

Pedal Press

The Newsletter of the Kalamazoo Bicycle Club, Inc., February, 1999

President's Letter

Winter is here in a big way. It is 5 degrees outside with at least a foot of snow. I guess I won't be doing much riding for awhile. I was looking back on what I did this year and it was pretty much the same old stuff. The Monday, Wednesday, and Friday night rides, chasing after the fast guys hoping not to have a heart attack. Not really very exciting. But hey, I did the South Haven ride and the Tour of Kalamazoo County ride. Both were something new. What else did I do that was new? Oh yeah, raced my first mountain bike race and went on several night trail rides. Those were great!

It seems that year after year you do the same things. It is time to break out of rut and try something new and different. I did. The mountain bike race was a blast. You race at your own pace, you don't have to worry about getting dropped by the pack, and there is always someone you can beat. The night trail rides I did with some friends were really fun and scary at the same time. When you can only see 20 feet in front of you and there are noises all around from what seem like very large animals there is that little bit of fear to keep the blood pumping, which is good when it is only 25 degrees out.

This year try something new. Get together with some friends and do a night ride, either road or trail. The Kal Haven trail is a good place to start. How about a weekend credit card tour to South Haven? You ride just 40 miles Saturday and 40 on Sunday and only pack a pair of pants, and a Visa card. Roadies, get a mountain bike (I hear Axel Kleat got a mountain bike!). Go out and try a local mountain bike race. If you go with a bunch of friends you only have to worry about beating them for bragging rights. You could commute to work. Saves money and is wonderful exercise at the same time. Just do something new and it will bring back those memories of why you started riding in the first place.

- Richard Walter

Coming Events

February 16th. The next KBC meeting is Tuesday February 16 at 6:00 p.m. at the United Way building on South Westnedge across from Old Central High School.

Spring! Although we don't know the exact date yet, the word is that it's not too far around the corner. Watch this space for more news soon!

Mountain Bike Donated to KBC

At the KBC meeting on February 16th, a major subject will be what we should do with the Giant mountain bike that has been donated to KBC by Village Cyclery in Schoolcraft. The details on the bike can be found elsewhere in this newsletter, but this is no bottom end bike. Quite the contrary, it's retail price is \$850.00.

So far a few ideas have been floated for the bike, but nothing has been settled upon, and we are certainly open to other suggestions. The first idea was a raffle, thereby generating money for KBC. The problem with this is that raffles require a license from the State, and no one has stepped forward to handle the red tape.

The legal hoops of a raffle fostered two other ideas—using the bike as a prize at a race or at Flowerfest, or using it as a prize to whoever can generate the most new KBC members by, say June 1, 1999.

There are certainly other good uses for this dandy gift to KBC, but we haven't thought of them. Please forward your ideas to our President, Richard Walter, or any other KBC honcho. Our phone numbers are on the back page. Better yet, come to the meeting on the 16th and tell us all the details of your plan in person.

Membership questions?

Jeanette Holm, who does a great job as KBC's membership database manager, contacted the *Pedalpress* to say that anyone who has questions about members, membership status, expiration dates, etc. should feel free to contact her at the phone number or e-mail address on the back page.



1997 GIANT ATX860 MOUNTAIN BIKE DONATED TO KBC

1997 Giant CU92 custom butted and ovalized aluminum tube frame with bright finish, medium size, with

Rock Shox Indy C suspension fork
 Maxxis Helter/Skelter 26X1.95 tires
 Norma Rigida aluminum alloy rims with spoke eyelets
 Shimano STX RC Parallax front and rear hubs
 Shimano V-Brakes
 Dia Compe 7 Direct Pull brake levers
 Sram ESP 500 twist shift levers
 Dia Compe AheadSet head set
 Selle San Marco Tecno Dynamica seat
 Shimano STX RC triple chain ring crank arms
 Shimano STX RC front derailleur
 Sram ESP 5.0 carbon composite 8 speed rear derailleur

Suggested retail price \$849

This bike was graciously donated to the Kalamazoo Bicycle Club by:

VILLAGE CYCLERY

US 131 Highway

Schoolcraft, MI 49087

(616) 679-4242

www.net-link.net/villagecyclery

How to Submit an Article to *Pedalpress*

Yes, we love your submissions here at the *Pedalpress*. The last two months have seen fine writing from Zoltan Cohen and Randy Putt. We'd be pleased to see your writing here too. What's more, we figure you'd have a good time writing, just as Zoltan and Randy obviously did. Please don't be shy about it. We'd truly like to see your efforts here. Don't worry too much about typos, spelling, or punctuation. Just have a good time with whatever you write, and we'll do the editing.

