

# MICHIGAN *Bicyclist*

PROMOTING BICYCLING AND THE SAFETY OF  
ALL BICYCLISTS ON MICHIGAN ROADWAYS



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## On the Cover:

Photo by Julia Stace —Shoreline West 2018.  
Eclectic Pedalers relaxing by the bay in Petoskey  
on the way to Harbor Springs.

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June 2019

# Above and Beyond

## Lindsey DesArmo, LMB Board Chair



Extraordinary. Remarkable. Going beyond. Each spring the Governor's Fitness Awards finalists are nominated by the residents of our state, selected by a panel of judges and presented by the Governor's Council on Physical Fitness, Health and Sports. Per the council, the Extraordinary Event/Organization award honors events and organizations that provide opportunities for Michiganders of all ages and skill levels to try different forms of activity, develop physical fitness skills, and gain a better understanding of health in a safe and welcoming environment. These barrier free events and programs seek to create a positive environment for all to pursue a physically active life. This year, The League of Michigan Bicyclists is honored to be the winner of the Extraordinary Organization award.

The League of Michigan Bicyclists' staff, volunteers, board of directors and members are truly extraordinary, going above and beyond every day in efforts to provide opportunities to better the state. Though it did not come as a surprise to me, I couldn't help but hold my breath waiting for the announcement at the MGM Grand Detroit ball-

room filled with over 700 people, other finalists, their families, organizations, and legislators. When I heard our name called, I literally jumped for joy. It is validation of the work of our staff and volunteers who give voice to our members at the state level, educate local law enforcement, provide grants for local programs, and offer first rate bicycle tours, striving every day for the vision of making Michigan bicycling better for everyone.

We enter our busy riding season on a high note with this recognition. We continued the momentum as we met at the capitol for our annual Bicycle & Trail Advocacy Day May 22, supporting hands-free driving legislation and welcoming new directors to our board. We will continue our work to serve as the trusted and knowledgeable bicycling resource for all who ride and drive in Michigan. We also happily continue our classic recreational bicycle tours, bringing joy to riders and the localities we visit each summer and revenue for our organization to operate.

As members, we are fortunate to be part of this organization. It is an honor. Thank you for your support and for being extraordinary, remarkable, and going beyond.

## 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 the safety of all bicyclists on Michigan roadways.

Michigan Bicyclist is a 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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# Help Stop Distracted Driving

John Lindenmayer, LMB Executive Director



We often hear that one of the main reasons people give for not bicycling more is fear of distracted drivers. And that's understandable: Michigan

had a 57 percent increase in reported distracted driving crashes and a 67 percent increase in fatalities from 2016 to 2017. A total of 43 people were killed in 2016, 72 killed in 2017, and 77 in 2018, according to the Michigan State Police. In 2018, distracted drivers injured 45 bicyclists and killed three in Michigan.

Fortunately, there's something we can do about it: pass a hands-free law. 18 states have hands-free laws that ban all hand-held use of phones while driving except in emergency situations. Five other states (TN, AL, LA, NC, and ME) have active legislation under consideration for a hands-free law. Michigan should join them.

The high number of distracted driving crashes shows that Michigan's current texting-while-driving ban isn't enough. It states, "a person shall not read, manually type, or send a text message on a wireless 2-way communication device that is located in the person's hand or in the person's lap... while operating a motor vehicle..." This means social media, selfies, web browsing, games, etc. are not covered by the ban.

The current ban is also hard for police to enforce. Even if a driver is texting behind the wheel, officers often cannot identify the specific activity without getting a warrant to search the phone. Hands-free laws are much simpler to enforce than texting or social media bans that leave loopholes for phone calls. It's easy to see if the driver has a phone in their hand or not.

The cities of Troy and Battle Creek have adopted local ordinances banning

hand-held phone use, and we are grateful for their leadership. Police in Troy issued 288 tickets for distracted driving in 2018, demonstrating enforcement is possible with clear laws.

It's easy and inexpensive to go hands-free by putting a phone in the glove box, or by using voice activation, Bluetooth, or other technology if necessary for navigation or similar features.

## TAKE ACTION

Visit [LMB.org/distracted](http://LMB.org/distracted)

Ask Michigan lawmakers to pass a strong hands-free law and make the roads safer for people who ride bikes. Visit [LMB.org/distracted](http://LMB.org/distracted) or text the word RIDE to 313131 to get a link sent to your phone (but not while you're driving!)

Communications Director Matt Penniman testified in favor of a hands-free law before the House Transportation Committee on Tuesday, April 30, saying that roads will be safer when drivers put phones down and keep their hands on the wheel. Matt also spoke at a press conference with Sen. Ruth Johnson regarding her hands-free bill, SB 288, on April 26. We appreciate Sen. Johnson's leadership on this issue.

The current House bill on distracted driving, HB 4198, was passed out of the Transportation Committee unanimously on May 2 and sent to the Ways and Means Committee. It is a step in the right direction, but we need your help. It needs to be stronger to equal the enforceability of hands-free legislation moving this spring in Minnesota, Arizona, Tennessee, Alabama, Louisiana, North Carolina and Maine—in addition to the 16 other states with hands-free laws on the books. We know cyclists won't be safe until it's just as taboo to drive with a phone in your hand as it is to drive with a flask.



Communications Director Matt Penniman testifying before the House Transportation Committee in favor of HB 4198.

### Three steps to help change the culture:

**1) Pledge to yourself** and to your loved ones that you will never again hold a phone while you drive—that you'll break free from your phone whenever you're behind the wheel.

**2) Ask three friends** to take this personal pledge as well.

**3) Take action** and tell your lawmakers that you want a Michigan hands-free law!

# Welcome Tracy and Jeff to the LMB Board



## Tracy Besek

I am a wife, parent, small business owner, but I'm also an avid cyclist in Dearborn. As a long-time resident, my goal with biking in Dearborn and surrounding communities is to promote safe cycling for all. This includes growing the recreational cycling community as well as better bicycle infrastructure for all cyclists including kids that wish to commute to school on a regular basis. I enjoy working with new cyclists to help teach safe riding practices and laws as

they apply to cyclists as well as sharing the pure enjoyment of rolling on two wheels!

I am a current member of the Advisory Committee for the City of Dearborn's Multi Modal Transportation Plan. I have successfully created weekly community bike rides that attract hundreds of bicyclists to the city each month May-October. My work has created relationships with City of Dearborn officials while successfully advocating for a "Five Foot Safe Passing Ordinance" within the city limits.



## Jeff Wirth

All my life, I have been passionate about riding bikes. Starting with that banana seat bike as a kid and pulling wheelies in the driveway, to purchasing my first "10 Speed" in high school and doing charity rides to raise money for the school I attended. While in college at Michigan Tech, I learned how to mountain bike on some the best trails in the Midwest and I was hooked on mountain biking! I moved to Minnesota after college and entered the racing scene, adding a road bike to my growing collection.

My executive background and skills have positioned me to be a great public speaker, listener and strategist on how to get things done. I can't claim experience in driving cycling advocacy or driving a cycling culture (yet), but I do have the tools and experience to drive process thinking, business planning, financial analysis, and negotiating. I am counting on my passion for cycling to weave that into LMB initiatives.

*In addition to Tracy Besek and Jeff Wirth, we welcomed back Bryan Waldman, Stephen Hannon, and Michael Reuter for terms on the LMB board of directors.*



In April, Jim Carpenter celebrated his last meeting after eleven years of dedicated service on LMB's Board of Directors. During his tenure, Jim served as President, Vice President, and was an active member on LMB's Finance Committee and Advocacy Committee. Thank you to Jim for your long-standing leadership and tireless promotion of LMB.

