

# THE LOUISVILLE BICYCLE CLUB

Founded in 1897

[www.louisvillebicycleclub.org](http://www.louisvillebicycleclub.org)

September/October 2007

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REMINDER: The 30th annual  
Old Kentucky Home Tour  
is Sep. 8-9, 2007 [info@okht.org](mailto:info@okht.org)

*The Louisville Cyclist is a bi-monthly  
newsletter of the Louisville Bicycle Club.*

*Please submit articles and photos to:  
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502-447-7814.*

**Deadline for the November/  
December 2007 issue is Oct. 1**  
*"Tempus Fugit"*

*Please let us know what you think this  
newsletter needs. After all, it's your  
newsletter!*



## Bridge to Bicycle-Friendly Louisville *by Ed Tonini, LBC VP Advocacy*

The "Bridge to Bicycle-Friendly Louisville" Memorial Ride turned out to be a major success. While it was an emotional tribute to fallen cyclist "Chips" Cronen, its real enduring value is that it launched what everyone hopes will become a new era in bicycle safety in our area.

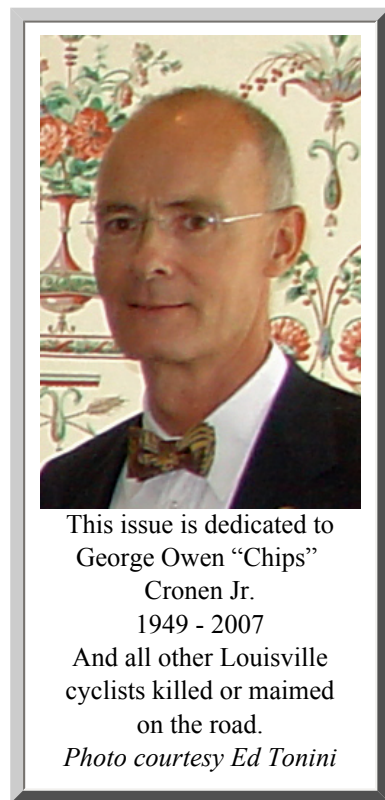
The event drew the attention and support of Andy Clarke, the Executive Director of the League of American Bicyclists who traveled from Washington, DC, to address the crowd. The LAB is the largest and most influential cycling advocacy and lobbying organization in the United States.

Ninety-five degree temperatures didn't discourage a crowd of what police estimated at between 2,000 and 2,500 riders and supporters of the bike safety movement. The crowd included the first-time-ever gathering of all eleven of the bicycle racing teams from the Louisville area. Racing team organizer Brad Swope called the memorial ride "the most important event in Louisville bicycle history. Every rider on every team recognizes the importance of bike safety and the need to change the current culture in Louisville."

Most riders took the short Clark Bridge route back to the Great Lawn. The official LBC ride, 25 miles to The CCCC Club outside Utica, Indiana, and back, drew over 225 riders. Other than the annual OKHT ride this was the largest club ride by far.

Planning and execution of the event was accomplished in less than 30 days. I was extremely gratified in the financial support the event received from all of the Louisville area independent bicycle retailers. These retailers included Bardstown Road Bicycles, Bicycle Sport, Bike Couriers Bike Shop, Bluegrass Bicycles, Clarksville Schwinn, Cycler's Café, Dixie Schwinn Cyclery, Goose Creek Cycles, On Your Left Cycles, St. Matthews Cyclery and Scheller's Fitness and Cycling. We urge all cyclists to remember their support for Louisville Cycling welfare when considering your next cycling oriented purchase.

Special recognition needs to be given to John Villines, Mohammed Nouri and Nancy Braxton-White of Metro Planning and Design for their support of the event. Mayor Jerry Abramson, the most bicycle-friendly Mayor in America, proved his commitment to cycling. Without his support of the memorial event and the Sharrow experimental program in general, it simply could not have happened.



This issue is dedicated to  
George Owen "Chips"  
Cronen Jr.  
1949 - 2007  
And all other Louisville  
cyclists killed or maimed  
on the road.

*Photo courtesy Ed Tonini*

*Continued on page 11*

## LBC Membership Exceeds 1,000 –

by Barbara & Jim Tretter, LBC Secretary & Treasurer

### YOUR CLUB OFFICERS (Executive Committee)

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President  
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The Louisville Bicycle Club is affiliated with the **League of American Bicyclists (LAB)** and the **United States Cycling Federation (USCF)**.