If you can get it to us on a computer disk (3 1/2 inch), that's best. We can deal with most programs (WordPerfect, Word, RTF, HMTL, etc.) E-mail is okay too, although it's more effort for us to edit than a disk. The address for any e-mail to the editor or for the *Pedalpress* is Kirkdoug@aol.com.

But we're still old-fashioned here too, so plain old paper is just fine too. We can deal with handwriting or typing. Send your stuff to *Pedalpress* Editor, 1525 Merrill, Kalamazoo, MI 49008. Or call us at 388-5045 if you have questions.

If your article, story, ad, ride listing, etc. will become dated quickly, please remember our deadline is always the 15th of the month before publication.

-Doug Kirk

February Birthdays

Jay Campbell
 Zoltan Cohen
 Clarissa Gaff
 Claire Gushurst
 Terry Hutchins
 Greg Miller
 David Sluyter
 Zachary Teel
 Mary White

New Members

Doug Jonas
 Jerry Flowers
 Anjanette Jonas

Women's Bicycle Maintenance Class

Village Cyclery in Schoolcraft is having a bicycle maintenance clinic for women only. This will give women a chance to ask questions and learn without significant others acting like know-it-alls. Topics will include changing tires, patching tubes, adjusting derailleurs and other routine maintenance jobs. Classes start Wednesday, January 20th and will run every Wednesday evening for the next 6 weeks. Classes will last about an hour starting at 7 PM sharp. All women are welcome to attend. Call Chandler at 679-4242 to reserve your place in class.

Ride Leaders Wanted, No Experience Necessary

By Ride Captain Randy Putt

Since there are a couple of feet of snow on the ground and the temperature seems to be stuck below 20 degrees, there is not much outside riding for me this time of the year. But having spent a few hours on the wind trainer recently the fact that 40 degree temperatures are forecast for this weekend has me thinking of riding again.

Although the calendar says it's the middle of January and the weather is cold, Spring is just around the corner and that means it's time to plan the upcoming 1999 KBC ride season. It's never too soon to begin the annual search for ride leaders. KBC had a great group of ride leaders last year and the 1998 ride season was the best one I can remember. Several of the ride leaders have been leading for many years and plan not to lead during the 1999 season, so KBC will need some new leaders this year.

There was a large rider participation the 16+ mph ride groups and these groups are well established for the three weekly ride nights. Although there was a good 10-15 mph ride group on Monday evenings, participation on other nights has been limited for this group. In the past KBC has offered a Wednesday night fitness ride on the Kal-Haven trail, but this ride was poorly attended. The ride leaders stuck with it the whole season, but we were unable to attract any riders on a regular basis. In order make additional 10-15 mph ride groups a part of the KBC ride calendar KBC needs you 10-15 mph riders to participate and to help lead the rides. Once a group gets started it feeds on itself.

Late last Fall KBC received a note from a member of the Portage Pedalers, a seniors riding group from Portage, expressing an interest in riding with a 10-12 mph group on Monday evenings. This group would be interested in providing some ride leadership for a 10-12 mph ride group also. KBC would welcome involvement from the Portage Pedalers. We'll have more information about this group in future newsletters.

We plan to continue the Monday, Wednesday, Friday, and possibly a regular weekend ride for the 1999 season. KBC hopes to offer at least a partial weekly

ride schedule in April as the weather permits. Look for details in the March and April Newsletters.

The Monday Recovery Ride at Texas Drive Park will provide three ride leaders which should provide a pace (15-20 mile group at 10-15 mph, 20-25 mile group at 16-18 mph, and the 25-30 mile group at 19+ mph) to suit riders of all abilities. We need ride leaders for all three ride groups. The more volunteers the better.

The Wednesday ride meets at Kalamazoo Central High School. This ride consists of a 16-18 mph and a 19 mph group. I am sure that the Hammerfest (46 miles at 22+ mph) will also continue on Wednesdays from the High School. It would be great to restart the fitness ride at 10-15 mph on the Kal-Haven Trail. We need ride leaders for these rides also.

