



# LOUISVILLE BICYCLE CLUB

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If you have something you'd like to share in the newsletter, send it to [Steven Jent](mailto:Steven.Jent).

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



## VOTE NOW! DO WE KEEP THE YELLOW AND BLUE JERSEY AWARDS?

Since 1978, the Louisville Bicycle Club has awarded a Yellow Jersey to the male and female riders who accumulate the most miles during the Touring Season. Beginning in 1991, a Blue Jersey was awarded to the rider over 50 who accumulates the most mileage during the Touring Season. Over the years, these awards have caused a bit of controversy. The Executive Committee of the Louisville Bicycle Club has decided to put the question of mileage awards to the membership.

### THE QUESTION:

**Should the Louisville Bicycle Club continue to award a Yellow Jersey and a Blue Jersey for the Touring Season mileage leaders?**



To vote, [CLICK THIS LINK](#) and vote. Voting will be open until December 31<sup>st</sup>. Note, you must be a member in good standing and signed in to the Louisville Bicycle Club webpage in order to vote.

Regardless of the results of this vote, we will continue to accumulate mileage toward mileage award jerseys--25,000, 50,000 etc., off of the sign-in sheets.

**PLEASE VOTE NOW!**

The Louisville Bicycle Club Executive Committee

## Club Information

The Louisville Bicycle Club (formerly Louisville Wheelmen) is a cycling club in Louisville, Kentucky, USA, and serves the greater Louisville metropolitan area, including Southern Indiana. We are dedicated to promoting the sport of bicycling and advocating for the rights of all cyclists. Since its founding in 1897, the Louisville Bicycle Club has been one of the most active and progressive clubs in the Midwest.



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**Annual Membership dues:**  
Youth (13-18): \$10  
Individual (18 & over): \$15  
Family (+ dep. Children) \$20

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## A statement from your Executive Committee

Have you noticed that long established rides are disappearing from our Ride Schedule? Your Executive Committee doesn't like making these decisions anymore than you like the loss of a well established ride. We have tried moving the rides to different starting locations but that hasn't helped any either. You see, there are cyclists, who are not club members, that use our starting time and location to gather and ride. Not a problem – we want to encourage cycling whether you are a member or not. However, these cyclists do not sign-in for our ride and usually leave prior to the start of the club ride. Not a problem. However, after volumes of complaints about these cyclists, we can't ignore the danger of being associated with this type of riding. When these cyclists are on the same route as us (and maybe just 15-20 minutes ahead) and have not followed the rules of the road, we get associated with their behavior. So it does become a problem for our riders and club members. **We have an obligation to our community, our sponsors and our members to make decisions that keep the club in good standing.**



As a member, you elect an Executive Committee of officers each year. You may run for an open position or you can always run against an incumbent. These officers are club members who volunteer their time to keep the club running for all of us. We are a 501(c)4 non-profit organization, which carries rules from the Kentucky Secretary of State's office and IRS that we must follow. While we have an elected Treasurer, the entire Executive Committee has a fiduciary responsibility to follow the statutory rules, regulations and bylaws; along with the obligation to the club members and financial supporters – our sponsors. There is a link to our bylaws on the front page of our website.

As an officer, you will hear more complaints than compliments. That's just the way it is. The Executive Committee meets once a month and hosts a General Club meeting 3 times per year at the Polar Bear Ride, Awards Banquet and the Fall picnic. Other meetings can be called if there are topics that need a vote from the club. I've heard the Executive Committee called a bunch of old people. Well, where are the young people?! A good committee is one that respects all opinions and can agree to disagree. You do not want a governing board to agree on all issues. I believe it is much more productive to have people from different viewpoints. We have two positions open for 2019; VP of Touring and VP of Advocacy. Please reach out to any existing committee member to get more information. Is it your time to step out of the box and get more involved?

I hope so!

Bekki Livingston, Secretary

## Announcements



# LOUISVILLE METRO311

We'd like to remind all of our cycling friends in Louisville, that it's important to report issues w/ our bike lanes and paths to Metro311. Just call 311 during the week, 7 a.m. - 7 p.m. They now have a full-time sweeping contract and the time from call to completion is shorter than ever.

Ride safe! Thanks!!



