

# THE LOUISVILLE BICYCLE CLUB

Founded in 1897

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

November/December 2008

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Never mind Nov. 4

**The Annual Awards Banquet**  
and election is January 17!

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

*Please submit articles and photos to:  
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[editor@louisvillebicycleclub.org](mailto:editor@louisvillebicycleclub.org),  
502-447-7814.*

**Deadline for the Jan/Feb  
2009 issue is December 10**

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



## Bootless in Louisville *by Earl Jones, LBC President*

I could have titled this article the same as the movie that it alludes to because any sane cyclist has had sleepless nights this season, worried about when the next death by automobile would happen, whether he or she might know the victim or, worse yet, be that victim. Surely all of us have become more cautious, more likely to cast a wary eye in the mirror or over the shoulder when riding.

I could have titled this article "Helpless in Louisville", for that is surely the way all of us have felt this season as the body count has mounted seemingly in direct proportion to the increase in bicycle commuting, which increased in response to mounting gas prices. (And the just-beginning economic crisis is bound to accelerate cycling for routine transportation.)



Or maybe "Clueless", which best describes the police and prosecutors as they badly investigate death-by-automobile cases and unimaginatively fail to prosecute the offenders while the victims' families and the cycling community wait in vain for some semblance of justice.

Bootless, defined in Webster's Dictionary as "unavailing; unprofitable; useless; without advantage or success," will best describe Metro Government's efforts to make Louisville a bicycle-friendly city unless it gets its act back together. The truth is that despite all the hoopla, the national attention and favorable mentions by rating groups, the great start coming out of the 2005 Bike Summit is stalling out. One casualty is Bike Summit II, which was to be held in November but has been postponed until February 2009.

The backward slide began when the program was removed from Metro Planning & Design and placed in Public Works. If your instinctive reaction is that there is inevitably conflict between the mission of Public Works—moving traffic quickly and safely—and its principle "clients"—automobile drivers—and promoting the interests of cyclists, you're not alone. But since the mayor has given the job to Public Works we need to work with that department to implement the Bike Summit agenda and any new projects.

Among the first things that should be done is to restore the positions that were stripped from the program: Under Planning & Design as many as 5 planners worked on bicycle projects. Today one engineer in Public Works handles the program. Next, the conflicts inherent in Public Works' leadership of the program must be resolved. Public Works should continue to play a central role in constructing on- and off-road facilities for B and C cyclists (less experienced and children). But the other critical Bike Summit E's—Encouragement, Education, Evaluation and especially Enforcement—require the active involvement of other Metro Government departments, one of which—not Public Works—should assume the leadership role.

So, what should we cyclists do?

Certainly not follow the lead of the hapless that participate in Critical Mass protest rides

*Continued on p. 5*

## 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.

**As of July 2008, a majority of LBC members have signed up to receive the e-newsletter!**

Thanks for your cooperation.  
LBC Executive Committee

Also, beginning with March/April 2007:  
The electronic newsletter contains  
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To sign up for this option please go to  
<http://www.louisvillebicycleclub.org/forms/enewsletter.htm>.

**Receive  
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### YOUR CLUB OFFICERS (Executive Committee)

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

## NEW MEMBERS

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Birthfeld, Catherine	5203 Old Creek Way	Prospect, KY	40059
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Brown, Tammy	2017 Appleton Lane	Louisville, KY	40216
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Casper, Beth	109 Wayerly Ct	Louisville, KY	40206 (502) 693-1341
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Dollar, Dawn	452 Pine Creek Rd	Shepherdsville, KY	40165
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Driskell, Earl	10505 Trotters Pointe Dr #204	Louisville, KY	40241 (502) 426-9901
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Flowers, James & Sarah	4020 Gilman Ave	Louisville, KY	40207 (502) 727-2195
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Lambert, Bethany	859 S 4th Street Apt 25	Louisville, KY	40203
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Moore, Dianna	10619 Meeting Street Unit 301	Prospect, KY	40059 (502) 240-2304
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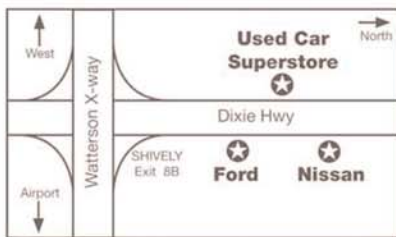
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even though that might have some visceral appeal. (If someone can cite an example where such actions have led to positive and sustained change, I'll rethink this position.)

But do ride in groups. Especially ride with the LBC.

Each of the deaths has involved a lone cyclist. It's awful to think that we may have to suspend (for a while) some of the ways that we ride. But until the police learn the laws that govern bicyclists and learn how to investigate cyclist-

automobile conflicts, until laws are changed to protect cyclists from too-close passing cars and aggressive motorists, until motorists are better educated and more used to sharing the road with cyclists, until all cyclists, but especially the less-skilled, learn how to ride defensively and, finally, unless the City follows through on its commitments to make this a real bicycle-friendly community, group riding is our best protection.

And take every opportunity to let the police and the rest of Metro Government know that it's time to get serious.

### **LBC Annual Awards Banquet, January 17, 2009**

## **LBC Annual Awards Banquet – January 17, 2009**

Please join your cycling friends at the LBC Annual Awards Banquet to reminisce on the year's activities, acknowledge our volunteers, celebrate our achievements, and elect club officers for the upcoming year.