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**PRIMAL**



**PASS SAFE, SAVE LIVES**

# LMB Installs Bike Repair Stand In Lansing



The LMB board and staff celebrated the installation of a new bicycle repair station along the Lansing River Trail, funded through LMB's Micro-Grant program.

## The Evolution of a Safe Passing Sign

*Joshua DeBruyn, Pedestrian and Bicycle Specialist, MDOT*

In 2018 Michigan joined 33 other states in passing a law on safe passing of bicyclists. Public Act 279 of 2018 requires drivers to pass bicyclists with at least three feet of clearance. As soon as the law was signed, local agencies began to pursue options for signs to educate motorists on the new law. But the process of installing signs is not as simple as you might think.

All signs, pavement markings and traffic signals are required to conform to the national standard known as the Manual on Uniform Traffic Control Devices (MUTCD). This manual specifies (for example) that all stop signs are red octagons and all traffic signals have red, yellow, and green lights. The current MUTCD was published in 2003, many years before safe passing laws became common, and no standard sign currently exists to explain safe passing laws. Developing a new sign and amending the MUTCD is not easy or quick.

Fortunately, as of January 11, 2019, the National Committee on Uniform Traffic Control Devices approved a proposal for a standard sign design, and that proposal was forwarded to the Federal Highway Administration (FHWA) for possible use in the next version of the MUTCD.

Before local agencies can start making or installing these signs, it must first be approved by FHWA. Unfortunately, there is no timeline for this approval.

Interim options are available, though. A local agency can ask for approval from FHWA to use the sign on an "experimental" basis. Another option includes a formal request to FHWA asking that they issue an Interim Approval of the sign. This Interim Approval would permit the use of the sign until it can formally be included into the MUTCD.



**DENSO**  
Crafting the Core

LMB is gaining new and important partnerships every week and there are a couple that stand out for their recent, generous support of our advocacy work. Thanks to DENSO North America for sponsoring the latest printing of our "What Every Young Michigan Bicyclist Must Know" booklet! Denso is dedicated to cutting traffic fatalities by 50 percent and believe this starts with education and safe practices. Not only is Denso a partner with us to help print the books, but they went above and beyond by personally handing out over 10,000 booklets to K-5 students in Battle Creek and Southfield.



**DUO-GARD**  
FORGE AHEAD™

Duo-Gard, based in Canton, MI, designs, builds, and installs bike and bus shelters, bike parking, and bike repair stations. Three of our 2019 Micro-Grant recipients will receive donated bike repair stands from Duo-Gard. The repair stands include a built-in air pump and various tools needed for bicycle repairs.

# Freedom on Wheels

Travelogue of a First-Time Shoreline West Rider, by DeEtte Starr

My bike odometer read 452 miles at the start of the League of Michigan Bicyclists (LMB) Shoreline West Bicycle Tour. This was visible testimony to my training for the nearly 400-mile, six-day ride. With a complex route along the Lake Michigan shoreline from Montague to Mackinaw City, this was an intense six days of riding with a single mid-week day off in Traverse City. My husband, Alan, and I looked forward to exploring on the beauty of Michigan's Lower Peninsula on two wheels.

I considered myself a novice cyclist, having biked the past four seasons mainly just with Alan. This would be our first multi-day group ride. Having LMB haul our gear, arrange our camping, and provide breakfast, dinner, and SAG stops appealed to us. Meeting friendly fellow cyclists and learning more about the cycling world was a bonus! Bicycle mechanics from D&K Bicycle Repairs of St Johns, MI, traveled with the group, as did a massage therapist, but the best part of the trip was exploring more of Michigan together.

We were a group of 350 riders – with 150 more joining in Traverse City for the final three days. We hailed from 30 states and four countries, ranging in age from an 11-year-old girl riding with her mother to an octogenarian who celebrated his 80th birthday by riding Route 66 from Chicago to California the previous year!

**Day 1 – Montague to Ludington, 68 miles** – At 27 miles we stopped to enjoy homemade pastries at the Cherry Point Farm & Market, which overlooked rows of cherry trees and lavender. Gliding along toward Silver Lake, we detoured slightly to see the Little Sable Point Lighthouse and take our first look at Lake Michigan. At 40 miles we came to Pentwater, ate a great lunch at Gull Landing, and enjoyed homemade ge-



DeEtte and Alan at a Mackinac Bridge lookout on Shoreline West 2018.

lato at Fudge & Frosting. We dipped our toes in Lake Michigan at Mears State Park, only to ride to another stunning Lake Michigan view rewarding us on our first night camping at Ludington High School.

**Day 2 – Ludington to Frankfort, 65 miles** – It began with rain, so we quickly packed up our wet tent and set out. Fortunately, the rain let up at Manistee, where we stopped for photos of its picturesque lighthouse on Lake Michigan. At Portage Lake we picked up scenic M-22 and followed it for the next day-and-a-half. We had a delicious lunch at the Onekama M-22 Grill. They served a delicious gluten-free flatbread Reuben sandwich which I devoured!

That gave me strength that afternoon to face the “Three Sisters”: Onekama, Arcadia, and a nameless third hill. I strained my way up hills one and three, but the second one, nicknamed, “Watermelon Hill” for the watermelon reward awaiting riders at the top, finally defeated me with its 12% grade. From atop the Arcadia Scenic Outlook the view was breathtaking up and down the coast, and the watermelon was deliciously cold and refreshing.

Upon arrival we treated ourselves with Dairy Crème ice cream and set up our tent near a few other riders in the shade of a little Baptist church.

**Day 3 – Frankfort to Traverse City, 65 miles** – This was my favorite day. We picked up at Sleeping Bear Heritage Trail and enjoyed winding through dunes and woods. Lunch was at Art's Tavern in cute Glen Arbor.



A favorite stop on day one, famous for their cherry danishes.

Continuing through Maple City, we encountered the four-mile-long Philosopher's Hill, so named because “there's nothing to do but philosophize” on the way up. I made it up by counting my pedal strokes in French (650 plus). We coasted into Traverse City via the TART Trail along West Traverse Grand Bay.

**Day 4 – Traverse City, Layover Day, –** There was an optional 40-mile ride up the Old Mission Peninsula that divides East and West Grand Traverse Bay, but we opted to rest, do laundry, and ex-

plore. It was nice NOT to ride our bikes for a day. Traverse City offers free buses during the summer, so we walked and rode, window shopped, ate ice cream, swam in beautiful West Traverse Bay, then met friends for dinner.

**Day 5 – Traverse City to Charlevoix, 72 miles** – Stunning fields of glowing yellow sunflowers between Traverse City and Elk Rapids made us smile and eased the pain of our longest day of riding. We cycled west around Torch Lake and along its southern shore to Alden. We made it to Charlevoix High School where the school band started playing as we rode by—a welcome coincidence! This school sits on a ridge at the edge of town, surrounded by peaceful countryside. I went outside in the middle of the night and felt I could touch the sky—black velvet with diamond stars and a clear view of the Milky Way. Definitely worth waking up for!

**Day 6 – Charlevoix to Harbor Springs, 49 miles** – Leaving Charlevoix, we took the Little Traverse Wheelway toward Petoskey, first riding past four famous houses built on Michigan Beach Park by eccentric architect Earl Young. Their odd mushroom-like architecture and concrete “thatch” roofs were so whimsical that I half-expected hobbits to appear. We rode south and took the short, five-minute Ironton Ferry ride across the south arm of Lake Charlevoix. We stopped for coffee and delicious pastries at Boyne City Bakery, owned by a Frenchman from Brittany.