### !!! Contributors Needed !!!

Do you fancy yourself a journalist? Do you have a Cycling interest, event or opinion you wish to share?

The LBC newsletter committee is always in search of quality article submissions and content.

To contribute contact:

[communications@louisvillebicycleclub.org](mailto:communications@louisvillebicycleclub.org)

### Did you Know...

...that LBC has a robust and active Strava Club?

Join the community at:

[www.strava.com/clubs/louisville-bicycle-club](http://www.strava.com/clubs/louisville-bicycle-club)

**It's free!**



### LBC AWARDS BANQUET JANUARY 26, 2019

LBC Members: Mark your calendar for Saturday, January 26, 2019 for the Annual Awards Banquet at Big Spring Country Club. \$10 for buffet dinner and if you pre-register, you are eligible for door prizes. Click on the Events tab on our website for full details and registration.



\* John Pellegrino earned a few awards last year!

## Announcements



# CYCLOCROSS NATIONAL CHAMPIONSHIPS

DECEMBER 2018 • LOUISVILLE, KY



# HELP WANTED!



## HELP WANTED!

The USA Cycling Cyclocross National Championships are coming to Louisville and help is needed for set-up, race-day, tear-down, LOTS OF HELP IS NEEDED! Click this to see openings available; <https://runsignup.com/Race/Volunteer/KY/Louisville/CyclocrossNationalsVolunteers>

December 11-16 at Joe Creason Park, Louisville, KY, the USA Cycling Cyclocross National Championships.

### More From the Web

- ⇒ [Best Biking Cities](#)
- ⇒ [Red Bull Rampage](#)
- ⇒ [Amazing Kids](#)
- ⇒ [Wrong Place / Wrong Time!](#)

### From GNC:

- ⇒ [Avoiding Disaster!](#)
- ⇒ [Ultimate Winter Cycling Tips](#)
- ⇒ [Indoor Training](#)
- ⇒ [Ban Power Meters?](#)

Louisville's bike share program  
is up and running!  
Read about it at [louvelo.com](http://louvelo.com)

### Louisville Bicycle Club on the Web:



<http://www.louisvillebicycleclub.org/>

<http://www.okht.org/>

<https://www.facebook.com/LouisvilleBicycleClub/>  
<https://www.facebook.com/OHKT/>

[www.strava.com/clubs/louisville-bicycle-club](http://www.strava.com/clubs/louisville-bicycle-club)

## Announcements

### **TOUR de LOU REGISTRATION NOW OPEN!**

The 6<sup>th</sup> Annual PNC TOUR de LOU will be Sunday, April 28<sup>th</sup>, 2019. **Register before January 1<sup>st</sup>, 2019 and you'll SAVE \$5!** For all the details and to register, click this link;

[https://discover.kdf.org/tour-de-lou/?\\_ga=2.184057766.1879355397.1542609662-523587522.1540531026](https://discover.kdf.org/tour-de-lou/?_ga=2.184057766.1879355397.1542609662-523587522.1540531026)



**Registration is now open for the 6th annual PNC Tour de Lou.**

Enjoy a 20-, 35-, or 62.1-mile bike tour past Louisville's most beautiful landmarks.

**Course highlights:**

- Downtown Louisville
- Churchill Downs
  - South End
  - Highlands
- Various parks

Hurry before we sell out! This year's event caps at 1,500 cyclists.

For more information, visit **KDF.ORG**.

*A portion of every entry fee will benefit the Louisville Bicycle Club.*



**REGISTER NOW**

**KDF.ORG • #KYDERBYFESTIVAL**   

PRESENTED BY



\* Remember, a portion of the registration goes to the Louisville Bicycle Club, which allows us to support our charitable partners; The National MS Society, the Olmsted Parks Conservancy, the Juvenile Diabetes Research Foundation and Bike to Beat Cancer.

# Announcements

## Road Work

### KYTC District 5

A temporary traffic signal being installed today on KY 362 (Ash Avenue) in Oldham County. The signal will allow contract crews to reopen this route to one lane with alternating traffic through a work zone in Peewee Valley where drainage improvements are being constructed.



