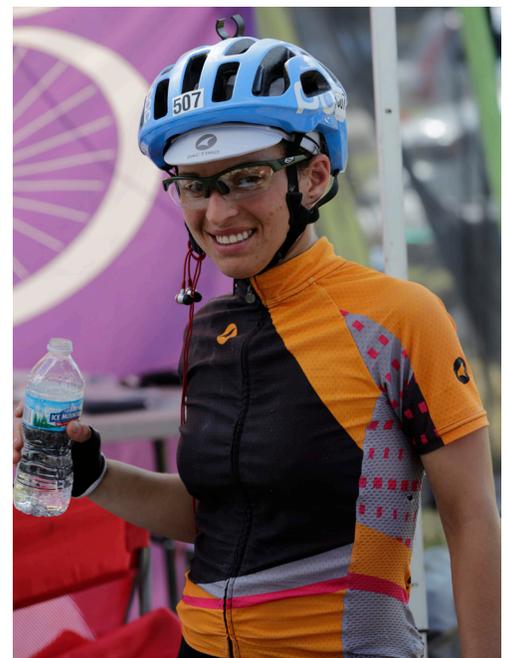
Finally, crossing into Sault Ste Marie and seeing the Soo Locks was a relief after a ride that lasted far longer than I had anticipated. With tired legs, I chose the nearest entrance at The Soo Locks Visitor Center to park my bike.

I am very happy with the effort and the outcome. I truly believe that riding across the state is something anyone could do, with enough training. Making the time and finding the motivation to train can be difficult, but I wouldn't have it any other way.

I was supported by Mariann and Andrea Litznerski. Robert Litznerski and Andrea Fore acted as my officials. Ryan Heidenfeld and Dennis & Katy Bean-Larson visited me while on the road to give me encouragement. I am proud to share this achievement with everyone that helped me along the way and honored to dedicate this ride to our efforts locally and state-wide to make Michigan safer for cyclists. 🚴



Route for Valerie's record-breaking 364 mile, South-to-North ride.



To everyone that supported me, reached out with kind words and messages, and who made donations: thank you. The support that I received from the community, friends, and family means the world to me.

Our heartiest congratulations to Valerie Litznerski, who set the Michigan S-N record on Sept. 8, 2018. Valerie traveled 364 miles in one day, three hours, and 46 minutes, for an average speed of 13.11 miles per hour.

2018 LMB Awards



Pictured left to right: Tracy Besek with son, Cindy Okerlund, John Lindenmayer, Holly Hughes, and Steve Roach

Steve Roach

Jim Dougherty Distinguished Service Award

Steve has been on the Board of Directors and a Lifetime Member of LMB since 2007. During LMB's early years, Steve revamped and established the organization's bylaws, personnel policy, and governing structure.

Tracy Besek

Bicycle Advocate Award

Five years ago, Tracy used a simple hashtag on social media to highlight her love of bicycling with her son around her hometown: #BikeDearborn. It has evolved into the grassroots group that exists today. In addition to founding Bike Dearborn, Tracy is an advocate for bicycling infrastructure improvements.

Kenn and Becky Osborn

Ralph Finneren Encouragement Award

Becky and Kenn founded Holy Spokes in 2017 to do something to help individuals and families in and around Lake Orion. Holy Spokes provides bicycles to low-income individuals, persons with special needs, the homeless, veterans, and more. On May 16, 2018, Kenn and Becky hosted the first Lake Orion Ride of Silence and Ralph's Ride in memory of Ralph Finneren.

Cindy Okerlund

Bicycle Educator Award

Cindy has developed and administers the Kids Biking Initiative (KBI), in conjunction with the Top of Michigan Trails Council and various community sponsors. For the last three years, KBI has provided recreational and educational opportunities for 4th graders in Emmet County.

Royal Oak

Community Support for Bicycling Award

The City of Royal Oak has worked hard to become more bicycle-friendly. As part of its 2016 Strategic Plan, Royal Oak adopted a goal of incorporating pedestrian and bicycle amenities into every Public Works project. This led to the formation of a Bicycle and Pedestrian Safety Subcommittee, with a mandate to identify a major North-South bike route through the city. Through the work of that subcommittee, adopted by the City Commission in 2017, the city installed 6 miles of dedicated bicycle lanes in summer 2018.

Leonard Provencher

Bob Gibbs Passion for Pedaling Award

Lenny has been a lifelong bicyclist and very dedicated advocate for bicycling for many of those years. He's passionate about encouraging and advocating for all types of bicycling and

bicyclists, including those who bicycle out of necessity. Lenny has devoted countless hours to this advocacy work, where he has been an ever-present voice for bicyclists.