Along Little Traverse Bay to Petoskey we could see through the clear aquamarine water to the rocks below—you’d have thought it was the Caribbean. In Petoskey we caught the tail end of the outdoor farmers market, and ate lunch at Julienne Tomatoes, which was well worth the wait. Leaving town near Petoskey State Park. Alan and I picked up M-119, which rivals M-22 for scenic beauty. Coming into Harbor Springs, we opted to ride along Beach Drive to

see the Wequetonsing Resort Homes, a historic area of 1880s-era Victorian summer houses along the water. After setting up our tent at Harbor Springs Middle School, we swam at the City Beach, had dinner, then strolled back down a long wooden staircase to enjoy downtown that evening. It was our last night to camp, and the next day would be our final day to ride.

**Day 7 – Harbor Springs to Mackinaw City, 44 miles** – On this spectacular day we rode M-119 all the way. About four miles out of Harbor Springs, we entered the “Tunnel of Trees,” which stretches for 20 miles to Cross Village. About halfway through, we came upon the Trillium Woods Vintage Boutique, a little log cabin in the woods that sells piping hot lattes and antiques. Continuing on to Cross Village we spotted a huge white cross, raised to commemorate Père Jacques Marquette, the French Jesuit missionary. Riding along Sturgeon Bay for most of the remaining 20-25 miles, we were treated to more marvelous tropical blues of Lake Michigan. We turned inland as Sturgeon Bay curved north and stopped for a last ice cream reward at the Cecil Bay Trading Post. Tasty enough to make just about any-

one forgive Michigan roads for a day. With a final push we entered Mackinaw City, rode two blocks to the beach, and triumphantly leapt into Lake Michigan in our biking clothes to celebrate. We had successfully finished the ride!

After a drink and a shower at Mackinaw City High School, the bicycle mechanics helped us deconstruct our bikes and load them into the trucks that formerly carried our bags. We then boarded buses for the return to Montague, said goodbye to new friends, and were whisked back in five hours over the roads we’d sweated along for six days.

My odometer now read 818, so the total was 366 miles in six days of unforgettable riding along the western shore of Michigan’s Lower Peninsula. The week was over, yet the memories remain, so next year we hope to do it again—and introduce some friends to the spectacular Shoreline West Bicycle Tour.

As I remembered a fellow biker’s t-shirt slogan, I thought this week truly was “Freedom on wheels!”

*Learn more or register for Shoreline West (Aug. 3-10, 2019) at [LMB.org/west](http://LMB.org/west)*



# MSU Gran Fondo

Guest article by Amy Neinhouse

On June 22, nearly 2,000 cyclists will ride-through scenic West Michigan at the MSU Gran Fondo. This timed, non-competitive cycling event raises money for Michigan State University College of Human Medicine's skin cancer awareness, prevention and research.

The MSU Gran Fondo is open to cyclists of all skill levels. Participants can ride as individuals or teams on the 25, 40 or 80-mile courses or bring children along to enjoy the YMCA Family Ride (approx. 12 miles).

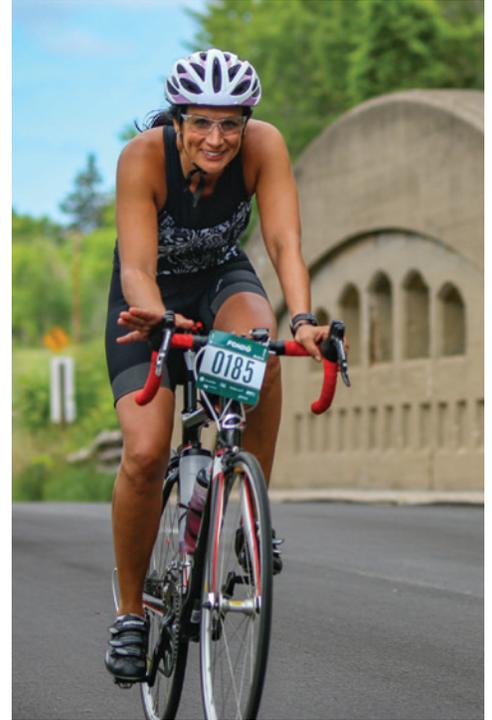
Riders enjoy superfood stops along the route, then return downtown to celebrate at the Finish Line Festival with live music, craft brews and a grand feast.

This nationally recognized event attracts cyclists nationwide, including two special guests. Christian Vande Velde, five-time Tour de France veteran and NBC Sports commentator, and Kikkan Randall, World Champion skier, gold medalist and cancer survivor.

"I'm a skin cancer survivor, and so this event is very significant to me," said six-time participant Mike Hoekstra. "My wife and children also ride now, and it's something we look forward to each year. It is a first-class event, with great on-course support and a fantastic after party. It's great that after just a few years of raising money in this event, MSU has turned these dona-

tions into tangible research outcomes. This keeps me motivated to continue riding and raising money each year."

In its seventh year, the MSU Gran Fondo raised more than \$1 million to fund groundbreaking discoveries and give hope to the 70,000 Americans expected to be diagnosed with skin cancer each year.



# Shoreline WEST

August  
3-10

[LMB.org/west](http://LMB.org/west)

# “Do It for Dan”: Daniel Horal Memorial Ride

After Daniel Horal, a Brighton cyclist, retired from the University of Michigan in December, he looked forward to his newfound free time. He cycled about 30 miles a time, up to three times a week, usually at the same park.

Dan’s wife, Jane, told LMB that Island Lake State Recreation Area was one of his favorite places to ride and it felt safe. “I have only good memories there,” she said. “I don’t ride as often, so he would ride ahead and circle back to check on me.”

Jane said it was a beautiful day on April 24 when her husband called before he set out for an afternoon ride, but she was in a meeting. When she called him back, the University of Michigan hospital emergency room answered his phone and explained that there had been a crash, and that her husband had not regained consciousness.

Dan was struck by a driver while cycling at Island Lake. Two days later, he died from his injuries. Police investigation of the fatal crash is ongoing.

“I have a change in perspective for everything now,” Jane explained, “even driving — I see riders and walkers and their safety is more highlighted.”



Dan’s ghost bike at Island Lake State Recreation Area.



A memorial for Dan Horal, struck and killed while cycling.

Organized by Brighton’s Hometown Bicycles (where they bought both of their bikes) and with the blessing of Jane, an event was held to honor Dan and help raise awareness about bicycle safety.

Over 500 cyclists, walkers, and observers came out on May 5th to participate in a ride in Dan’s memory, named “Do It for Dan.” “I was impressed with the support of the cycling community and how many people came out to the ride,” said Jane.

Jane created the starting line by placing red petals from her husband’s funeral. A ghost bike was placed in the grass near the collision site as a memorial.

Hometown Bicycles and park officials are working together to make a permanent installation at Island Lake with the ghost bike and a plaque with Dan’s image.

To honor Dan’s memory, Jane invites all to come to the now annual ride each May, during Bike Month. “We have to make people more aware of cyclists,” Jane added.

“We have to do something, pass laws, adjust our behavior... as my brother-in-law said during Dan’s funeral, we must make our Pure Michigan safer.”



The start line, made with rose petals from the funeral.

## BIKE & Breakfast



Bamboo Detroit staff attending breakfast after their ride into work.