KY 362 has been closed between Dunnlea Drive and Ashbrooke Drive (mile markers 2.1 to 2.3) since August for installation of a new culvert and waterline relocation. Work on this project was halted last month due to utility conflicts in the project area. A decision was made to continue with culvert installation adjacent to the roadway while redesign of a sewer line takes place.

Traffic signal heads are being set up on either end of the KY 362 work zone at Dunnlea Drive and Ashbrooke Drive. After installation and timing adjustment, the signal should be operational this evening, Friday, Nov. 9. The speed limit in this area is being reduced to 25 MPH.

Crews will resume construction on the culvert and other project items as weather permits. Due to temperature limitations, the final asphalt surface of KY 362 will not be paved until spring 2019. A base layer of asphalt is currently in place. Signs are being installed on either end of the work zone to alert motorists of rough pavement ahead.

### The Louisville Loop continues to grow!



\* Updated overview map of the loop showing progress and planned projects. Check it out!



# The Louisville Cycling Podcast

The Louisville Cycling Podcast is dedicated to celebrating the people, rides, and events that make Louisville and the surrounding area a great place to be a cyclist!

Hosted By: **Gary Berry**

## Recent Editions:

### [Storm Eva](#)

Storm Eva is a fun cyclocross race in Louisville, and for those of you who stuck around to the end, here is the link for the photos! I hope I caught one of you!

### [Curtis Tolson, World Champion](#)

Wow! We're up to 20 episodes! For this milestone, I bring back my first ever guest and now world champion, Curtis Tolson! Curtis talks about his successful effort at the 2018 Master's Worlds. Two rainbow jerseys! Congratulations Curtis!

### [Andy Murphy, LBC President](#)

In this episode we talk with Andy Murphy, President of the Louisville Bicycle Club. [www.louisvillebicycleclub.org](http://www.louisvillebicycleclub.org). The Louisville Bicycle Club has been around for just about as long as bicycles have been in our area, and the club is one of the largest and most active cycling clubs in the nation. For many local riders, the LBC was their gateway into the Louisville cycling community.

### [Episode 18 Allison Atkinson, Wattage Cottage](#)

In this episode we talk with Allison Atkinson, cyclist, social media personality, and owner of the Wattage Cottage. You can follow Allison on Instagram at [@wattage\\_cottage](https://www.instagram.com/wattage_cottage) or get ahold of your own pair of special socks at [www.wattagecottage.com](http://www.wattagecottage.com). We also catch up with pro cyclocross racer and coach Drew Dillman. Drew has had some early season excitement, and he shares it all with us.

### [Carson Torpey: Louisville's Cycling History](#)

Today's episode features Carson Torpey. Carson has spent the past 10 years researching the history of cycling in the Louisville area, and the result is his recently released book, *The Golden Age of Wheeling, Bicycling in Louisville (1868-1917)*. You can pick up a copy of Carson's book at Carmichael's book stores or online through [www.butlerbooks.com](http://www.butlerbooks.com).

It's a fantastic read, and my only regret is that I forgot to ask Carson to sign my copy when we recorded this episode. DOH!



**LOUISVILLE'S CURTIS TOLSON WINS WORLD CHAMPIONSHIP!**

Curtis Tolson captured his first World Championship Wednesday at the Velo Sports Center track in Los Angeles, CA. Curtis, a 42 time USA National Champion won in the Master's 55-59 Points Race. Congratulations, Curtis! You look great in World Champion stripes!

**WAIT, WHAT? LOUISVILLE'S CURTIS TOLSON WINS ANOTHER WORLD CHAMPIONSHIP?**

That's right! The Texas Roadhouse team that Curtis Tolson Captains, won the Team Pursuit at the UCI Masters Track World Championships at the Velo Sports Center track, Friday, in Los Angeles, CA. Congratulations TRH! Amazing! Fantastic! We don't have enough adjectives! So cool!



**LOUISVILLE'S JAMES FRANCISCO RACES TO 10th IN COLLEGIATE MTB NATIONALS!**

James Francisco earned 10th place in the Club-Division Downhill event as the lone qualifier from the University of Louisville for the 2018 USA Cycling Collegiate Mountain Bike National Championships on October 19-21.



### The Dutch Reach: A No-Tech Way to Save Bicyclists' Lives

This simple change in the way you get out of your car can save lives — of cyclists, drivers and passengers

If Michael Charney has his way, more Americans would adopt a simple method to prevent “doorings,” a type of collision when a driver or passenger in a parked car opens a door into the path of a cyclist.