Since LBC memberships expire on their individual anniversary dates, the "actual" number of LBC members fluctuates constantly as memberships expire, are renewed and new members join. But in July we officially exceeded 1,000 paid up members for the first time. In the January 2007 publication of the "Cue Sheet" the League of American Bicyclists reported from a recent survey of affiliated clubs across the country that only 10 clubs had memberships exceeding 1,000 and we were not one of those at that time.

A study of the LBC archives shows how membership has changed over the years. Interestingly, from 1992 through 2002 membership was relatively constant at about 650-675. Traditionally, about 25-33% of our members fail to renew their memberships each year, most of these having been members for only one year. Yet, we've seen steady net growth since 2002 averaging nearly 10% per year.

So, what's the cause of the growth? One can only speculate but my guess would be the improvements in our programs in Touring, Racing, Bike Education, Advocacy and our Old Kentucky Home Tour. Each of these programs has seen significant expansion in the past five years attracting greater participation. Unfortunately, expanded programs require more management and finding capable leadership willing to serve has always been the Club's biggest challenge.

## NEW MEMBERS

Bainbridge, Anne	3031 Talisman Rd	Louisville, KY	40220	
Barr, Ford	500 Sherburn Lane Apt A2	Louisville, KY	40207	(502) 396-9833
Barton, Diane & Scott	2606 Valletta Rd	Louisville, KY	40205	(502) 608-4366
Black, Percy	6004 Pageant Way	Louisville, KY	40214	(502) 419-7773
Bowman Family, Jeff	3716 Willmar Ave	Louisville, KY	40218	(502) 454-4115
Branch, Bill	5724 Arnsby Place	Cincinnati, OH	45227	(513) 293-3663
Brown, Michael	5119 Tauten Square	Louisville, KY	40241	(502) 742-1401
Carothers, Scott	3809 Therina Way	Louisville, KY	40241	(502) 807-7997
Coates, Arnold & Lorre	11204 Willowick Ct	Louisville, KY	40272	(502) 933-0760
Cummins, John	3500 National City Tower	Louisville, KY	40202	(502) 587-3602
Dahlem, Charlie	3300 Natchez Lane	Louisville, KY	40206	(502) 648-1072
Daugherty Family, Connie	137 Ridgecrest Ct	Shepherdsville, KY	40165	(502) 921-2490
Daulton, Phil	2840 Garfield Ave	Louisville, KY	40212	(502) 472-0132
Dobbs, Stacy	4302 Alton Rd	Louisville, KY	40207	(502) 357-0457
Dobson, Jerry & Susan	1205 N Pope Lick Rd	Louisville, KY	40299	(502) 244-8024
Dulin, Michael	1022 Caldwell St	Louisville, KY	40204	(502) 777-2029
Dutton, Angela	1962 Deer Park Ave	Louisville, KY	40205	(502) 459-4296
Faurest, Melissa	8313 Salford Way	Louisville, KY	40222	
Fischer, Drew	2401 Henley Ct	Louisville, KY	40242	(502) 429-3540
Fraze, Zella	1431 Baxter Ave	Louisville, KY	40204	(502) 458-7152
Gedrose, Garey	1036 E Kentucky St	Louisville, KY	40204	
Gross, Michael	1815 Arboro Pl	Louisville, KY	40220	(502) 299-9889
Hale, Jamie	1021 Walter Ave	Louisville, KY	40215	(502) 608-3059
Hamilton, Cathy	518 Riverview Dr	Salem, IN	47167	(812) 883-4114
Haynes, Lora & Chris	3807 Stockridge Rd	Louisville, KY	40241	(502) 852-5949
Heath, Kristina	905 Barrington Ct	Louisville, KY	40205	(502) 553-1132
Heins, Lauren	12909 Crstmoor Cir	Prospect, KY	40059	(502) 403-8076
Henderson, Greg	2347 Valley Vista	Louisville, KY	40205	(502) 454-7881
Jackson, Adam	11714 Robin Lynn Lane	Louisville, KY	40243	
Jackson, Stephen	11714 Robin Lynn Lane	Louisville, KY	40243	
Just, Pamela	14905 Oakvista Way	Louisville, KY	40245	(502) 661-3239
Keal, Emily	3714 Plymouth Ave	Louisville, KY	40207	
Klein, Allen	2175 Heritage Way Apt 128	Corydon, IN	47112	(502) 938-0225
Lonto, Robert	13209 Stepping Stone Way	Louisville, KY	40299	
Lucchese, Ange	981 Samuel St	Louisville, KY	40204	(502) 636-1103
McClellan, Beth	1210 Winding Creek Pl	Louisville, KY	40245	(502) 244-8829
Moore, Sean	3838 napanee Rd	Louisville, KY	40207	(502) 802-2734
Orth, Eric	9205 Rainbow Springs Ct Apt 2	Louisville, KY	40241	
Owens, Larry	8513 Autumn Ridge Ct	Louisville, KY	40242	(502) 425-1086
Pepper, Alex	4804 Famous Way	Louisville, KY	40219	
Pethick, Rhonda	257 Cedar Point Ct	Mt. Washington, KY	40047	(502) 664-7856
Pethick, Larry	257 Cedar Point Ct	Mt. Washington, KY	40047	(502) 664-1851
Roggenkamp, Kristin	5021 Wolf Pen Woods Dr	Prospect, KY	40059	
Rowles, Michael & Angela	11704 Autumn Forest Ct	Louisville, KY	40229	(502) 961-8673
Rush, Kenneth	6808 Hwy 111	Sellersburg, IN	47172	(502) 376-2932
Shouse, Mark	111 Master St	Radcliff, KY	40160	(270) 300-2092
Strafer, Greg	5303 Oaklawn Park Dr	Louisville, KY	40299	(864) 630-5390
Terrell, Sue	1001 Woodfield Dr	New Albany, IN	47150	(812) 944-7590
Timm, Ellen & John	2325 Village Drive	Louisville, KY	40205	(502) 384-3789
Tonini, David & Suzanne	7964 E 28th Ave	Denver, CO	80238	(303) 377-2203
Webster, Steven & Suzanne	1858 Overlook Terrace	Louisville, KY	40205	
Williams, Charles	6004 Pageant Way	Louisville, KY	40214	(502) 366-1784