State Rep. Holly Hughes

Legislator of the Year

This is our first inaugural award to showcase legislators with a passion for safer roads. Rep. Hughes was not only our bill sponsor through the fight for e-bike clarification, but also helped usher through our obstructed license plate law and our safe passing law.

Michael Seaman

Bob Gibbs Passion for Pedaling Award

(posthumous award)

Michael Seaman was killed by an intoxicated driver while riding his bicycle on June 27, 2017, near Mt. Pleasant. He was a well-known Mt. Pleasant cyclist, adventurer, and Montcalm Community College instructor. Michael lived to pass on his knowledge and excitement, including his passion for riding. He encouraged and helped others to be better at biking, skiing, or anything they set out to do.

The Dutch Reach

More people are choosing to get on a bike for both environmental and health reasons. Road designs can only do so much to make cyclists safer, and with bicycling and commuting on the rise, so are crashes. Among these preventable crashes, one of the easiest to fix is known to cyclists as “getting doored”.

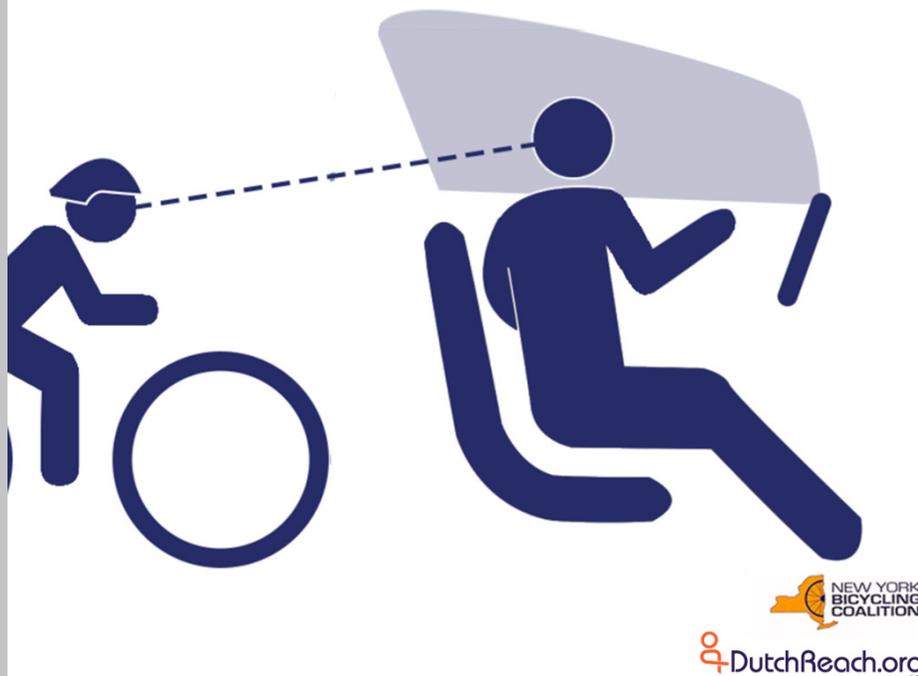
When parked cars open doors without warning, cyclists can crash and often receive serious injuries. The simple fix is known as the Dutch Reach. Cyclists are asking drivers to look out for them by using their right hand to open the vehicle door. Typically, a driver uses their left hand, closer to the door, to open it. By using the hand further from the door, this creates a natural turn of the body to look over their left shoulder, scanning for bicyclists nearby.

So where does the name come from? In the Netherlands, children are taught this technique at a young

age by caregivers and teachers. The Dutch Reach is also part of their driver education and must be practiced by the student driver in order to pass.

While Michigan doesn't specifically have a Dutch Reach law, LMB did win passage for a piece of legislation this year that will require our driver education curriculum to dedicate one hour to educating young drivers about how to safely share the road. LMB is working to update that curriculum to include a version of the Dutch Reach, along with a variety of other techniques to avoid common crashes.

Bicyclists are among the most vulnerable road users, and motorists are still getting used to the concept of sharing the road safely. Roads are beginning to be designed for bicyclists in mind and to keep them safe, but lane positioning and defensive riding are equally important. 🚲



Graphic illustrates a person using their right hand to reach for the door lever and turning their head over their left shoulder before opening the door.