He calls the maneuver the “Dutch Reach,” and it works like this: When you are about to exit the car, you reach across your body for the door handle with your far or opposite hand. This action forces you to turn toward the side view mirror, out and then back over your shoulder to be sure a bicyclist is not coming from behind. Only then do you slowly open the door.

“Dodging open car doors is a daily risk” for urban cyclists, said Dr. Charney, a retired physician and dedicated cyclist.

Fatal bike crashes are on the rise in the United States; in 2016 the highest number of cyclist deaths since 1991 was recorded. The research doesn't say how many of those deaths are from doorings specifically, or how effective the Dutch Reach method is in preventing crashes, but a study done in 2015 in Vancouver, British Columbia, found that the car-to-cyclist crash type with the most injuries was doorings, said Kay Teschke, professor emeritus at the School of Population and Public Health at the University of British Columbia in Vancouver.

“A lot of people think because cars are stopped, doorings can't be serious, but they are very common, and they absolutely can be very serious,” she said. “There have been deaths.”

Dr. Teschke and other experts say infrastructure — like designated bike lanes that separate traffic and bicyclists — is a key to safety, but there are actions cyclists and drivers can take on their own.

#### **Make It a Habit, Start With a Ribbon**

Dr. Charney created the Dutch Reach Project in 2016 after a 27-year-old nursing student rode into an open car door and died five blocks from his home in Cambridge, Mass. Her death followed several other recent cyclist fatalities in the area.

He said the Dutch Reach is taught in some bike safety classes and professional fleet trainings, and now two states — Massachusetts and Illinois — include it in their official driver's manuals. Even so, the method is not widely known or used in the United States.

Dr. Charney acknowledges that it is difficult to change behavior and learn new habits. “I had a hard time retooling myself,” he said. “But it's a simple behavioral fix; if you do it, it works.”

He suggests putting a ribbon on your car door latch as a visual reminder that you're supposed to use your far hand to open the door instead of just instinctually opening the door as you always have.

This small maneuver goes beyond being a good Samaritan. It can help drivers and passengers avoid serious and costly damage to cars and the hassle of repairs, and protects them from stepping out into traffic and getting injured or killed by other cars, as well as bicycles.

#### **Tips That Go Beyond the Dutch Reach**

There is no name in Dutch for this technique — it's just second nature to Dutch drivers, and has been for years. It has been deeply ingrained in the country's culture.

“It's just what Dutch people do,” said Fred Wegman, professor emeritus of Traffic Safety at Delft University of Technology and the former managing director of the National Institute for Road Safety Research SWOV in the Netherlands. “All Dutch are taught it. It's part of regular driver education.”

The robust bike safety culture that exists in the Netherlands today was not always the case. Serious injury and death were once more prevalent.

“But they just did not accept it. They systematically and proactively went about changing their safety systems,” Dr. Teschke said. “They tried big things and small things to see what will work. They just take safety really, really seriously.”



We can, too, she explained, even if we don't have the same cycling culture, or even the same number of cyclists. Here are some other tactics that we could all apply.

### Teach Bicycle Safety Early

That education begins long before getting behind the wheel. Dutch schoolchildren starting at about 10 to 12 years old learn about road safety for roughly one hour a week for 40 weeks. "It's part of the curriculum in primary school," Professor Wegman said. Schoolchildren learn how to ride bikes safely and afterward are tested on their bikes in traffic. They learn the importance of shared roadways to make sure that both drivers and cyclists are aware of each other and know each other's rules, he said.

He said he had observed that a number of cities and countries in Europe have embraced the Dutch Reach, and so can Americans. "It's not unique to the Dutch" anymore, he said.

The League of American Bicyclists offers resources to cyclists of all ages to learn about Smart Cycling — from safety tips to how to find a local bike safety class.

### Keep Bike Running Lights On, Day and Night

In a recent Danish study, keeping your bicycle lights on all the time reduced the chances of a collision by nearly 50 percent, Dr. Teschke said. Bike-sharing programs typically keep the lights on in their fleets, she said, most likely one of the reasons those programs tend to have lower crash rates than for those riding personal bikes.