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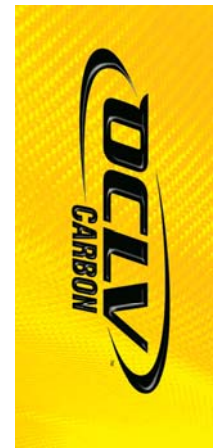
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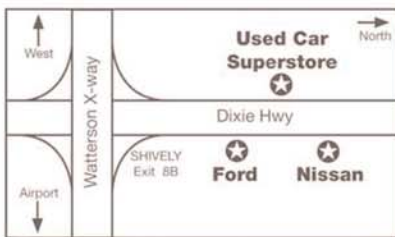
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## Autumn is my favorite time of year.

by Mark Luking, LBC VP Racing

The hot summer weather begins to moderate, giving way to cool mornings and many delightful sunny days, the fall foliage is always beautiful, but, more than anything else, it is because it is cyclocross season! Sometimes referred to as “the NASCAR of bike racing”, this fast growing sport involves about 90% riding and 10% running over a 1-2 mile closed-loop course. The course will include a variety of surfaces, barriers, hills and tight turns, and is said to require “the finesse of a ballet dancer, the speed of a motorcycler and the grit of a hockey player”. But, whether you are a racer plowing through a sand pit or part of the crowd ringing cowbells and cheering the racers on, it is great fun for everyone.

This year, the Ohio Valley Cyclocross Series, promises to be bigger, better and more exciting than ever before and, with four of the fifteen races in the series right here in the Louisville area, it will be easier than ever for you to join in the fun. On September 9, the season kicks off with the first race in Columbus, Ohio, and after that there are races around the region nearly every weekend until early December.

The first local race in the OVCX series will be the JPMorgan, Tour de Louisville at E.P. Tom Sawyer Park on Sunday, September 30th. Besides cyclocross, this event will feature a number of other activities for your whole family including golf, soccer, lacrosse, a FunZone and a food court. Plus, a portion of the proceeds will be donated to local charities. A great way to spend an Autumn afternoon!

The last two races in the series will also be in our “backyard”. One is the Storm the Greens race at RRCC on December 2 and it will again be the USCF Kentucky State Championship race. Our own LBC’s Team Louisville will host the season finale at Wendell Moore Park just outside LaGrange, Ky. on the following Sunday, December 9th. Racers receive double points for this race, which can often determine the overall winners of the series. It has been a couple of years since we have raced at Wendell Moore Park. It offers some very challenging terrain set against the beautiful backdrop of a large lake and I am very

excited about having our race there this year.

Most races will also offer a children’s race and food, so bring the family out.

I have saved the best for last!

By far and away, the biggest highlight of this season will come on October 27 and 28 when Louisville and 2Wheelsports hosts the Papa John’s Derby City Cup at the former River Road County Club. We are very fortunate to be one of only three cities in the nation to be selected as a site for the series of races known as the U.S. Gran Prix of Cyclocross. The Derby City Cup races will be two of the six days of qualifying races that comprise the officially recognized USA Cycling’s national series. There will be hundreds of CX racer from all around the country in town to participate and they will certainly include many of the top men, women, U-23, masters and junior riders in the sport of cyclocross. In fact, America’s best ever showing at the world championships in Belgium last year (3 silver medals) came from riders that competed for places on the US Team at the USGP events.