The Friday Tour de Gull meets at Billy's Bike Shop in Galesburg and the pace varies depending on who shows up. We did have a 16-17 mph as well as the 20+ mph group last year. The route for this ride is well established so the ride leader job is easy. Give it a try.

Is anyone interested in leading regular mountain bike rides this year? If you are, give me a call. We sure could use an organized mountain bike ride, say, at Al Sabo or Fort Custer. Anyone interested in leading rides this year please give me a call at 649-1814. I will be more than happy to talk about it. In fact, most any experienced KBC rider would be happy to discuss ride leader responsibilities with you. You do not have to wait to be asked. No experience is necessary, just the willingness to ride with a great group of people who enjoy riding their bikes.

Even if Mother Nature says it is Winter, think Spring and cycling. When the weather cooperates, impromptu rides will most likely materialize in the next couple of months. Wear the appropriate clothing and let's go for a ride. If anyone would like to lead a weekend ride in February or March, give me a call or send me a description of the ride via e-mail. If the roads are dry, there will be riders ready to ride. I have a lengthy e-mail list of riders, so the ride information can be transferred quickly and on short notice. If any of you would like to be added to the e-mail list, send your e-mail address to me (srbike@aol.com).

What Laws Apply To Bicycling?

These laws were scanned directly from a pamphlet from the Battle Creek Police Department entitled *Cycling Safely*. A few of the laws apply to motorcycles rather than bicycles, but we'd all be well advised to read these carefully. There wasn't room to fit in the laws that say you must have brakes (Doh!) and a bell or audible device (voice?)

UNIFORM TRAFFIC CODE

R28.1604 Sec. 6.4 Riders to obey traffic law.

Every person who rides a bicycle on a roadway shall be granted all of the rights, and shall be subject to all of the duties, applicable to the driver of a vehicle pursuant to the laws of Michigan which declare rules of the road applicable to the vehicles or pursuant to the traffic ordinances of the government unit which are applicable to the driver of a vehicle, except as to special regulations in this chapter and except as to those provisions of laws and ordinances which by their nature do not apply.

R28.1604a Sec. 6.4 a. Limited access highway; pedestrians and certain vehicles prohibited; violation as civil infraction.

- 1) A person shall not operate a moped, farm tractor, motorcycle with less than a 125-cubic centimeter engine, or other self-propelled farm implement, nor shall any pedestrian, bicycle, except as provided in this code, or other nonmotorized traffic be permitted, on any limited access highway in this state. Bicycles shall be permitted on paths which are constructed separately from the roadway and which are designated for the exclusive use of bicycles.
- 2) A person who violates this section is responsible for a civil infraction.

R28.1606 Sec. 6.6 Obedience to traffic-control devices; violation as civil infraction.

- 1) Any person who operates a bicycle shall obey the instructions of official traffic-control signals, signs, and other control devices applicable to vehicles, unless otherwise directed by a police officer.
- 2) A person who violates this section is responsible for a civil infraction.

R28.1607 Sec. 6.7 Obedience to pedestrian regulations when dismounted from a bicycle.

When authorized signs are erected which indicate that right, left, or U-turns are not permitted, a person who operates a bicycle shall obey the direction of such sign, except where the person dismounts from the bicycle to make such turn, in which event the person shall then obey the regulations applicable to pedestrians.

R28.1609 Sec. 6.9 Bicycles; number and manner of carrying persons, violation as civil infraction.

- 1) A person who propels a bicycle shall not ride other than astride a permanent and regular seat attached thereto and shall not carry more persons at one time than the number for which the bicycle is designed and equipped.
- 2) A person who violates this section is responsible for a civil infraction.

R28.1610 Sec. 6.10 Riding on roadways and bicycle paths; violation as civil infraction.

- 1) A person who operates a bicycle, motorcycle, or moped on a roadway shall ride as near to the right-hand side of the road way as practicable and shall exercise due care when passing a standing vehicle proceeding in the same direction.

- 2) A person who operates a moped, a motorcycle, or a bicycle shall not pass between lines of traffic, but may pass in an unoccupied lane on the left of traffic moving in his or her direction in the case of a 2-way street and on the left or right of traffic in the case of a 1-way street.
- 3) A person who violates this section is responsible for a civil infraction.