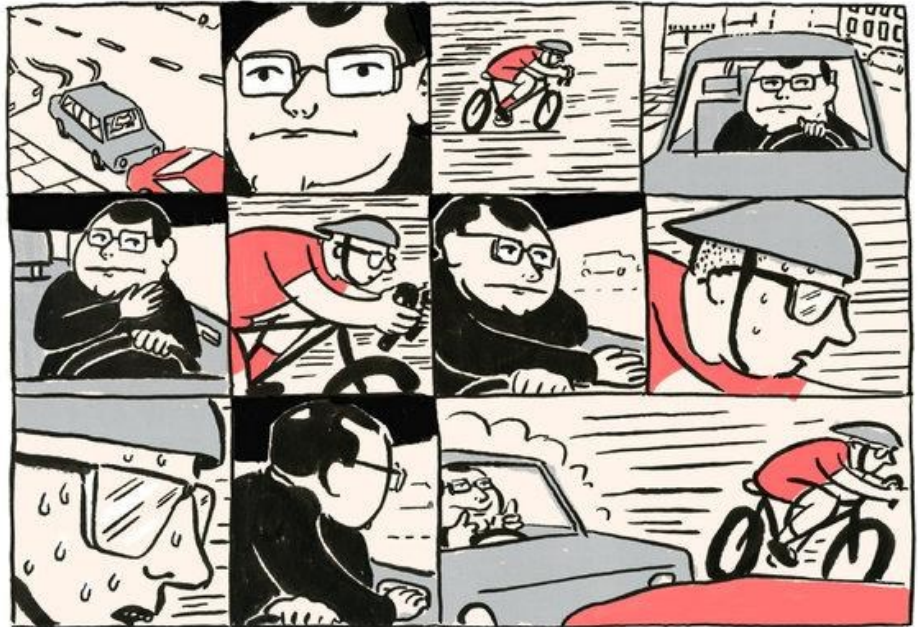
### Consider Professional Defensive Driver Training

Driver training is, in general, more rigorous and more costly in the Netherlands than in the United States. "In the Netherlands, parents are not allowed to teach their children," Professor Wegman said. "We have formal driver education schools."

Instruction is highly regulated, and classes are expensive. The cost of getting a driver's license in 2017 was about \$2,734 (2,300 euros), which includes about 38 hours of professional instruction, he said, quoting figures from the Dutch Driver License Agency.

The far hand method of opening the door is included in drivers' training and the exam that candidates take before getting licensed. "If they fail to do it or do it incorrectly, they fail the test," Professor Wegman said. "The exam is serious business."

It's never too late to improve your driving knowledge. Drivers of all ages and levels can get instruction on and offline offered by many organizations, including AAA, AARP and the National Safety Council will teach the "Far Hand Reach" technique to both operator-side and passenger-side users starting in January.



### A Survivor Shares His Advice

Peter Hahn, 38, an analyst for the Defense Department and a regular bicyclist in Washington, had several near misses over the years, but he avoided a serious crash until last year when he biked down a quiet side street at 15-plus miles per hour. "As I approached an intersection, a door opened and my swerve wasn't enough to avoid the door corner poking into my front spokes," he recounted, and he was launched onto the pavement.

He awoke to the sounds of a fire truck and an ambulance, "and someone telling me not to move. I had to have 11 centimeters of titanium and eight screws inserted to stabilize" a serious arm fracture, he said, and was in a cast for weeks, attended weekly physical therapy sessions and has a lifelong scar.

"I lost a third of a year to that injury. I'm able to do pull-ups and hold my infant son," he said, "but I will never be the same. If the car driver had opened — at first — a crack, instead of fully, I would have made it home that night."

The Dutch Reach could have an effect if it becomes second nature, "like checking both ways before you cross a road," Mr. Hahn said. Until then, his advice to cyclists: ride a foot farther out on quiet side streets. For drivers: "a mere glance in the side-view plus blind spot would all but eliminate dooring."

"The Dutch have evolved into a culture that respects the right for everyone to get home safely," Dr. Charney said. "It's a change I'd love to see here."

\*Original [Article](#) from the New York Times Issue: Oct 5, 2018 BY: Tanya Mohn