So circle the weekend of October 27 & 28 on your calendars so you won’t miss out!

I would also like to encourage you to pitch in and help make this event a huge success. Just like the National Senior Olympics or the Ford Ironman Triathlon, we will need plenty of volunteers to help with the essential and often mundane tasks associated with staging an event of this magnitude. If we would like our city to host world-class events such as this, it is up to all of us to do what we can to make them a success. If you would be willing to help out please contact Mike Hewitt at 2wheelsports.com for more information.

I hope to see you all at the OKHT. Be sure and stop at the Team Louisville Sag stop at the top of Lilly Pike for some fun and refreshments!

## LBC at Paris-Brest-Paris 2007

by PaCkMaN



The first group lines up.

Webcam by Audax Club Parisien

It is not a race but four of our LBC members are to be congratulated for completing the 1225 km (761 miles) of Paris-Brest-Paris within the 90-hour time limit, August 20-24, despite a chilly rain most of the four days. And despite many abandons by other riders, all four of ours who entered managed to finish. They are Melissa Hall, David King, Steve Rice and Steve Royse. Allez!



Melissa Hall interviewed at Tinteniac.

Steve Rice is to her left.

Screencap from Audax Club Parisien

## Tearing It Up in the Dirt!

by Duane Walker, LBC Team Louisville

A small but active group of Mountain Bikers racing for Team Louisville have been tearing it up in the dirt this season. Nine different racers have flown the team colors at events around the region so far, with great results.

Blaine Heppner has by far been the most active with over 10 races entered this season so far. In his first year of racing, Blaine jumped right into the Sport class and started dominating the local scene with several overall wins of his class at local races and several top-ten finishes at larger DINO Series races, allowing him to race in the ultra-competitive Sport-Open category. He has been entering the Expert class at the local races with good results, and plans to upgrade his license at the end of the season.

Brad Wunderlich has continued to show the young punks what an older guy can do, scoring top-ten finishes in several races this year. At the Capitol View race he won the Sport class overall, then turned around and took second in the Single-Speed category.

Don Parr returned to the trails after time off due to a shoulder

injury sustained last year. Also a Sport Class racer, he managed a 4th-place age-group finish at the DINO Ferdinand race and powered to a 6th-place overall/2nd age-group placing at Capitol View. It's good to have him back in the mix and we expect great results from him next season.

Brian Rhodes set the example at Waverly this year winning the Beginner Class in his first ever mountain bike race. Mitchell Kersting won the Sport Class overall at this local-favorite race even though he was on a Single Speed. What an animal! Team Louisville was represented by 6 guys in green at this race.

Joe Collins had two great finishes locally before heading out to Colorado for the summer. While there he entered the Silver Rush MTB race, a grueling 50-mile event that starts at 10,200' of elevation and climbs to over 14,000'. Joe placed 36th overall out of over 300 who started the race.

With Cyclocross season looming, our MTB racing season will be winding down soon. We hope to field an even larger group next year as we encourage more of our teammates to join us in off-road racing.



The Iroquois cross, this past fall, the pro class going up the barriers.  
Photo courtesy Craig Dooley, Kentucky Backroads Photography



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# WIND UP TO WIN!



## BIKE TREK TO SHAKERTOWN

*American Lung Association of Kentucky*

The American Lung Association of Kentucky invites cyclists to experience the spectacular beauty of central Kentucky backroads on the 22nd Annual Bike Trek to Shakertown. Beautiful routes, friendly people, great food, historical sites and first class service all contribute to the event's attraction as one of the midwest's top-rated cycling tours. This year's bike trek is planned for September 15-17.

The Bike Trek to Shakertown is a 3-day, fully supported mini-vacation on wheels through gorgeous Kentucky countryside -- climaxed by an overnight stay on Sunday at historic Shakertown! The round-trip route begins and ends in Harrodsburg, with a Saturday overnight at Danville's Pioneer Playhouse. A 2-day option (Saturday and Sunday only) is available, which includes the Saturday night stay in Danville and a visit to Shakertown, but no overnight on Sunday.

No matter the level of cycling ability, there's something for everyone. Beginners can opt for the basic route of 30-35 miles each day, while those wanting a greater challenge will enjoy a 69-mile, moderately hilly ride on Saturday and a similar option on Sunday. Monday's routes will both be shorter. Each day's rides feature gorgeous rolling countryside, as well as cultural points of interest along the way.