R28.1611 Sec. 6.11 Riding 2 abreast prohibited; exception; violation as civil infraction.

- 1) Every person who operates a bicycle, motorcycle, or moped on a roadway shall not ride more than 2 abreast, except on paths or parts of roadways set aside for the exclusive use of such vehicles.
- 2) A person who violates this section is responsible for a civil infraction.

R28.1612 Sec. 6.12 Bicycles; use of paths required when provided; violation as civil infraction.

- 1) When a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway.
- 2) A person who violates this section is responsible for a civil infraction.

R28.1613 Sec. 6.13 Clinging to other vehicles prohibited; violation as civil infraction.

- 1) A person who rides on any bicycle, motorcycle, moped, coaster, roller skates, sled, or toy vehicle shall not attach the same or himself or herself to any vehicle on a roadway.
- 2) A person who violates this section is responsible for a civil infraction.

R28.1614 Sec. 6.14 Bicycles; speed; violation as civil infraction.

- 1) A person shall not operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing.
- 2) A person who violates this section is responsible for a civil infraction.

R28.1615 Sec. 6.15 Emerging from alley, driveway, or building; yielding right-of-way; violation as civil infraction.

- 1) The operator of a bicycle who emerges from an alley, driveway, or building, shall upon approaching a sidewalk or the sidewalk area extending across any alleyway, yield the right-of-way to all pedestrians approaching on the sidewalk area and, upon entering the roadway, shall yield the right-of-way to all vehicles approaching on the roadway.
- 2) A person who violates this section is responsible for a civil infraction.

R28.1616 Sec. 6.16 Carrying articles; height of handlebars; violation as civil infraction.

- 1) A person who operates a bicycle, motorcycle, or moped shall not carry a package, bundle, or article which prevents the driver from keeping both hands on the handlebars of the vehicle.
- 2) A person shall not operate on a street or highway of this governmental unit a motorcycle or moped equipped with handlebars that are higher than 15 inches from the lowest point of the undepressed saddle to the highest point of the handlegrip of the operator.

- 3) A person who violates this section is responsible for a civil infraction.

R28.1617 Sec. 6.17 Bicycles; parking on sidewalk, violation as civil infraction.

- 1) A person shall not park a bicycle on a sidewalk where bicycle parking is prohibited by official traffic-control devices. A person shall not park a bicycle on a sidewalk in a manner that would unreasonably obstruct pedestrian or other traffic.
- 2) A person who violates this section is responsible for a civil infraction.

R28.1617a Sec. 6.17 a. Bicycles; parking on roadway; violation as civil infraction.

- 1) Notwithstanding the provisions of chapter 8 of this code, and unless prohibited or restricted by traffic-control devices, a bicycle may be parked as follows:
On the roadway at an angle to the curb or edge of the roadway at any location where the parking of vehicles is allowed.
On the roadway abreast of another bicycle near the side of the roadway at any location - where the parking of vehicles is allowed.
- 2) In all other respects, a bicycle parked anywhere on a street shall conform with the provisions of chapter 8 of this code which regulates the parking of vehicles.
- 3) A person who violates this section is responsible for a civil infraction.

R28.1618 Sec. 6.18 Obedience to signs prohibiting riding of bicycles; violation as civil infraction.

- 1) When a sign is erected on a sidewalk which prohibits the riding of bicycles thereon by any person, a person shall obey the sign.
- 2) A person who violates this section is responsible for a civil infraction.

R28.1619 Sec. 6.19 Riding on sidewalks; right-of-way; violation as civil infraction.

- 1) When any person is riding a bicycle on a sidewalk, such person shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.
- 2) A person who violates this section is responsible for a civil infraction.

R28.1620 Sec. 6.20 Bicycles; lights; red reflector; violation as civil infraction.

- 1) Every bicycle, when in use at nighttime, shall be equipped with a lamp on the front which shall emit a white light that is visible from a distance of not less than 500 feet to the front and shall be equipped with a red reflector on the rear that is visible from all distances from 100 feet to 600 feet to the rear when the bicycle is directly in front of the lawful upper beams of head lamps on a motor vehicle. A lamp that emits a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.
- 2) A person who violates this section is responsible for a civil infraction.