With so many amazing bicycle shops in Michigan, we want to thank you for all you do to make our communities better by promoting bicycle safety and bicycle independence. National Bicycle Dealers Association came out with their list of America's Best Bike Shops of 2018! We were ecstatic to see so many Michigan shops and LMB Shop Members in the mix! Congratulations to all of the shops that made the list! LMB appreciates all you do, thank you! 🚲

*American Cycle & Fitness**
Macomb

*Brick Wheels**
Traverse City

*Fraser Bicycle**
Fraser

McLain Cycle & Fitness
Traverse City

*Pedal**
Kalamazoo

*Rock 'n' Road Cycle**
Grand Haven

Village Bike & Fitness
Jenison

Wheels in Motion
Ann Arbor

*Wheelhouse Detroit**
Hamtramck

* LMB member shop

MEMBER SHOP SPOTLIGHT

Rock 'n' Road Cycle Holland & Grand Haven

West Michigan bike
shop since 1985 & LMB
member since 2008

Rock 'n' Road Cycle, located in Grand Haven and Holland is more than a lifestyle for founder Tim Meyer and his son Matt Meyer. It's a family tradition. "I started putting bike trailers together in the shop when I was about eight. I've been here forever because Tim's been here," Matt said, proudly adding, "he's my dad."

Rock 'n' Road Cycle began as a split from another Grand Haven bicycling shop. They opened the second shop so that they could better serve a wider customer base, Matt explained. Holland seemed to be a good fit for Rock 'n' Road because of the already-established community of bicycle enthusiasts in the area. "They have more bike paths, more groups that do rides, and overall it's a nice place to be involved with."

To help create a tight community of cyclists, Rock 'n' Road Cycle hosts weekly night rides at both locations. Matt explained that the group rides were designed for all cyclists; they have a steady balance between seasoned, competitive riders and more occasional riders. Whichever you are, it's easy to find your niche, especially when the shop buys your first beer at Turk's, their local pub and ride destination. But safety always comes first. "On our group rides especially, we do stress following road rules. We do try to set a good example on our rides, regardless of whether they are competitive or casual."

From being a long-standing LMB shop member, Rock 'n' Road Cycle is always looking for new ways to advocate for bicycle safety within their weekly rides and among the community. "We participate in a few groups around Holland and Grand Haven that have bike rodeos and things like that. We volunteer to go out there and check peoples bikes. We also answer questions and teach people, kids especially, that bike safety is both on them and on other road users."

With bicycling on the rise and bicycle safety becoming more prominent, Matt explained how he sees cycling change over the next few years. "We are seeing a huge increase in gravel riding, which is really nice. I think people in cars are getting so distracted that even with rules and laws and regulations, [cyclists] still have an inherent distrust of people actually paying attention to where they are. We see a lot more people going to gravel just to get away from some of that high traffic."

After 23 years at the shop, what has kept Matt there? He spoke about the

moments that make the job all worth it: "One of my favorite things is getting someone on a bike and getting them excited about biking again, whether it's putting kids on kid bikes or putting an adult on their first fitted bike ever so they can ride comfortably again. Every time it happens, it's always a really cool feeling."

Here at LMB, we're working too, to get more people on bikes and feel safer about their cycling experience. As we move closer to this vision, we have to agree with Matt. It is a really cool feeling. 🚲



Matt Meyer with father and Founder of Rock 'n' Road Cycle, Tim Meyer.



Grand Haven shop location.

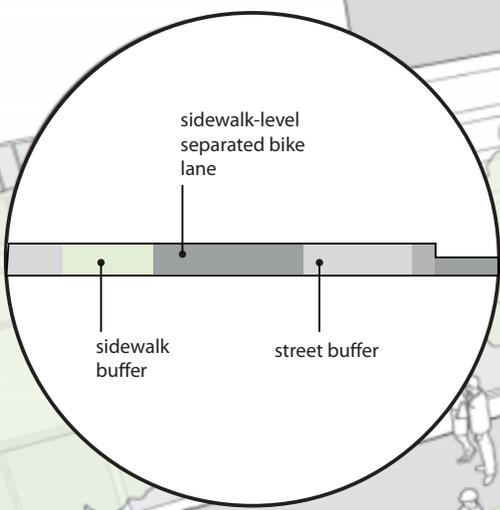
Michigan bicycling is growing, and so is LMB. Our voice grows stronger with each new member, including member bicycle shops. With so many bicycle shops in Michigan, we want to recognize shops engaged with LMB and doing their part to make Michigan bicycling better. This Fall, we recognize Rock 'n' Road Cycle, a LMB Shop Member.

A special thank you to Matt Meyer for telling their story.

Coming to a Road Near You

Story By
Angie Schmitt
in Streets Blog USA

Image From Toole Design Group



A national group of engineers that advises cities on street safety designs — and has long discouraged certain bike-safety efforts — looks like it finally agrees that protected bike lanes are, in fact, a good thing.

