

Pedal Power

July 2019

www.BayViewBikeClub.org



July Membership Meeting Monday July 15th 7pm Estabrook Park Beer Garden

Join us for The July Bi-Monthly meeting at Estabrook Park Beer Garden at 7pm. This is a social meeting so there will be no guest speakers.

There will be a pre-meeting ride at 5:45. Meet in the parking lot. The beer garden is on the Milwaukee River Parkway between Capital and Hampton Avenues.

The Prez Sez 
By Joe Fischer



The Prez is on vacation. The Prez Sez will return next month.





Membership Notes

By Mike Smiley

Membership Notes

We have 4 new members this month. This brings the current membership to 168 members!

Please welcome the following to the club:

Elana Rotter
Jim O'Neill

Travis Izydorek
Jean Sabinash

Annual Coalition Picnic & Bicycle Ride

The Cream City Cycle Club, host of this year's coalition picnic & ride, sent out the following invitation:

When: Sunday – July 28th

Where: Froemming Park
8801 S 51st St
Franklin, WI 53132



The club will provide provide brats, burgers, water and soda.

Guests are asked to either:

- bring a dish to pass--preferably a cool dish to be kept in a cooler till picnic time, or
- donate \$10 to buy deli food.

There are two loop options to ride: 19 and 39 miles.

- 9:00 AM is the start time for the 39 mile ride.
- 10:00 AM is the start time for the 19 mile ride.

Picnic hours are 11:00 AM to 1:30 PM

The cycling details are below for the 19 and 39 mile routes.

Distance - 19 and 39 mile routes

Midpoints - 19 mile route - Raymond
- 39 mile route - Union Grove

Cue Sheets - [Union Grove Dragster 39 & 19 mi 2013 1 15](#)

RWGPS Routes - [Union Grove 39 mi 2013 1 15](#)

- [Union Grove 19 mi 2013 1 15](#)

Ride Control Central



By Andy Sikorski



July/August Ride Schedule

Date	Route	Starting Location	City	Distance(s)			
Saturday, 6-Jul-19	Fiddlesticks	Thiensville Village Park	Thiensville	33			
Sunday, 7-Jul-19	East Troy Trolley Dodger	East Troy High School	East Troy	23	35	46	
Saturday, 13-Jul-19	Tour de Cure	Hoyt Park	Wauwatosa				
Sunday, 14-Jul-19	Oconomowoc Lake Country	Roosevelt Park	Oconomowoc	29	37	51	
Saturday, 20-Jul-19	Harrington Beach	Port Washington Park and Ride	Port Washington	34	43		
Sunday, 21-Jul-19	Secret Bong Roads	Union Grove Municipal Bldg.	Union Grove	27	37	48	
Saturday, 27-Jul-19	Random Sample	Citgo Station	Cedar Grove	29	41		
Sunday, 28-Jul-19	Coalition Picnic (BVBC is guest)	Froemming Park	Franklin	19	39		
Saturday, 3-Aug-19	Big Foot Prairie	Big Foot High School	Walworth	24	35	41	54
Sunday, 4-Aug-19	Gills Ride from Rome	Rome Pond Park	Rome	21	33	48	
Saturday, 10-Aug-19	LaGrange - Whitewater Lake	LaGrange Church	LaGrange	29	39	50	
Sunday, 11-Aug-19	Parkside	Petrifying Springs Park	Kenosha	25	34	47	
Saturday, 17-Aug-19	River Hills / Grafton	Kletsch Park	Glendale	31	48		
Sunday, 18-Aug-19	Ottawa Lake	Dousman Muni Parking	Dousman	29	41		
Saturday, 24-Aug-19	Lakeshore Interurban	Port Washington Marina	Port Washington	27	35	48	
Sunday, 25-Aug-19	Chris Kegel Slow Roll	State Fair Park	Milwaukee	14			
Sunday, 25-Aug-19	Cream City Century	East Troy High School	East Troy	32	53	68	100
Saturday, 31-Aug-19	TBD						

Click on this link <https://bayviewbikeclub.org/> to access specific ride details.



Scrumptious Saturday Rides

August 3rd: Walworth Corn & Brat Festival
 September 7th: Wayne's Drive-In
 October 5th: Hamburger Haus

(Big Foot Prairie)
 (Cedarburg)
 (Dundee Northern Kettle)

Don't miss the Fun and Good Eats. Mark your calendars and join for your favorites!!