Whatever the route, riders can count on experienced tour leaders, on-the-road bike repair service, gear trucks for luggage, rest stops with high-energy snacks, free massages, evening entertainment and other amenities to make the ride fun and hassle-free.

Cost: Riders pay a \$50 registration fee and agree to raise pledges for the fight against lung disease. Pledge minimum: \$300 for the 3-day ride; \$175 for the 2-day ride.

Recruiter of the Year will be awarded to the trekker who recruits the most new riders. The winner will receive a \$300 gift certificate from either Bicycle Sport in Louisville or a Lexington bike shop.

For more information: Call the American Lung Association of KY (502) 363-2652, toll free: 1-800-586-4872 (in Kentucky only), or visit our website: [www.kylung.org](http://www.kylung.org).



### LBC Policy Note

*by LBC Executive Committee*

In accordance with the ByLaws of the Louisville Bicycle Club's policy regarding LBC involvement and endorsement of outside cycling and cycling-related activities, small notices concerning rides that are hosted by other clubs, organizations or charitable entities will be allowed in the Louisville Bicycle Club's

newsletter only if an LBC member in good standing acts as the LBC liaison/ride captain for the ride and puts it on the official LBC ride schedule. The LBC member in question will request that a member of the Executive Committee act as the LBC's sponsor for the event.

### EMAIL NEWSLETTER DELIVERY

The LBC 2006 budget for newsletter costs is \$5,000, which represents nearly 25% of our total program costs. In an attempt to reduce this cost so monies can be used by other programs, the Executive Committee has introduced email newsletter delivery. This optional service began with the newsletter for May/June 2006. The newsletter is sent in PDF format to those who have signed up for this service. Each delivery saves the club \$1.25 in printing and mailing costs per issue per membership. Those who choose email delivery will typically receive their newsletter 4-7 days before those who receive their newsletters via regular mail.

Club membership applications and membership reminder postcards will be modified to include this option. If, after trying email delivery, you find you prefer the paper copy, you can revert back to regular mail delivery.

More than 200 LBC members have already signed up to receive the e-newsletter.

To sign up for this option please go to <http://www.louisvillebicycleclub.org/forms/enewsletter.htm>.

Thanks for your cooperation.  
LBC Executive Committee

Also, beginning with March/April 2007:  
The electronic newsletter will contain  
**COLOR PICTURES!**

**Receive  
Your Newsletter  
by Email!**



## Bridge to Bicycle-Friendly Louisville (cont.)

by Ed Tonini, LBC VP Advocacy

Most LBC members I have talked with believe that bicycling is enjoying the highest public profile in history. The diverse media attention that the events of the past 6 weeks generated has enabled us to get vital safety issues into the eyes of the general public. It is our intent to capitalize on this attention. We seek to begin to change the culture that defines the often shaky relationship between drivers and cyclists. We'd like to see changes that foster a better understanding of rights and responsibilities and results in more tolerant and civil behavior between both groups.

If you didn't hear the speech I gave on August 12th, I urge you to read the text and act accordingly. Safety is a two-way street. As we begin to reach out to the police and other non-choir audiences, it is critically important for the image of the cyclist community be as good as possible. It will mean that we too have to make some changes in our behavior. Please do your part and we will be able to accelerate attitude changes to everyone's benefit.

*Chips Cronen was Ed Tonini's brother-in-law. - Ed.*



2000 Gather at the Clark Bridge in the memory of George Cronen who died there after being struck on July 3, 2007  
(Photo courtesy John Paul)



A "sharrow" marking on the bridge.  
(Photo courtesy Craig Dooley, Kentucky Backroads Photography)



Mayor Jerry Abramson addresses the gathering, Aug. 12, 2007.  
(Photo courtesy Craig Dooley, Kentucky Backroads Photography)

## Bridge to Bicycle-Friendly Louisville (speech text)

by Ed Tonini, LBC VP Advocacy

What a wonderful turnout on such a hot Sunday afternoon! I want to thank you all for your attendance and participation in what I believe is a very important event.

Just six weeks ago, a lone cyclist was returning home from his job in Southern Indiana during the middle of the afternoon on a bright sun-shiny day. It was a trip he's made many times being a regular bicycle commuter. He always followed the fundamental practices of bicycle safety; he always wore his helmet, and brightly-colored clothing, most of the time a reflective vest, even during the day. He was aware of the rights and responsibilities of cyclists and motorists and respected both. He was a stickler for following the laws that guide and regulate cyclists and motorists alike.