A draft edition of the American Association of State Highway and Transportation Officials' Bike Guide, an engineering manual used by transportation planners nationwide, includes for the first time a host of security measures such as protected bike lanes, protected intersections, sidewalk level bike lanes and parking protected bike lanes — designs that some cities have successfully implemented for years.

"For all of my career, AASHTO[s Design Guide] has been the thing people who don't want to do stuff for bikes point to — and they will no longer be able to do that," said Conor Semler, a senior planner with Kittelson & Associates, who focuses on bike and pedestrian projects. "It's an organization that engineers have grown up their whole life thinking of as the authority."

The draft, created by the Toole Design Group, was circulated at the Walk Bike Places conference this week in New Orleans. It still needs review by various AASHTO committees, which are helmed by officials from state departments of transportation, but it at least finally includes all of the best designs. The final version is due out next year.

AASHTO's failure to include cutting-

edge street treatments has given cities an excuse to not implement them — especially in cities with fewer resources or more conservative traffic engineers.

Here's what the draft contains:

Protected bike lanes

Bollard-protected bike lanes, bike lanes separated from traffic by concrete curbs, potted plants, or jersey barriers: the guide has them all. In addition, it has guidance for parking-protected bike lanes, contra-flow bike lanes and sidewalk-level (Dutch style) protected bike lanes.

Basically, all the designs that leading Vision Zero cities use are in the draft.

Mountains of data shows these facilities increase bicycling rates tremendously and are safer than roads that offer no protection.

Protected intersections

Right now, protected intersections only exist in a handful of U.S. cities — but they're gaining popularity, doubling every eight months, Michael Andersen at People for Bikes reported. If they remain in the final AASHTO guide, such designs would proliferate much more quickly.

It would be a major development because conflict between cyclists and drivers at intersections remains a key argument trotted out by anti-bike lane groups

to keep bike facilities out of previous AASHTO guides. Rather than use potential conflicts as an excuse to ignore cyclists, this treatment attempts to resolve the issue with design.

Special markings for driveways

Driveways — spots where drivers pass through the sidewalk area — has been another sticking point with some engineers on protected bike lanes. But the draft guide recommends continuing the green lane through the driveway and marking the outside with crosswalk-like symbols — a smart strategy for alerting drivers to the potential conflicts.

One big qualification, however, is that protected bike lanes and these other treatments are still not approved by the perhaps more important engineering manual: the Manual on Uniform Traffic Control Devices. Approval by AASHTO would provide transportation engineers greater support for building top-notch bike infrastructure, but the AASHTO guide still states that planners should seek special permission from the Federal Highway Administration before installing treatments that the agency's Manual on Uniform Traffic Control Devices considers "experimental," such as protected bike lanes and intersections.

Hopefully, the Federal Highway Administration manual will be the next important engineering group to enter the 21st century with respect to bike facilities. 

Exciting Changes at LMB

LMB is excited to welcome two new staff members and a board member as we gear up for 2019! Matt, Jason, and Steve come to us with strong experience as bicyclists and professionals. They're a valuable addition to our team and have hit the ground running (or rolling). As LMB grows, so does bicycle advocacy and we are grateful for all who support us and our work. We also want to thank Scott Neumann for filling in as Outreach Coordinator. Scott has been a great addition to the office and a strong bicycle advocate in the community.



Matt Penniman
Communications Director

Matt is a skilled writer and communicator. He's also a seasoned bike rider and regular commuter, whose experience on two wheels is marked by an eagerness to explore. He started his career in the nonprofit world at Allen Neighborhood Center, later serving as a technology consultant with the Power of We Consortium, a communication strategist for MessageMakers, and a project administrator at MSU before coming to LMB.

He loves to ride the Lansing River Trail, sing with a small early music group, and read sci-fi in his spare time. Matt lives with his wife Jill, daughters Vivian (7) and Cecilia (3), their cat Fancy, and five bicycles on the west side of Lansing. His preferred commuter bike is a Fuji Sagres. Contact him any time with questions, comments, ideas or inquiries at Matt@LMB.org. 🚲



Jason Craner
Development Director

After more than 20 years on the radio, Jason started using his storytelling experience to create multimedia giving and membership campaigns for a non-profit network in West Michigan. In 2010, he was part of the Ride-for-Life team that raised awareness and nearly \$50,000 in funding for Lakeshore Positive Options as they pedaled more than 1,100 miles from Holland, MI to Dallas, TX.

Jason also joined LMB in 2017 as a rider on Shoreline West. When he's not on his bike, you'll find Jason with his wife Danielle, and three children: Amelia (13), Ian (10), and Seth (9).