May is National Bike Month and there was no better way to celebrate this year than to kick off Bike To Work Week (May 13th-17th) with a satisfying Monday morning breakfast!

LMB Board Secretary, Meredith Begin, hosted a Bike & Breakfast week for seasoned cyclists and beginners alike.

“For many years living in Washington, DC, biking was my way of life. If I left my house without my bicycle, I felt like a piece of me was missing. Since moving back to Michigan, and getting behind the wheel of a car again, I saw how easy it was to slip into the Motor City’s car-centric culture, and I put my foot down and decided to be intentional. I bike everywhere as a fun way to exercise, connect with the city, and keep my dependency on fossil fuels low.”

Attendees enjoyed locally roasted coffee, locally curated breakfast foods, and an opportunity to meet and network with other cyclists in the community.

Meredith has over a decade of experience cycling in major cities across the world. “There is so much to learn that it can be a little intimidating for some to decide to bike to work regularly.”

For new cyclists unsure of how to bike to work, Meredith had on hand some of our ‘What Every Michigan Bicyclist Must Know’ booklets.

Thank you to Meredith and all participants for burning calories instead of carbon!

# A Friendship That Keeps Giving



LMB Board Member Bryan Waldman and LMB member Wade Burch in May at the end of their ride in Traverse City.

A big thank you to Bryan Waldman, Wade Burch, and to more than 30 people who donated to the Hero of the Road campaign in May!

Heroes of the Road is a new campaign that encourages bicyclists to use their events, rides, or tours as a way to raise support for LMB's Micro-Grant Fund. (See pg 21 to learn more about our Heroes from Team Norte who will raise funds while riding Shoreline West this summer.)

Bryan and Wade are close friends and teammates on the Bike Law cycling team.

Bryan is a Lifetime Member of LMB and recognized for his accomplishments as a personal injury litigator as the

President of the AV-rated Sinas Dramis Law Firm, also known as Bike Law.

Wade is a member and supporter of LMB. He competes in Masters 35 and over cyclocross field and finished 2nd at the 2016 Michigan State Championship in the single speed category.

Over the course of four days in May, the friends rode unsupported from Lansing to Traverse City, covering more than 350 miles of Michigan's paved roads, bike lanes, dirt roads, and even two-track through the Manistee National Forest. Pushing through the rain and elements, their ride culminated at a "Lids for Kids" event where more than 500 kids received a properly-fitted bike helmet.

Bryan and Wade's ride raised nearly \$2,500 dollars for LMB's Micro-Grant Fund.

Wade says, "LMB's Micro-Grant program provides essential financial assistance for numerous non-profit organizations in Michigan. These groups have an enormous impact on bicycling in local communities. Wade and I are excited about using our bike tour to encourage more people to ride more often."

"I love following along on your ride every year, but even more, I love your advocacy for cycling. Thank you for all that you do to keep us safe on the roads," said supporter Nancy Short.



Traverse City youth showing off their fitted helmets at the Lids for Kids event on May 11.



Thanks to everyone who joined LMB in Adrian on June 8, 2019 for HUB Fest!



# Bicycle & Trail Advocacy Day 2019

On Wednesday, May 22, LMB held the annual Bicycle & Trail Advocacy Day, in partnership with Programs to Educate All Cyclists (PEAC) and Michigan Trails and Greenway Alliance (MTGA). This day brought over 100 cyclists across the state to meet with 56 of our legislators and ask for hands-free legislation that will ban hand-held devices for drivers.

We began the day hearing from bill sponsor and Senator Ruth Johnson about how she campaigned on a bike. Later, Lieutenant Governor

Garlin Gilchrist paid a visit, speaking about his passion for cycling and bicycle commuting while living in Detroit. He gave us a proclamation declaring May 2019 to be Bike Month. Finally, LMB announced 16 Micro-Grant recipients, (see p. 16) awarding \$17,000 in grants to bicycling initiatives across the state. Their projects were all inspiring and we cannot wait to see how they turn out. Thank you to everyone who came out for this year's Bicycle & Trail Advocacy Day at the State Capitol. Your voice matters!



LMB staff welcome advocates at registration.



Over 100 advocates came to Bicycle & Trail Advocacy Day to meet with their lawmakers and discuss bicycle safety.



LMB board, staff, and members speak with Ewurama Appiagyei-Dankah, Legislative Aide for State Senator Winnie Brinks.



Left to right: Bob Wilson (MTGA Executive Director), John Waterman (PEAC Executive Director), Lieutenant Governor Garlin Gilchrist, and John Lindenmayer (LMB Executive Director).



# MEMBER SHOP SPOTLIGHT

## Macomb Bike — Warren, Michigan

**Michigan bicycling is growing, and so is LMB. Our voice grows stronger with each new member, including member bicycle shops. With so many supportive bicycle shops in Michigan, we regularly recognize shops engaged with LMB and who are doing their part to make Michigan bicycling better. This Summer, we recognize LMB Shop Member, Macomb Bike. We also congratulate them for celebrating their 45th year in 2019!**

Communications Assistant, Elly St. John, spoke with shop owner Jeff Radke to learn more about Macomb Bike and how he got his start as a leader in the local bicycling community. Macomb Bike is a family owned and operated shop for over 40 years offering bike repairs, fitting, trade-ins, and lifetime free services when you purchase a bike from their store. Almost every month, Macomb Bike's schedule is filled with bike rides, events, and many other opportunities to get involved in the cycling world.

It all began with the bike boom in the 1970s, a retiring Schwinn dealer, and his father's business skills. "Schwinn at the time didn't have a big presence in Michigan, Warren was the third largest city in the state," Jeff told me. When his family got its start in the cycling business, they didn't have much of a bicycling background. Instead, their expertise fell in retail. While this isn't typical for the industry, his love for cycling grew with the business. "My dad was a good businessman," Jeff says.

"He wanted to try something new, so he purchased a business from a retiring Schwinn dealer."

Jeff started at the shop when he was just 13, sweeping floors. "It was a true family business where you get wrapped up into it and you start at the bottom, then work your way up."

There always seems to be a new event happening at Macomb Bike, including a variety of events to pique the interest of any bicyclist (new or experienced). Macomb Bike offers free monthly road-side assistance classes, weekly summer rides, and even a park tool school which is a unique opportunity to disassemble your bike, clean it, and reassemble it with adjustments.

Now, in his tenth year as an LMB member, Jeff clearly thinks there is more Michigan can do to protect bicyclists on our roadways. "We know

that for our business to grow there have to be safe places to ride and safe interactions with people on the road. And they need resources to find out where those people are. LMB is providing that assistance from Lansing. LMB is a voice for cyclists which is a voice for us (Macomb Bike)." Thank you Macomb Bike for being a part of our work to make Michigan bicycling better.



Owner, Jeff Radke (right), and staff with customer, Aaron, and new Trek Remedy 8.

# Tour de Troit

Guest article by Ash Hennen

Back in 2002, a few dozen friends gathered with their bikes and rode around the city. Naming it the Tour de Troit, they took in some of the most iconic city sights and landmarks. The ride and its impact grew quickly. Today, Tour de Troit is Michigan's largest ride. As an organization, we've raised over three hundred and sixty thousand dollars to contribute to active infrastructure in Detroit and Hamtramck. We've grown from a ragtag ride to an organizing force in Detroit cycling with a big mission: to promote health and wellness in the city through public running and cycling events, education and collaboration with community and government organizations.