Ed Tonini, LBC VP Advocacy  
Photo courtesy John Stone

Unfortunately, a non-attentive driver made a critical error in judgment, about 2,000 yards up the bridge here in the south-bound lanes --- and took this experienced cyclist's life. That cyclist was my brother-in-law, Chips Cronen. Good afternoon, my name is Ed Tonini. I am the Vice President of Advocacy with the Louisville Bicycle Club. I have held a long standing belief in the extreme importance of bicycle safety. In fact, I had been working with the city administration on several bike safety issues prior to the tragic accident here on the bridge.

We have a wonderfully supportive city administration, with Mayor Abramson at the point position - that has been leading the nation in terms of the overall pace of progress toward bicycle-friendliness. Of course, bicycle-friendliness always has as its top issue - bike safety.

Louisville's problem is that we got our start so much later than the real bike-friendly model communities around the nation. These communities enjoy decades of conditioning in what I call the culture of cycling. The result is a mindset within its citizens that just doesn't exist here in Louisville. ----- YET!

We are gathered here today because of a "window of opportunity" made possible by the vast media attention and the subsequent public awareness and concern the Chip Cronen accident has generated. Immediately after the fatal collision, speaking to the many people who attended the funeral activity, it occurred to me that Chips would have wanted something good - something positive to come of his death.

We gather today to launch what I hope will be a new era in bicycle safety in the Louisville area.

It starts with a dedicated political infrastructure that recognizes the long list of benefits cycling provides. Let's go through some of them: Cycling is good for the environment, it is a great form of exercise that definitely is terrific for your cardiovascular system. It is easily the best kind of energy consumption you can have - no fossil fuels just a positive consumption of calories which helps to develop a "healthy hometown". Finally, it can provide a fantastic release valve for traffic-clogged highways and overcrowded urban parking.

In Louisville, we have enlightened political leadership. Our leading corporations are beginning to get the faith too.

Bicycle-friendliness requires infrastructure changes and investments. Louisville has very aggressive plans for bike lanes, the circle of parks, a multitude of multi-use paths. We're dedicated to the Complete Streets Policy. We're looking at more creative use of watersheds, utility and limited access highway rights-of-way and more. We're starting to see a more comprehensive signage plan for instructing

motorist and cyclist alike as to what their responsibility under the law actually is.

Today, we dedicate the new experimental Sharrow program on this bridge. We were able to get this done in just over 30 days... This took the cooperation and commitment of not only the city but the Kentucky Transportation Cabinet as well.

I think Andy Clarke, the Executive Director of the League of American Cyclists to my left here, who will speak to you a little later, would tell you that this has to be a national record for getting something like this accomplished.

While the 2nd Street bridge is the first place you will see the sharrow markings, you will soon begin to see the marking across Jefferson County on roads where they make the most sense. The city has asked for the input of the cycling community as to which roads to be considered for these sharrow markings.

When these kind of things start happening in a community, bicycle usage grows dramatically. We've seen that begin to happen here in Louisville. I would venture to say that there are more bicycles in use today than at any period in my lifetime.

All these things have our community headed in the right direction. I believe what Chips Cronen's tragic death has provided is an opportunity to go that extra mile with the people of our community... on both sides of the Ohio River.

We have the attention of the people, the activity in the media has greatly increased the awareness of the problem... What we need to do is change the basic culture of this community.

What we're trying to accomplish with the assistance of the city, the Louisville Bicycle Club, the Louisville Bicycling Retailers and area cyclists in general is changing the mindset of motorists and cyclists alike. We have to courteously and respectfully share the road with one another. Motorists and cyclists alike need to understand the rules of the road and the Kentucky statutes.

This event is billed as "A Bridge to Bike-Friendly Louisville". That Bridge isn't just the sharrow program ----- it represents a bridge between motorists and cyclists that need to be joined.

Louisville radio and television stations have made major commitments to aid in the education effort. Soon well-known media personalities like Barry Bernson, John Belski, Terry Meiners, John Boel and Kirby Adams will be on the air reinforcing the bike safety message. If we're successful, motorists will begin to EXPECT to see cyclists on the road and when they see them they will be knowledgeable as to the proper and legal way to react to the particular situation.

I spent a couple of hours last week with the editorial board of the Courier-Journal. They increased my already high level of awareness that there is a deep divide in opinions about cyclists in our community. The only way we'll begin to get converts is to minimize the confrontational nature of the relationship that exists today. As cyclists we need to make a commitment to significantly increase our adherence to the laws, our patience and our civility and respect to motorists. I ask you to go beyond the letter of the law by going single file when traffic is being held up and space is tight -- instead of insistence on your legal "right" to be two abreast. Always use common sense, but do your part to minimize confrontations.