Jason looks forward to sharing LMB's story with you! Feel free to get in touch with him any time at Jason@LMB.org. 🚲



Steve Hannon, AICP
Board Member

Steve is excited and honored to serve with the LMB Board of Directors to further their mission of making Michigan bicycling better. As a professional urban planner in Metro Detroit, he has enjoyed working on bicycle and pedestrian planning projects and is interested in building new connections between professional planners and the bicycling community.

Steve has also become interested in bicycle education after going through the League Cycling Instructor certification course in 2013. He has also volunteered as an instructor with MoGo in Detroit, and seen the positive impacts of bicycle education on people's lives. Steve hopes to reach the "interested but concerned" population of cyclists and grow the greater bicycling community across Michigan. 🚲

A Special Thank You

Along with these new additions, LMB expresses a heartfelt thank you to Steven Roach, who recently stepped off of the board after 10 years of dedicated service to LMB, including six years as board chairman. He played an instrumental role in significant organizational restructuring that contributed to LMB's growth.

Steve always represented LMB with great grace, loyalty, and seriousness. He continues to be a vocal advocate for LMB and our mission to promote bicycling and the safety of all bicyclists on Michigan roadways. We will miss working with Steve as a board member, but look forward to seeing him on the road at one of our tours. 🚲



Community Bicycle Safety Education

Nancy Krupiarz, Bicycle Safety Instructor

In the past year, LMB was fortunate to receive a \$70,000 grant from the Office of Highway Safety Planning to do several projects to advance bicycle safety. One of those projects was a continuation of what began in 2017 to educate law enforcement officials and citizens on the laws related to bicyclists and motorists. In 2018, nine different training sessions were held from May through September across the state, including Muskegon, Detroit, Lansing, Portage, Northville, Flint, and Mt. Pleasant. Detroit held a total of three sessions so that most of their neighborhood police officers could be trained. In all, the trainings reached 154 people, of which 114 were law enforcement officers. An invitation was also extended to the public, resulting in participation from bicycle club members, bicycle shop owners, community planners, and other interested individuals.

The full training consisted of a community bicycle safety lecture and a hands-on demonstration of how to put on a children's bicycle rodeo (meant for elementary school students). The lecture focused on 5 topics:

- 🚲 The latest statistics on bicycle/motorist crashes
- 🚲 The Michigan Compiled Laws related to both motorist interaction with bicycle traffic and bicyclist interaction with motorized traffic
- 🚲 How to start a campaign on enforcing these laws

- 🚲 Methods for educating the community on bicycle safety and the laws
- 🚲 Engineering remedies that, in addition to law enforcement and education, help to make the road safer for bicycle traffic to coexist with motorized traffic

The rodeo demonstration, which was part of four of the nine trainings, included a step by step guide on set-up, as well as practice on fitting a bicycle helmet, performing a bicycle check-up for safety and proper fit, and setting up five drill stations for children to learn important bicycle riding skills.

Overall, the training received a "very good" rating in participant evaluations, with 80 percent of those completing surveys rating it at least 8 or better on a 10-point scale. Almost all the participants said they found the refresher on the laws to be the most helpful part of the training, and some gave equal mention to the bicycle rodeo instructions as well as the resource guide provided on a jump drive for all participants. Several were surprised to learn of the extent of rights of the road afforded to bicyclists. The format of inviting participation from bicycle groups and other advocates in with law enforcement personnel was seen as a useful tool to exchange perspectives and increase understanding on the topic of bicycle safety. Some very positive testimonials were offered, such as "This workshop is a valuable resource for cyclists, motorists, law enforcement, and elected officials," "Great class- I would recommend all offi-

cers get this class," and "I believe we would be able to implement this information."

Another project included with this year's grant was to develop a similar legal primer on the laws related to motorists and pedestrians. This is another topic on which people are uninformed, and there are a variety of local ordinances throughout the state that contribute to this lack of certainty. Such items as marked and unmarked crosswalks and pedestrian traffic signals are especially misunderstood. After national and statewide research, information on the laws related to motorists and pedestrians has been developed for use in continued law enforcement trainings for next year.

The primer on laws related to pedestrians will also be used in yet another grant component, that of developing a training for driver's education instructors. Since the passage of Public Act 277 of 2018, another hour of instruction must be provided to driver's ed students on sharing the road with bicycles, motorcycles and other vulnerable roadway users. All the information on laws related to bicyclists and pedestrians will be incorporated into this curriculum as well as general safety tips for driving that will help instructors and their students understand the nuances of nonmotorized traffic. The instructor training is expected to begin once it is approved by the Secretary of State, and the enhanced drivers ed curriculum is scheduled to start by next summer, 2019. 🚲



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