It's a different experience to take in the Motor City in a decidedly non-motorized way. In the early years of the Tour de Troit (TDT), organizers were interested in showing off the city by bike – but also showing how incredibly bike-able the city was. It was a natural progression, then, to pivot into supporting some of the city's early work in cycling and active infrastructure. In 2005, TDT funded the planning and development of the Southwest Detroit Greenlink: 17.2 miles of bikes lanes in Corktown, Mexicantown, and Southwest Detroit. Since then, we've gone on to fund park developments in Hamtramck, the Connor Creek Greenway and the implementation of a standardized way-finding system for the City of Detroit.

In 2017, TDT was selected as a League of Michigan Bicyclists Micro-Grant recipient. TDT partnered with Wheelhouse Detroit to implement bike service stations around the city of Hamtramck. "An increasing number of Hamtramck residents are shifting to bicycles as regular modes of transportation," says Victoria Katanski, Director of the Tour de Troit. "Our work to implement service stations ensures that residents and rid-



ers have access to pumps and tools at no cost while they're on the road."

This year, we celebrate our 18th Annual Tour de Troit ride. Aside from joining the folks who have been on the ground, doing the work around cycling advocacy from the very beginning, there's a difference in signing up for a ride like this. "The ride brings people together," says Bil Lusa, TDT Board Chair. "Between city cycling groups, neighborhood groups, cycling shops across the city and region... the community really comes together to celebrate cycling."

The main ride is a pleasant 22-mile pedal around the city. Open to all types of cyclists, the ride culminates in a festival-like party in Roosevelt Park, in front of the iconic train station. Live music, local

food and drinks, and Michigan brews are all included in the ticket price. Best of all, proceeds from the event go back to support active infrastructure and the cycling community in Detroit.

Take advantage of our early bird pricing and sign up for the Tour de Troit at [www.tour-de-troit.org](http://www.tour-de-troit.org).



## We need you!

**Become a member of LMB.** Add your voice to the thousands calling for an end to distracted driving. **Visit [LMB.org/join](http://LMB.org/join) or turn to p. 22.**

**Spread the word** about Michigan's safe passing law with an LMB Safe-Passing License Plate Frame or lawn sign. Help make Michigan a more bicycle-friendly state. See p. 22.



# How We Talk About Drivers Hitting Cyclists

Joe Lindsey

First appeared in **Outside** ([outsideonline.com](http://outsideonline.com)) on May 6, 2019. All rights reserved.

Maria “Triny” Willerton was on a final course recon for last year’s Ironman in Boulder, Colorado, when things literally went sideways. It was a sunny, calm weekday morning in early May—“a perfect day to ride,” she says—and the 46-year-old triathlete was travelling east on Nelson Road, a straight, treeless rural route roughly nine miles north of town. After signaling with her arm, she started to turn left onto North 65th Avenue, a quiet stretch of pavement where she would be able to worry less about traffic. She never made it.

Midturn, “I bounced off the grill of a brand-new Ford F-150,” she recalled. “I flew through the air and landed on the westbound shoulder.” According to a story that ran later that day in the local newspaper, the *Boulder Daily Camera*, Willerton made her turn in front of the driver, Stephen Gray, then 62, who was traveling in the same direction and hit her from behind. Willerton never lost consciousness, but she suffered six broken ribs, a triple pelvic fracture, chipped teeth, and a collapsed lung, among other injuries.

It’s an all too familiar story for many cyclists. Hardly a week goes by without an article about a crash in which a driver hits and kills a rider. There is no national-level data on how many cyclists are injured in such crashes in the U.S., but in 2017 (the last full year for which we have data), 783 were killed on the roads—continuing the upward trend of the past decade. Amid an all-time high of vehicle miles traveled, pedestrian and motorcyclist deaths were also at all-time highs, even as fatalities among car occupants have dropped by more than 30 percent over the last 25 years.

Almost as troubling as the rise in deaths is the media coverage of these crashes.



tween drivers and cyclists are worse than ever, or if it just seems that way because of social media. News stories often play a key role in shaping public understanding of traffic safety. And when news stories victim-blame or fail to convey the larger context in which these crashes take place, they do deep injustice to the victims and the conversation about road safety in general.

Two new studies on inaccuracy and subtle bias in mainstream-media reporting about driver-cyclist crashes highlight the extent of these issues. What they show make clear just how deeply rooted the problem is—and how difficult it will be to fix.

The studies, one from Florida’s Center for Urban Transportation Research and one from a group of researchers from Rutgers, Texas A&M, and Arizona State, are notable in that they used similar methodology to examine different data sets and came up with broadly similar conclusions: journalists are prone to questionable phrasing, and even making flat-out mistakes, when reporting on these crashes. (The university group’s research was recently published in the journal *Transportation Research Record*, and the CUTR research has been accepted for an upcoming issue of the same journal.)

The research examined stories for cer-

tain key words indicating whether the cyclist or the driver was assigned blame for the crash, as well as passive, clinical language that reduced the human role. It also looked at whether the stories framed the crash as a one-off episode or put it in a larger context of road safety.

Passive language was widespread. The university group’s research examined media reports on 200 crashes nationwide where cyclists or pedestrians died or were seriously injured, and it found that in 80 percent of them, the main actor in the crash was described as a vehicle—not as a person. “Sometimes the story would say that the person was hit by a car, which is passive,” says Tara Goddard, an assistant professor of urban planning at Texas A&M, who was involved in the study. This language distances the driver’s actions from the crash. “To say an object with no capability on its own actively hit a cyclist is hilarious phraseology,” says Megan Hottman, a Colorado lawyer who represents cyclists hit by drivers.

Many of these stories also still referred to crashes as accidents, despite the rise of the Crash Not Accident traffic-safety-awareness campaign. The CUTR study examined 189 news reports of cyclist fatalities in crashes in Hillsborough County, Florida, over a ten-year period and found that “accident” appeared in

48 of them; another 12 used the word “incident.” In 55 of the stories, no mention was made of a human driver.

“‘Accident’ conveys inevitability,” Goddard says. “You can trace virtually every crash to something upstream, whether human error, poor street design, or something else. Almost every crash is preventable.” Socially, we’re so used to the word “accident” that it’s still often used in sports stories about auto racing, such as the Daytona 500.

The studies also looked at whether reports contained what the researchers called a counterfactual: a detail that subtly shifts blame, such as noting that the victim “was not wearing a helmet” or “was wearing dark clothing.” In the university group’s study, 48 percent of the examined stories included such a statement, which, without important context, suggested the victim was at least partly at fault. “Dark clothing is irrelevant if the driver is distracted,” says Goddard, “and a helmet will not save you if the driver hits you at 60 miles per hour.”

These counterfactuals don’t just crop up in news stories; they appear in civil court cases, too. “I had a client who was hit at 9 a.m. in June, broad daylight, wearing normal street clothes,” says Hottman. “And the defense made the implication that it was his fault for not dressing in a bright and visible fashion.”

Most news reports about crashes understandably focus on the facts of the crash. But whether those facts are presented in isolation, called episodic framing, or in context of broader traffic-safety themes—like whether a particular intersection is especially prone to fatal crashes—matters in terms of public perception. In the university group’s research, just 12 of the 200 articles studied used a predominantly thematic framing. Another 16 mentioned the rate of crashes in the area, but none featured comments from the crash victim

or road-safety experts like urban planners. When crash stories are presented thematically, says Goddard, people are more likely to call for action to address the issue. The *Camera* story about Willerton, for instance, noted that a year before she was hit, another driver hit a cyclist at the same intersection. The speed limit in the area was lowered after Willerton’s crash.