I told the editorial board that there will always be "bone-headed motorists" and that there also will always be "bone-headed cyclists" but our job is to make every attempt to minimize their numbers by converting them one person at a time.

I ask all of you today to do your part, individually and collectively.

If we are successful Louisville will become a community where cyclists and motorists truly share the road. It won't happen over night -- but if we work at it --- and maintain the momentum that Chips Cronen has provided us --- we can greatly accelerate the change of mindset ---- and the culture -- to accept and enjoy the enhanced quality of life that cycling ---- safe, healthy cycling ---- brings to a community. That is our ultimate goal.

Now I'd like to invite to the microphone America's MOST bicycle-friendly Mayor. The absolute best partner any bicycle community could ever have. Cyclist and cycling supporters ---- my friend and fellow cyclist Jerry Abramson.



## Bridge to Bicycle-Friendly Louisville (speech)

*Louisville Mayor Jerry Abramson*

Louisville Mayor Jerry Abramson spoke on certain points:

- 1) Biking makes everything about our city more personal. Cyclists get a chance to absorb the neighborhoods, the parks, and the occasional pothole in a way drivers never could. It's a great way to get to know your hometown.
- 2) As biking grows more and more popular in our city, it's important that both drivers and cyclists learn to share the road.
- 3) We were able to work with the state to fast-track these sharrows on the Second Street Bridge.



Mayor Abramson  
*Photo courtesy John Stone*

- 4) We're doing the right things to make Louisville a bike-friendly city. By the end of this year, we will complete work on the Levee Trail – the path along the river from the Farnsley-Moreman Landing to Chickasaw Park. It's a \$2.5 million project, and will run 25 miles – one-quarter of our planned hundred-mile loop in the City of Parks.
- 5) We've also spent more than a million dollars on street improvements around Grinstead Drive and Lexington Road, and added bike lanes around Cannons Lane, Dutchmans Lane and Taylorsville Road.
- 6) In two years, we've more than doubled the bike lanes in the city, and we plan to add more.
- 7) We appreciate the input from you, our avid bicyclists in our city. We're glad that Louisville is a rising star in bike-friendly towns.



*(Photo courtesy Mike Kamenish)*



## Bridge to Bicycle-Friendly Louisville - Andy Clarke, Executive Director, League of American Bicyclists

Andy Clarke, Executive Director of the League of American Bicyclists, flew in to Louisville to speak at the Memorial Ride for Chips Cronen, August 12, 2007. His remarks follow:

Riding a bicycle is such a simple pleasure. The environmental, health, energy and traffic benefits of bicycling are clear and we know that as individuals and as a community that we would be better off if more people rode bicycles more often. Chips Cronen knew that.

Chips Cronen also knew that riding a bicycle isn't without risk and that cyclists, motorists and every user of our streets and highways must always rely on each other to share the road together. He was a safe rider, a strong rider, and he loved to ride. So, our hearts go out to the Cronen family and to Chip's friends and fellow cyclists as we remember him [today].

The Chips Cronen Memorial Ride is an extraordinary response to an awful tragedy. The ride rightly honor's Chips' life; it demonstrates the strength of the bicycling community and the bonds that tie us together; and the ride powerfully demonstrates that good can sometimes come from even the worst of circumstances.

*The League of American Bicyclists is based in Washington, D.C. Visit [www.bikeleague.org](http://www.bikeleague.org) for more information. Contact Tel. # (571) 213 5422*



Andy Clarke, Exec. Dir. LAB  
Photo courtesy John Stone

We commend Mayor Abramson, the metro Louisville government, and the Louisville Bicycle Club – and especially Ed Tonini – for seizing this moment to make Louisville a better, safer community for bicyclists and for your courage and determination to ensure tragedies like this do not happen again. Your commitment to making Louisville a truly Bicycle Friendly Community is so impressive and the legacy of this day and of Chips Cronen will be a better, stronger, and safer Louisville.

Let me emphasize this last point. Making Louisville a better and safer community for bicyclists is about much more than just doing a few good things for bicycling. A community where people can safely bicycle is a community where people want to live and raise their families. A community where cyclists and motorists truly share the road is one where it is also safe to cross the street, to walk to school, as well as to ride a bike and to drive.

I am honored to represent the League of American Bicyclists, our 300,000 affiliated members in bicycle clubs across the country, and the tens of millions of Americans who get on a bike and ride each year, at the Chips Cronen Memorial Ride. I am humbled by the courage of the Cronen family and friends. And I will always remember Chips Cronen.