The banquet will be held again at:

**Big Spring Country Club  
5901 Dutchmans Lane  
Saturday, January 17, 2009.**

**Cost is \$10 per person for the buffet dinner.**

**6:00 p.m. - Reception and Cash Bar**

**7:15 p.m. - Buffet Dinner**

**8:00 p.m. - General Meeting, Awards, and Election of Officers for 2009**

**10:00 p.m. - Adjournment**

To provide an accurate count of attendees I must receive your reservation(s) by Sunday, January 11.

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Phone Number \_\_\_\_\_

Number attending \_\_\_\_\_ @ \$10/ each = \_\_\_\_\_ Total Enclosed

**Please send to:**

**Jim Tretter  
9004 Willowood Way  
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## LBC's John Paul Wins OKHT's 2008 "BIAK Raffle" Bike

by John Paul

The Brain Injury Association of Kentucky (BIAK) raised about \$4,000 from the sale of \$5 raffle tickets for a new bicycle won by me at the 2008 Old Kentucky Home Tour.

Since I already had 9 bikes in my stable, I decided instead of turning around and selling it on Craigslist, to give it to an 'up and coming LBC member' who would appreciate and use the bike. That lucky person turned out to be long time friend Gwen Burke, an athletic and deserving young artist who joined the club a couple of years ago. The bike was a Trek 1.5 (formerly known as the 1500). It's an aluminum frame with a 9 speed triple.

I decided also to use this winning opportunity to show appreciation for what both BIAK and Scheller's Fitness & Cycling do for the cycling community in Kentucky by acting as a public 'spokesperson' for the BIAK raffle for the next year.

The Brain Injury Association of Kentucky is a non-profit agency that began as an outgrowth of a Lexington area support

group in the early 1980s. The state office was moved to Louisville and incorporated in 1986. BIAK now has offices and staff in Louisville, Lexington and Bowling Green.

BIAK seeks to share its philosophy, experience and skills with survivors, family members, students, caregivers, administrators, health professionals, legislators, the lay community and all those who desire to make a difference in the life of individuals with brain injuries and their families.

Scheller's Fitness & Cycling has been a title sponsor and major underwriter of the OKHT for 10 consecutive years, beginning in 1999 when Jane Tyler was organizing the event. Scheller's has been donating the bike, and the BIAK has been the beneficiary of the ticket sale proceeds for the duration.

After turning over the winning raffle ticket at BIAK headquarters on LaGrange Rd., Gwen and I met with the manager and two sales associates of Scheller's Louisville-Okolona store for a custom fitting of the bicycle.



John Paul turns in the winning BIAK raffle ticket to Wes Wilkinson, BIAK Development Director.  
(photo courtesy John Paul)



Scheller's sales associate Katie Borreson presents a Trek 1.5 to John Paul who then hands it over to a friend.  
(photo courtesy John Paul)



Scheller's Fitness & Cycling Michal Mozejko and Ian Graham present a Trek 1.5 WSD bike to Gwen Burke.  
(photo courtesy John Paul)



Gwen Burke at the Waterfront Park for the inaugural ride on her new bike.  
(photo courtesy John Paul)

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.

I was impressed by the message of our club president, Earl Jones, on the cover of this newsletter. I ask that you open the tabs and read that first.

It is true that cyclists provide a steady stream of victims to our automobile culture. Although most drivers experience a nervous tightening in the presence of cyclists and exercise the special care that their weight, bulk and speed advantages require, many improperly regard us as interlopers and exhibit a dangerous tendency to flout that advantage and buzz or attempt to intimidate us. Worse, we sometime don't even register on some drivers' minds until it is too late. Earl is right that riding in groups, even just pairs, increases our visibility to this last group, reducing the chance of inadvertent encounters.

It should also be noted that the same thing happens in our town almost every day to motorcyclists. PSAs have been regularly run on radio and TV warning drivers to be careful around motorcyclists. And recently, PSAs have begun airing about the need and requirement for caution around cyclists.

"Share the Road: Motorist Tips,"  
<http://youtube.com/watch?v=QA5y-jYoUN8>

I suggest that it would not be a mixed message and would leverage ad time to include both kinds of two-wheelers in the same ads because both face the same hazards of being smaller vehicles, not as visible to many drivers and suffering serious accidents under similar circumstances, such as left turning cars, cars stopping too fast and cars squeezing the lane.

But obviously it is not only we on two wheels

who are at risk from automobiles. Carelessness, road rage and the unavoidable claim the lives of drivers themselves every day, over 40,000 Americans and 1 1/4 million worldwide (2002 World Health Organization report) every year. Clearly we and our presence on the road are not the problem.

I believe that more than exhortations are required to do more than reduce the carnage slightly at the margin. Yes, tougher enforcement before and after incidents as called for by our president would also be helpful. But drivers need to be called more to account for their true human costs. I propose several measures which I believe would have a dramatic impact: 1) Take care of the seriously injured by increasing insurance minimums, often only \$25,000, to \$2 million with full prepaid annual premiums and serious measures to remove the uninsured from the road; 2) Presumption of right-of-way by smaller vehicles, as is the case on water; 3) Serious criminal penalties in wrongful deaths; 4) Juries of our peers, including cyclists; 5) Reduced speed limits on roads without shoulders and traffic lights timed to 20 mph, which is what city traffic actually averages anyway.

Belied by the annual autumn falloff in gas prices, it was just reported that world oil production is now in 9% annual decline and our automobile society is headed for a wall in the next few years. It would soften the impact on everyone to begin reducing driving now and move to alternatives such as cycling whenever possible, which would increase our visibility and group formations. That more than anything will make the roads safer eventually.

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