Getting Out of Town

by Doug Kirk

Besides Axel Kleat's piece in this month's *Pedalpress*, a couple of other things have had me thinking about the problems those of us who live in the cities of Portage and Kalamazoo will be forced to deal with in the coming years.

Regular readers will recall that I am on the Bicycle Task Force of the Non-Motorized Transportation planning group for the City of Kalamazoo. Our primary function has been to produce a "wish list" for improving roads bicyclists need to use. This list now exists, and will be presented—along with other parts of our report—to the Kalamazoo City Commission in February. I'll incorporate it in a *Pedalpress* before long.

A high priority on this list, and I'm sure in the mind of many city-bound cyclists, is Parkview Road, which is the last, best way to get to the wonderful roads south and west of Kalamazoo. Parkview is a "bike route," and HAS to remain reasonably rideable, since all other options to get across US 131 are unacceptable.

Parkview keeps getting busier, but when I thought about the plan to put WMU's proposed research park on the Lee Baker farmland at Parkview and Drake, I figured that things would go from bad to worse—lots worse—and fast. Let's face it, 9th Street is becoming a developer's paradise already, and if WMU puts a research park on Parkview, the whole area could go commercial (and nearly unrideable) pretty darn fast. Been riding on 9th Street recently? Not much fun, is it?

So I e-mailed my concerns to Dick Skalski, who is also on the Non-Motorized Transportation Planning Committee AND the Bicycling Task Force. Dick is the Senior Construction Engineer for the City of Kalamazoo, and though I take some credit for the bike routes we do have, it's safe to say they wouldn't be there if not for Dick's efforts. Here is Mr. Skalski's reply, which I received about January 10, 1999:

"I would like to update you on several developments which are proposed within the possible development of the Lee Baker Farm.

"Western Michigan University is interested in linking the main campus with this development. This includes non motorized connections. We are proposing a connection along Arcadia Creek at Howard to Rambling Road, then along Rambling

to Winchell. West on Winchell to an access to the Asylum Lake Property, then southerly east of Asylum Lake and east of the outlet and wet land area to Parkview.

"We are proposing a separate trail along Parkview or wide outside lanes or both. We don't have survey data and plans of this area yet. I would like to assure you that there will be non motorized access through and across the site as part of this development. We will include trails south of Parkview and within the proposed development as well. WMU supports this and wants this included as much as we do.

"I would also like to bring you up to date on several other issues. I plan to make application to MDOT for two Enhancement Grants for development of two trailway segments. The first is the connection from the near northwest downtown area beginning at the intersection of Kalamazoo Ave. and Westnedge along the old abandoned railroad right-of-way to the Kal-Haven trailhead at 10th Street. The second application is for the construction of a trailway along Portage Creek beginning at the ending of the Portage's proposed Bi-Centennial Trailway along Portage Creek at Kilgore Road to a connection with the Greenway/Trailway at the Kalamazoo River downtown.

"I will also be making application to the Michigan Department of Natural Resources in April for funding to purchase the remaining South Haven Branch railway right-of-way. In doing this it can be used as a match for the other Enhancement Grant."

Now, it is clear that big things are afoot. But plans, proposals and requests for grants are a long way from reality. If we're not careful, we might end up with "bike routes" full of pedestrians, in-line skaters, and bird-watchers. These multi-use trails are, we've learned in our planning groups, actually more dangerous than riding along the roads.

Please get involved here. The *Pedalpress* can keep KBC members informed, but if we don't look after ourselves, no one else will either.

Recovery Party Big Fun

KBC's Recovery Party was Saturday, January 16th, and the turnout was really excellent. For the third year in a row, we took over the back corner of the Roadhouse on W. Michigan Ave. There was plenty of beer as well as smoked salmon, buffalo wings, veggies, crackers, cheese, dip, chips, and salsa. Frankly, I pretty much called it dinner, and I know I wasn't the only one hitting the goodies pretty hard.

Our outgoing President, Tom Cross, performed his last official duty—bestowing the annual Volunteer of the Year Award jointly upon Al Cergol and Paul Stevens for the tremendous job they did on the 1998 Flowerfest Tour.

All the local bike shops AND Saturn of Kalamazoo (Saturn sponsors what is currently the most successful bicycle racing team in the United States) contributed gift certificates, jerseys, T-shirts, seats, computers, lighting equipment, socks and bottles, which we happily handed out as our secretary, Barb Miller, drew names from a hat. Almost everyone ended up with something.