The memorial ride, Aug. 12, 2007  
(Photo courtesy Craig Dooley, Kentucky Backroads Photography)



(Photo courtesy John Paul)



Riders pass a sharrow marking, Aug. 12, 2007.  
(Photo courtesy Craig Dooley, Kentucky Backroads Photography)



## Bridge to Bicycle-Friendly Louisville



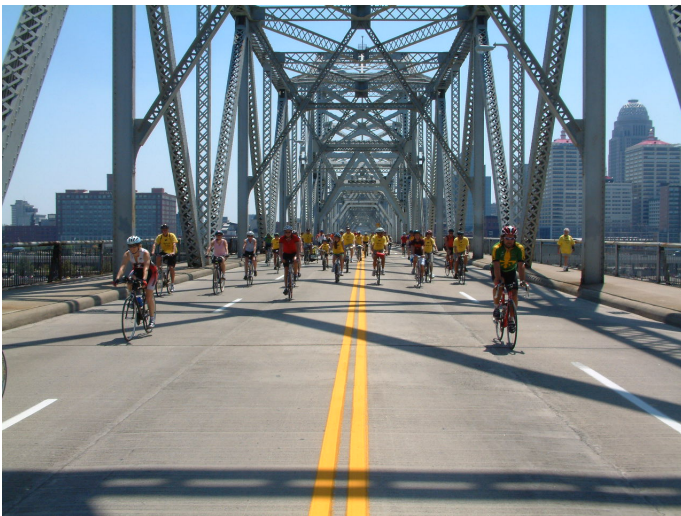
Share the Road t-shirt distribution

*(Photo courtesy Craig Dooley, Kentucky Backroads Photography)*



11 Local racing teams become one for a day.

*(Photo courtesy Mike Kamenish)*



The memorial ride, Aug. 12, 2007

*(Photo courtesy Mike Kamenish)*



*(Photo courtesy Mike Kamenish)*

## Another Bridge to Bicycle-Friendly Louisville

## The Mill Creek Bike/Ped Bridge, Levee Trail



Newly-built Mill Creek Bike/Ped Bridge, Levee Trail, W Jeff. Co.  
*(Photo courtesy Andrew Murphy)*



Four-Wheelers have stolen the center posts.  
*(Photo courtesy Neal Singleton)*



Do you have something you want to share with your fellow club members?

Send us an article and photos for the newsletter! We can accept hand-written manuscripts, hardcopy print-outs or articles on disk (Word documents preferred), or e-mail.

Send them to David Ryan (Packman), VP Communications (see cover for addresses) or hand them to any club officer.

The Louisville Bicycle Club reserves the right to edit all submitted articles.

See cover for deadlines.

The newsletter is sent third class. The post office will not forward to your new address. Please notify Barbara Tretter, club secretary, of any address changes.

Pottershop - the hill that bedevils those who do the Old Kentucky Home Tour century - is, at 250 feet, not the highest nor, at 13.7%, the steepest hill in the region. But coming 93 miles into the ride, it finds most riders already a bit ragged and in the mood for getting into Bardstown for rest and refreshment. But there is no rest for the riders just yet on this wicked course.

My last ride with the club was the OKHT in 1998. I left home just as it was starting to get light to ride 22 miles across town to the Middletown High School. After signing in, I noticed an elderly gentleman seated near the table and I decided to talk to him. I don't remember who it was (maybe someone remembers and could send me an email) but he was going to do one of the short rides on a mountain bike. He was taken by my titanium Litespeed Vortex bike and top-of-the-line lightweight components that weighed only 17 pounds. I asked if he'd like to take it around the lot. He said he didn't have shoes to clip in but pointing to my flat purple-anodized pedals, I said I didn't either. So he got to see what riding a top racing bike was like.

A few minutes later, I was on the road passing through the throngs, intent on reaching Pottershop before anyone else. Eventually I had to ask at SAG stops how many had been through. At the last stop before Pottershop, I finally caught the only three other riders to get there before me. They had started an hour earlier than I had. We rode together to the hill.

Once at the top of Pottershop, I took a red cape, a red dustpan carved into a pitchfork and red horns out of my backpack and put them on, sticking the horns into my helmet. And then I waited. It was 1:45 p.m.

Fifteen minutes later, a group from the racing team came up. They were the first to hear, "Go to Hill! Go to Hill!" But they weren't the last. For three hours I greeted everyone as the Pottershop Devil. It was great fun - for me - as I rode halfway down to meet each group, maniacally waving my "pitchfork" and "chasing" them up.

Afterward, I rode 44 miles home before dusk for a 160-mile day. The next morning, I rode back to Bardstown from PRP for the second OKHT leg.

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