**To say an object with no capability on its own actively hit a cyclist is hilarious phraseology.”**

The question is why media reports are so often filled with loaded language and narrow framing. Neither study delved into motive, but broad, often subconscious pro-car social bias may play a role, according to both research groups. (We see much of the same thinking today in stories about scooters.) But Willerton’s case points to a deeper problem that was beyond the scope of the two studies: who and what reporters use as sources.



In Willerton’s case, the *Boulder Daily Camera* reporter, Mitchell Byars, successfully avoided many of the pitfalls of crash reporting. But he got one crucial fact wrong, and why he got it wrong suggests the problem can’t be solved with simple solutions.

Byars has covered crime and the courts for more than 14 years, including a decade at the *Camera*. “Usually we hear about crashes one of three ways,” he says: police scanner, police-blotter reports, or witness reports. It’s rare for reporters to respond directly to a crash

scene, and while witnesses are sometimes available after the fact, “a lot of times, initially, we’re relying on those police reports,” Byars says. That’s in large part due to limited staffing. Under private-equity ownership, newspapers in general have seen steep job losses in the last decade (despite remaining breakeven or profitable in many cases), and nowhere have those losses been more keenly felt than at community newspapers. The *Camera* has just seven full-time reporters; a sister paper, the *Longmont Times-Call*, has five reporters, for a total of 12 journalists to cover everything from education to courts to breaking news across a 740-square-mile county that has a major state university and more than 300,000 residents.

Byars says that, partly because Boulder has such a large cycling community, he may be more aware of problematic terms and phrases like “accident” or “was struck by a car” than reporters elsewhere in the U.S. But, he says, if he’s quoting a police spokesperson or report, he has to use the terms they choose. And as in the Willerton case, those reports are often from open investigations, which means police aren’t done gathering facts.

The problem in preliminary police reports is what Goddard calls survivor bias. The data the two research groups looked at included many fatal crashes, meaning that, by definition, one party was never able to give a statement. Even in cases where the cyclist survives, they’re often unable to give a statement immediately due to their injuries. None of the stories Goddard’s team studied about a crash in which the victim survived included a comment from the victim. While police gather physical evidence from the crash, statements from all involved parties are highly valuable. If only one party’s view is represented, the initial investigation report, which reporters rely on, can be dramatically skewed.

That's what happened in Willerton's case. She spent six days in the hospital after the crash. The day after she was released, an officer came to her house to get a statement.

Stephen Gray claimed that Willerton swerved in front of him in the east-bound lane. But Willerton recalled the moments before the crash differently. "I looked back, and there was absolutely no one behind me, which is unusual on Nelson," she says. A straight, two-lane road with a roughly four-foot bike lane on the shoulder but no turn lanes, Nelson sees around 5,500 car trips a day. The speed limit at that location was 50 miles per hour (since changed to 35), and there are no trees, buildings, or other objects that would obstruct a driver's view. As Willerton recalled, after looking behind her, she signaled, moved left into the traffic lane, signaled and looked again, and started her turn when Gray hit her as he tried to pass on the left.

Willerton's story was supported by physical evidence from the scene. With Willerton's statement and corroborating evidence, the state patrol cited Gray with careless driving resulting in injury. But that was weeks after the *Camera's* initial story reported incorrectly that Willerton had turned into Gray's path.

— 🚲 —

It's impossible to know how often false statements or bias—conscious or otherwise—skew initial police investigations; we only learn about the ones that get corrected. In one high-profile case last year in New York City, where a charter bus driver hit and killed a Citi Bike rider named Dan Hanegby, police initially stated that Hanegby, 36 and a father of two, swerved around a parked van, collided with the bus, and fell under its rear wheels—information *The New York Times* and other outlets dutifully reported.

The Times noted that Hanegby was wearing headphones but not a helmet, although no helmet would offer protection against being crushed by a 50,000-pound vehicle. In a follow-up story four days later, Hanegby's friends and family questioned the police report, citing his experience as a cyclist and surveillance video footage that appeared to contradict the official account.



**Even when police are diligent in their jobs, the inherent tension between law enforcement's need for a careful investigation over time and the media's interest in reporting breaking news creates problems."**

Hottman, the Colorado lawyer, speaks to law enforcement nationally to educate them on cyclists' rights. She's encountered only a few instances of anti-cyclist bias by police investigating crashes. "With few exceptions, cops just want to get it right," she says. "They see themselves as protectors of their communities, and they show up with open minds and investigate." But she acknowledges that her experience isn't universally applicable. There are numerous, troubling instances of anti-cyclist bias by police, as *Outside* columnist Eben Weiss detailed recently, not for the first time. Another recent story on Gothamist concurred, noting instances of bias and victim-blaming by New York City police.

Even when police are diligent in their

jobs, the inherent tension between law enforcement's need for a careful investigation over time and the media's interest in reporting breaking news creates problems. Julie Bond, a CUTR researcher, says that in Florida, her findings indicate that police almost never cite a driver in a crash based on a preliminary investigation (the broad exceptions are DUIs and hit-and-runs). Media stories based on those reports often mention the driver wasn't charged but fail to add that the investigation is ongoing, "so people say, 'Oh, the driver wasn't cited, so it must have been the cyclist's fault,'" she says.

Even after the investigation wraps up, police can be reluctant to file charges. A recent report from the Bicycle Coalition of Philadelphia looked at every bicyclist, pedestrian, and motorcyclist fatality in 2017 and 2018 in the city—95 deaths in all—and found that in the 51 cases for which data was available, charges were filed less than a third of the time. The true figure is likely even lower; no data was available in 44 cases.

The question is what to do about it. Hottman is stepping up her long-running outreach to law enforcement and district attorneys, particularly in Colorado, and says she's had success increasing cyclist and pedestrian safety as a priority for district attorneys in the Denver metro area. Bond and Goddard are both looking into future phases of research on media reporting, as well as exploring curriculum plans to bring reporters and police public-information officers together with transportation professionals and advocacy organizations in a workshop setting to help improve reporting.

Sometimes the record is corrected. In Hanegby's death, surveillance video showed he had the right of way. The bus driver forced his way into a narrow street, pinning Hanegby between his bus and a parked van. With this evidence, District Attorney Cyrus Vance



charged the driver, Dave Lewis, with failure to yield, a misdemeanor, and failure to exercise due care, a moving violation. He was found guilty in October and sentenced to 30 days in jail (the maximum allowed under the charges). The *Times*, among other news outlets, reported on the charges and the trial.

In Willerton's case, because she survived and was able to give a statement, the police investigation report was changed, and Gray was charged with careless driving resulting in injury—a similarly minor infraction. He has pleaded not guilty and will go to trial in June. After police charged Gray, the local website 303Cycling reported on the charges, as did Byars for the *Camera*.



**You can trace virtually every crash to something upstream, whether human error, poor street design, or something else. Almost every crash is preventable.”**

Whether justice is served is another matter. District attorneys have a duty to only pursue cases they believe they can prove beyond a reasonable doubt. And they also must balance caseload against finite resources: traffic crashes have to be weighed against cases of assault, robbery, murder, and other serious

crimes. Hottman said that a number of the DAs in Colorado, including Boulder's Michael Dougherty, are taking an increasingly aggressive stance on traffic crashes that injure vulnerable road users, but Hottman also deals with DAs who simply want to resolve a case and move on, which can mean plea deals that are unsatisfactory to victims, or even dismissals. Even when cases are brought to trial, the need to secure convictions can sometimes mean pursuing a case with lesser charges than victims and advocates feel is warranted.