On behalf of KBC, I'd like to thank the local shops for their generosity. These small business people continue, year in and year out, to support this, your local club, something no mail order house ever does. Please show your thanks by patronizing these entrepreneurs helping you enjoy bicycling.

Kathy Barrett and I also handed out a few tongue-in-cheek awards of our own. Recipients each received an unautographed Powerbar. Two award winners are so noteworthy are to merit mention in print.

Marion Barnes received the One Tough Woman award for riding (and I mean fast) 20 miles home after a dog took down she and her husband Chris on their tandem (hard enough to break a helmet, sprain a wrist, and cause nasty road rash) near Decatur.

Al Cergol received the Lemonade From Lemons Award. Al broke his bike on the first day of DALMAC, limped 30 miles to Mt. Pleasant with one skipping gear, rented a car, drove to Kalamazoo, went to bed, got up REAL early, grabbed his old bike, drove back to Mt. Pleasant, and was raring to go the next morning at 8:00 with the rest of us.

- Doug Kirk

Staying Fit This Winter?

Richard Neumann is one tough guy. He's bicycled to work at Alfred E. Bike every day so far THIS winter, same as he does all year 'round. It's only a couple of miles one way, but there have been quite a few days so far this year, especially in early January, when you wouldn't have biked two miles on a bet, would you—especially during morning or evening rush times. Richard would have received one of Kathy's and my awards at the Recovery Party had he been there, but since he wasn't, he's getting his recognition in print.

I know there are a few other hardy souls who ride all winter long. Barb Miller, our Secretary, e-mailed me mentioning a Kalamazoo public school science coordinator, Charles Pearson, who also commutes by bike year around. Joan Orman, who works at Gazelle Sports, also commutes by bike most of the time, even in the winter.

So we know what these diehards do to stay fit (Richard admits to riding rollers too), but what about those of us who are a bit less obsessed? We did an informal survey, and turned up the following tidbits:

Dave DeBack, Dan Ferrara, Kathy Barrett, Zoltan Cohen, and, I'm sure, many others take advantage of the big snow to cross-country ski as often as possible. While waiting for my broken collarbone to finish mending, I've been lifting some weights and riding indoor trainers, swimming with a kickboard, and, heaven forbid, even running!!!.

On occasion I hear amazing tales. One Hammerhead who shall remain nameless claims three hour sessions on the indoor trainer, a claim that no one will hang around to verify. Just one effort like that would remove any doubts about my sanity—I'd be off my rocker and on the Prozac for good.

But the award for most unusual cross-training program must go to Frank Machnik, even if the regimen might not be as productive—aerobically—as some other plans. Reliable sources, including Frank, indicate that he is lifting weights strictly for his upper body this winter, and only relatively small weights at that.

We see in the spring in the spring whether Frank's daily twelve ounce curls have had a positive influence anywhere other than his waistline.

- Doug Kirk

2009, A Space Odyssey

by Axel Kleat

Since the snow's too deep to ride just now, and the short days depress me anyway, I've been reflecting on what else intrudes upon my cycling besides winter's inevitable but mercifully seasonal visits. It didn't take long before I settled on just one dreary subject--growth.

Not my waistline, either. Sure, there is a bit of a problem with the belt notches this time of year, but the REAL dilemma is where and how those of us who live near the city—Kalamazoo, Portage, or really any city--will ride our bikes, say, ten years from now.

More and more people are born, grow up, move here, build houses, and worst, drive cars. Universities take over farmland, companies sprout where mature woods stood, and subdivisions spring forth from fields. Our whole economy is predicated on growth, and the fact is that people are really good at it, especially around here.

I've been riding long enough that if I pause and think 'way back, I can vaguely remember riding in, oh, 1983 or 1984. Believe me, the roads weren't as busy, but then there weren't nearly as many subdivisions and developments circling town then either. Nothing but farms on Texas Drive. The exodus to Mattawan, Lawton and Plainwell had barely begun.

I bet Parkview Ave., 8th and 12th Streets, Texas and Riverview Drives, and Miller and Ravine Roads all have half again as much traffic as they did fifteen years ago. None of these roads, indeed, no road I ride has been improved for the benefit of bicyclists, unless you count those green "bike route" signs, which by themselves really don't help too much. When roads are improved, it's not wider shoulders for bikes, it's extra lanes for cars (sometimes at the expense of any shoulder at all).

Don't misunderstand. There's still lots of great riding around here. But it's moving inexorably further out of town as civilization expands around

us. Not only must you pedal further and further to get to it, the ride out is more heavily trafficked and dangerous.

Solutions? The easy one is to move out of town. Maybe you already have. If so, I hope gas stays cheap. But the paradox is that this solution just adds to the problem. One becomes part of the expanding waistline of urban sprawl.

I'm pretty good at rationalizing when it fits my purposes, though, and since I'm a bicyclist I really need the open roads the country offers. So it follows that I'm more entitled to cut down some trees for my living space than some couch potato. Pretty shaky sounding, I admit. But better than nothing.

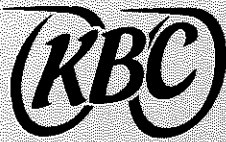
A better plan, and one that benefits lots more people is to work with the powers that be to improve bicycling facilities. More shoulder stripes. Wider shoulders. Actually assigning civil engineers to study and address our needs.

The City of Kalamazoo has made a start. It is nearly done spending about \$120,000 (mostly a federal grant) just to study what might be done. The people involved have actually included KBC members and other bicyclists. But the real question is not what needs to be done. We cyclists know what roads need help without spending \$120,000 to figure it out.

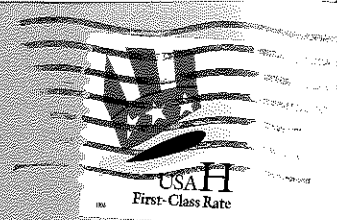
The issue is what WILL be done—in concrete and asphalt and paint--where and how it will be done, and most importantly, where the money will come from. This Club needs to be involved in getting local governments and the Road Commission to address our needs. There's an old saying from the 1960's: if you're not part of the solution, you're part of the problem.

And if you're not willing to help with a solution to THIS problem, you'll either quit riding or be planning a move to the country before long.

What's that, you say you're got too much else to do? Then don't forget to give the bicycles some room five or ten years from now when you drive by.



KALAMAZOO BICYCLE CLUB
P.O. Box 50527
Kalamazoo, MI 49005



ADDRESS CORRECTION REQUESTED

Expires 2000/02

Phil & Jini Caruso
2301 Fairfield Ave.
Parchment, MI 49004

KBC OFFICERS

President: Richard Walter 649-1944
Treasurer: Paul Stevens 324-9024
E-mail: 73372.1732@compuserve.com
Secretary: Barb Miller 349-1826

OTHER IMPORTANT NUMBERS

Database Manager: Jeanette Holm 385-5052
E-mail: jsholm1@aol.com
Info Line: 343-2288
Newsletter Distribution: Gerry Blohm 375-8121
Newsletter Editor: Doug Kirk 388-5045
E-Mail: Kirkdoug@aol.com
Ride Captain: Randy Putt 649-1814
E-mail SRBike@aol.com@aol

KALAMAZOO AREA BIKE SHOPS

Alfred E. Bike 349-9423
Billy's Bike Shop 665-5202
Breakaway Bicycles 324-5555
Cycle Works & Sports 353-7615
Milwood Schwinn 349-6384
Parchment Bicycle 343-8118
Portage Schwinn 327-3393
Pro Sport 381-7233
Team Active Schwinn 962-7688
Village Cyclery 679-4242
Vorncamp Bike 344-3599

KALAMAZOO BICYCLE CLUB MEMBERSHIP APPLICATION

Dues (Check One)

☐ Adult Membership \$15.00
☐ Family \$17.00
☐ Senior (60+) \$13.00
☐ Youth (17 or younger) \$13.00

Please Print

Name _____
Address _____
City _____ State _____ Zip _____
Phone _____ Birthdate _____
E-mail _____

Family Member Names

Birthdates

_____	_____
_____	_____
_____	_____
_____	_____

Signature _____
Parent's Signature (if under 18) _____

Interested in working on KBC Events? ☐ Yes ☐ No

Rider Category: Fitness ☐ Casual ☐ Competitive ☐

SEND TO: KALAMAZOO BICYCLE CLUB, PO BOX 50527, KALAMAZOO MI 49005