Willerton, against all odds, recovered in time to race and finish the Ironman World Championships last fall. But she has lingering physical complications. She also sees a therapist for PTSD related to the crash, and she doesn't ride on open roads anymore. "I've been on dirt roads a few times, and even then, I was looking over my shoulder," she said. She has a fresh appreciation for how inadequate the laws protecting cyclists are and is starting to speak out more to create empathy for cyclists and, in her words, "put faces to all the bodies out on the road." And her mind often goes to the connections between her crash and the one that happened at the same intersection exactly one year earlier. On May 8, 2017, a reporter for the *Times-Call* quoting police officials wrote that a male cyclist heading east on Nelson Road attempted to make a left turn onto North 65th Avenue and was hit from behind by a Ford Escape.

The driver was not cited, although she was issued a summons for an invalid (revoked or suspended) driver's license. Charles Crenshaw, 69, of Niwot, Colorado—an angler, chef, and devoted husband, father, and grandfather—died at the scene.



KalTour 2019, a Dollar Per Rider event supporting LMB, will be held Sat., June 29. Register at [kalamazooicycleclub.org](http://kalamazooicycleclub.org)

Now in its 28th year, the Kalamazoo Scenic Bicycle Tour (KalTour) is the Kalamazoo Bicycle Club's annual cycling event designed for bicyclists of many ages and abilities. Distances range from 10 to 100 miles. The start location at Schoolcraft High School offers easy access to low-traffic, flat, country roads.

New this year is the addition of a Gravel Fondo including two gravel routes of approximately 60 and 30 miles. These gravel routes are in addition to the lineup of paved road routes of 100, 62, 31 and 15 miles, as well as a guided 10 mile family route.

Gravel road riding is lots of fun, but much more challenging than riding on pavement. Although the first 12 miles of these two routes are flat, and about half of that is paved, most of the rest of each route is dirt/gravel and is very hilly and challenging. Grades on some climbs exceed 16%.

The 31 mile route is at least as hard as the 32 mile Barry – Roubaix gravel race course. The 62 mile course is truly challenging—just as hard but twice as long. Unless you are an experienced high mileage gravel road rider, KBC suggests you start with the 31 mile route.





## Our 2019 Micro-Grant Awardees

LMB launched a Micro-Grant Program in 2017, opening up funds to foster the growth of bicycling initiatives around the state. The Micro-Grant Program aims to provide financial assistance to individuals and organizations who implement creative projects that promote bicycling and the safety of all cyclists on Michigan roadways.

LMB awarded our 2019 Micro-Grants at Bicycle and Trail Advocacy Day on May 22 (awardees shown in photo above.) All proposals submitted were worthy projects. We applaud all of the applicants for their efforts to promote bicycle safety, access, awareness, and education. We granted \$17,000 in funding, plus in-kind contributions from Duo-Gard. We cannot wait to see how these projects pan out and to share the results with you! See page 18 for some highlights from our 2018 Micro-Grant awardees.

**Huron-Clinton Metroparks**, to purchase and make available a handcycle at Stony Creek Metropark for rental

**Detroit Fitness Foundation**, to run a summer youth cycling camp for 300 participants at the Lexus Velodrome

**Norte**, to create a See Your Town Youth Academy training program for advocacy

**Independent Business Association**, to coordinate workshops for new protected bike lanes on Livernois in Detroit

**MoGo**, to provide Street Skills bicycle training to Detroiters

**United in Christ Ministries**, to support a mountain bike racing team for Grand Rapids youth

**Portage West Middle School**, to purchase additional bicycles for their Riding for Focus program

**Boston Square**, to offer dedicated workshop hours for young bicyclists

**Salem-South Lyon District Library**, to install a Duo-Gard bike repair station at their library

**Open Roads**, to support “bike-earning” for young bike mechanics in Kalamazoo

**CADL South Lansing**, to install bike parking and provide locks for check-out

**The Villages CDC**, to offer a Bike, Walk, Bus the Villages festival

**St. Anthony of Padua**, to purchase lighted helmets for seasonal workers using their bikes in Mackinaw City

**15th Street Block Club**, to install a Duo-Gard bicycle repair stand at a Detroit park

**Kids Repair Program**, to purchase needed equipment such as a whiteboard in Lansing

**Flint River Watershed Coalition**, to install a Duo-Gard bicycle repair stand

*Thanks to all who applied! We appreciate the work you do to make Michigan bicycling better in your community.*

# Updates from 2018 Micro-Grant Awardees



## Carver Camp

Carver Camp is a place where underserved children from Detroit get the chance to explore the great outdoors. Upon arriving at the camp, each participant is given a bicycle so they can ride through the unspoiled nature and countryside of the area. The kids learn how to ride safely and confidently and that cycling can be a fun and viable form of transportation. Their grant purchased bicycles for youth campers.



## Kids Repair Program

Kids Repair Program provides positive experiences and educational opportunities in bicycle safety, repair, maintenance, and bicycling as healthy exercise. Their grant funded repairs to their van and trailer used to pick up bikes from donation locations. The Kids Repair program puts skills and usable bicycles in the hands of Lansing youth.



## Bike Friendly Soo

Bike Friendly Soo strives to promote bicycle and pedestrian awareness through educational activities and by advocating for infrastructure that creates a safe bicycling community in Sault Ste Marie. Bike Friendly Soo planned an event to educate young riders and their parents on how to ride safely. Their bike rodeo outfitted children with helmets and taught participants about bike maintenance, safety, and more.



promoting bicycling and the safety of bicyclists on Michigan roadways. Micro-Grant programs target projects focused on bicycle safety and campaigns to increase ridership, especially among young cyclists. They also support on-the-ground advocacy efforts, and creative projects that serve as a model for others. The next great bike safety success story is out there... and we're going to find it and make it happen.

We're ecstatic to present the Inaugural Class of Heroes of the Road!

## Charlie Black



"I'm looking forward to riding Shoreline West this August. I'm interested in learning more about bike touring, and this is going to be a great adventure with my friends for a good cause. I'm happy to help LMB."

- Member of Liderato, Norte's youth leadership council
- Member of Traverse City Central's Varsity Alpine Ski Team
- Member of Norte's Varsity Mountain Bike Team
- Favorite subject: History
- Fun facts: Charlie has a few vintage Schwinn bicycles he likes to ride. He also rides his bike to school all year.

This August, a special group of friends from Norte will ride in the 360-mile Shoreline West Bicycle Tour. Celebrating its 33rd year, Shoreline West is an unforgettable seven-day tour of tree-lined roadways and breathtaking waterfront views.

These Heroes of the Road are raising money to help out two spectacular causes. The first is an organization in Traverse City. Norte is dedicated to advocating for stronger, better connected and more walk/bike friendly communities in the Grand Traverse region. They believe young people are to be seen, heard, and valued by their community. They believe in their abilities to take action and contribute to making their neighborhoods safer and healthier places to live. Norte is committed to not just being youth-focused, but youth-driven too. El Liderato, Norte's youth leadership council, empowers young people to stand up, speak up, get involved and do good in their community. The council is made up of a small group of awesome young men and women aged 13 to 18 who are committed to achieving Norte's mission.

They are also raising funds for LMB's Micro-Grant program. With our third year with this program, it is rapidly growing, providing financial assistance to individuals and organizations

## Drew Cummings



"I love to ride my bikes, mountain and road. I've never tried a ride this long, and I'm excited for the challenge. I want to help LMB support organizations like Norte, so we can encourage other kids to get on their bikes."

- Member of Liderato, Norte's Youth Leadership Council
- Member of Traverse City Central (TC Central) Nordic Ski Team
- Member of Norte's Varsity Mountain Bike Team
- Favorite subject: History
- Favorite food: Mango
- Fun facts: Drew has been to seven different countries, loves to use computers and can code in three programming languages.

# DONATE

[LMB.org/hero-teamnorte](https://LMB.org/hero-teamnorte)

Charlie, Drew, Nate, Carter, Amelia, and Max need you! Your generous gift will help support their 360-mile adventure, advance LMB's mission, and invest in the next generation of cyclists and cycling advocates. They're counting on you.

## Nate Madion



"As an avid cyclist, bike safety has always been very important to me. As a Norte representative, I'm really excited for this ride and to help raise money for LMB, an organization that has done so much for bike safety."

- Member-Norte Varsity Mountain Biking Team
- Member - TC Central football Team
- Favorite subject: History
- Favorite food: Pizza
- Hobbies include: Reading, biking, and playing lacrosse
- Nate was born in Louisville KY, and now lives in Traverse City with his three sisters and his dog Bandit. He is one of 27 grandchildren.

## Carter Schmidt



"I'm stoked to ride Shoreline West this August. I've never done anything like this but it's going to be a rad adventure with my friends for a good cause. I'm happy to help LMB help other youth organizations in Michigan."

- Member of Liderato, Norte's Youth Leadership Council
- Member of TC Central Varsity Wrestling Team and Varsity Mountain Bike Team
- Co-founder of Carter's Compost
- Favorite subject: History
- Favorite food: Enchiladas
- Fun facts: Carter was born in Tucson, AZ, has a little brother, Jameison and seven pets, a dog, cat and five chickens

## Amelia Werner



"I love being on my bike with lots of other people biking! I'm excited to raise money to encourage more kids to get out and ride bikes. I've been wanting to do a multiday ride in Michigan, and can't wait for August!"

- Member of Liderato, Norte's Youth Leadership Council
- Favorite subjects: Math & Science
- Favorite hobby: Reading
- Operating Compost Central for three years with her brother
- Really good at luge!



## Max Werner

"I haven't done a multiday bicycle ride in five years, so it will be great to have the opportunity to participate in Shoreline West this August. Plus, it's a chance to get involved and help do something good in my community."

- Vice President of Liderato, Norte's Youth Leadership Council
- Member of Norte's Varsity Mountain Bike Team
- TC Central Varsity Soccer Team

- TC Central Varsity Alpine Ski Team
- Operated Compost Central for five years based on the Carter's Compost model
- Official finisher in Pittsburgh's Dirty Dozen bicycle ride in November
- Max skied 45 consecutive days this past winter

# Governors Fitness Awards

Presented by the Governor's Council on Physical Fitness, Health and Sports and the Michigan Fitness Foundation, the Governor's Fitness Awards (GFA) recognize communities, organizations, and individuals who inspire healthy choices. The GFA finalists are nominated by peers, selected by a panel of judges and announced each spring. This year, GFA finalists were recognized at an evening gala at MGM Grand Detroit, where Gov. Whitmer spoke, Martha Reeves performed, and the winners in each category were revealed.

LMB is thrilled to announce that we won the Extraordinary Organization Award! It honors "organizations who provide opportunities for Michiganders of all ages and skill levels to try different forms of activity, develop physical fitness skills, and gain a better understanding of health in a safe and welcoming environment." We were recognized for offering fun, safe, and innovative physical activity events with no barriers for participation, and creating a positive environment for all

to pursue a physically active life. LMB gets much of its funding through our summer bicycle tours. Two of the four tours are designed specifically for "all ages and skill levels." HUB Fest, a day-long bicycling event in Adrian, has a route for beginning cyclists to ride 7 or 15 miles with a bicycle skills course and other fun activities. The Sunrise Adventure tour is a weekend of family fun in Alpena with a variety of lengths to ride each day, allowing the whole family to ride together and at a pace suitable for everyone, so children can establish a habit of physical activity and fitness from an early age.

In addition, our advocacy work helps to create a "safe and welcoming environment" for cyclists on Michigan roads. We worked hard to win the passage of the statewide 3-foot safe passing law, and to require an hour of bicycle safety education as part of the Michigan driver education curriculum. We also won passage of a formal definition for e-bikes, allowing cyclists to extend their mobility and ride with a boost of elec-



LMB Executive Director encourages audience members to take action on distracted driving.

tric power. This year, we're advocating for a hands-free law (see p. 2) to reduce distracted driving.

Congratulations to all nominees! Your hard work is making Michigan better. Thank you to all involved in the Governor's Fitness Awards for the award and for a fantastic night to celebrate amazing people and organizations.



LMB staff, board, and friends, left to right: Steve Roach, Meredith Begin, Lindsey DesArmo, Ben Saint-Onge, Scott Neumann, fellow honoree and Motown legend Martha Reeves, John Lindenmayer, Matt Penniman, Elly St.John, and Jason Craner.

# JOIN TODAY!

The easiest way to support LMB's education and advocacy efforts is by becoming a member or making a donation. Thanks to your support, LMB is the voice for bicycling in Michigan. LMB works on your behalf to make bicycling safe and convenient for everyone in Michigan. Each supporter amplifies our voice and grows our political clout, moving us all towards a more bicycle-friendly state.

With approximately two million bicyclists in Michigan, there is great strength in numbers — especially if we all pedal together. Whether you are a racer, recreational rider, mountain biker, touring cyclist, or casual commuter, LMB welcomes you join us in our efforts to make Michigan bicycling better.

Visit [www.LMB.org/membership](http://www.LMB.org/membership) or call 517-334-9100 for more information



## SPREAD THE WORD

Purchase a lawn sign or license plate frame and spread the word about Michigan's safe passing law! Get several and pay once for shipping.

**Lawn Signs: \$12 each + \$5 shipping**

**License Frames: \$8 each + \$5 shipping**

More safe passing gear online at [LMB.org/shop](http://LMB.org/shop)

# League of Michigan Bicyclists Membership & Donation Form

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

[www.LMB.org/membership](http://www.LMB.org/membership)

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

### Annual Memberships New Renewal

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

### Lifetime Memberships New Renewal

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

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

### Optional Safe Passing Promo Items

- Lawn signs (\$12 x \_\_\_ + \$5 shipping) .....\$ \_\_\_\_\_
- License frames (\$8 x \_\_\_ + \$5 shipping).....\$ \_\_\_\_\_

### Optional Tax Deductible Donation

.....\$ \_\_\_\_\_

Promo Code \_\_\_\_\_

Member Name \_\_\_\_\_

Contact (Ind/Org/Bus/  
Shop/Club) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_

E-mail \_\_\_\_\_

Website \_\_\_\_\_

Name on Credit Card \_\_\_\_\_

Credit Card # \_\_\_\_\_

Credit Card Address \_\_\_\_\_

Same as Above

Expiration Date (mm/yy) \_\_\_\_\_

**Membership Total** \_\_\_\_\_

**Safe Passing/Donation** \_\_\_\_\_

**Grand Total** \_\_\_\_\_



Please make checks payable to:  
**League of Michigan Bicyclists**

Mail to: 410 S. Cedar St. Suite A Lansing, MI 48912



# LEAGUE OF MICHIGAN BICYCLISTS

410 S. Cedar St. - Suite A  
Lansing, MI 48912

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PERMIT #979

**GEAR**

**FOR**

**ALL**

**CYCLING**

**SEASONS**

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