Bay View Bicycle Club



Rider Points for November 1, 2018 – July 7, 2019

All Rides
Entered for These Dates

Rider	Points	Rider	Points	Rider	Points
Schmidt, Jeff	750	Ripple, Rick	167	Temple, Mark	60
Ziegler, Suzanne	683	Stoner, Joyce	165	Kops, Tammy	58
Blakely, Chuck	636	Willman, Jan Marie	165	Zalewski, Mark	57
Roessl, Linda	610	Unertl, Todd	163	Ives, Katie	56
Soriano, Joseph	606	Blanchard, Stephen	159	Webb, L Michelle	54
Mowery, Dean	580	Volkman, Sue	153	Byrne, Sandy	48
Sikorski, Andy	568	Dix, Michael	150	Katz, Jeff	48
Burdick, Jerry	531	Lamers, Kim	145	Ellington, Pauline	47
Smiley, Michael	529	Granholm, Jennifer	144	Schaver, H Roger	45
Ziegler, Joel	495	Stephens, Sharon	140	Belvoir, Mary	44
Siebers, Scott	449	Santoro, Ron	135	Berkopec, Julie	40
Gast, Ted	411	Henn, Milton	128	Kuykendall, Scott	40
Torres, Jeff	380	Locher, Chris	128	Butters, Gary	39
Hegland, Carol	344	Fischer, Joe	123	Brinkman, Ashley	37
Yurasovich, Diane	323	Martinez, Andy	118	Schmidt, Deb	37
Matson, Kevin	303	Montgomery, Bobbie	117	Wolfgram, Heather	37
Litzenberg, Jill	294	Rindahl, J D	114	Orosa, Jojo	35
Tuckwood, Debra	292	Kliegman, Sharon	112	Connors, Dennis	34
Sullivan, Tim	280	Panagiotopoulos, Harry	107	Douglas, Pat	34
Temple, Rich	279	Fishman, Steve	106	Izydorek, Travis	33
Hogan, Helen	278	Fisher, Katie	98	Sabinash, Jean	33
Gresl, Lois	270	Blanchard, Claire	93	Zellner, John	33
Zur, Kimberley	269	Bansemar, Mike	90	Wheeler, Kevin	32
Tallberg, Janet	265	Klein, Robert	90	Lieberthal, Mark	30
Aschenbrenner, Gary	257	Burke, Christine	89	Lieberthal, Pam	30
Borchardt, Jeff	255	Donahue, David	88	Hancock, Mary	29
Talsky, Ron	252	Beachkofski, Clare	87	Roy, Sharon	28
Meyer, Craig	242	McAttee, Eric	85	Rahn, Chris	26
Wojtal, Norm	241	Krey, Julie	83	Burton, Becky	25
Wojtal, Prati	241	Peterson, Beth	83	Sandler, Mark	25
Manteau, Carl	221	Cannon, Pete	80	Schwabe, John	25
Granholm, Lance	204	Dadian, Joan	79	Polk, Bob	21
Rosenberg, David	203	Paque, Sam	73	Schaver, Sharon	21
Kuhs, Kelly	176	Peterson, Pat	67	Crown, Ron	19
Templin, Tod	174	Dames, William	66	Spars, Donna	16
Michalets, Ellen	172	Rotter, Elana	66	Bivens, Bob	10
Kenehan-Krey, Jill	171	Schwabe, MaryJo	62	Moranski, Erica	10



RASDAK --Ride Across South Dakota

By Linda

June 2nd thru June 8th 2019 I rode my bicycle across South Dakota with an organized tour; RASDAK. I drove my bike and parked my car in Yankton, South Dakota. I loaded my bike on a truck and took the charter bus across the state. I saw signs for Wall Drug and the Bad Lands but we didn't go there. The tour started in Custer, SD just south of the Badlands. We rode through Custer State Park and Wind Cave National Park where the buffalo roam and rule the roads. The tour organizers stressed, "Do not get between the buffalo crossing the roads" and there were plenty to avoid on our way to Hot Springs. Day 2, leaving Hot Springs we started our journey through the Indian Reservations. Prairie Wind Casino welcomed the riders for a \$5 lunch; they lost money on this deal. We had an overnight at Red Cloud Indian School. It was a campus of history and memorial burial grounds. The gift shop with Indian art and library were air conditioned; two places to visit and stay awhile. Day 3, we continued on US Hwy 18 to Martin visiting the Wounded Knee Massacre Monument in memory of Chief Big Foot. We made our way through Rosebud Indian Reservation. Rest stops were provided by 4-H groups and the County Cattlewomen, no shortage of great eats on the tour. Day 4, Wednesday, our mileage choices were 81 or 93 miles. At mile mark 27, the time changed from Mountain Time to Central Standard Time, arriving in Mission an hour later for our overnight stay. Day 5, we rode on to Gregory a bigger town which had a beer garden and a senior residence community who welcomed us bikers to come visit with the residents. I chatted with four ladies who couldn't believe I would drive from Wisconsin to ride my bike across South Dakota! Those ladies were dressed like they were going out for the evening but we just hung out on the porch and drank lemonade. I made my way to the beer garden to find they only had Budweiser products...WTH! The indoor campers stayed in the Gregory Auditorium which was air conditioned.

It was a warm windy week of riding with temps in the high 80s to low 90s. I was not used to this warmth since temperatures were in the mid 60's when I left home. Day 6, 68 or 88 miles options; our route took us along the Missouri River valley, where we crossed the Fort Randall Dam. The up hills were long and scenic rolling fields of grazing cattle and random mule deer. The side winds and long down hills tested my ability to keep the bike under me and in the bike lane. Our overnight stay was in Wagner where the 230 cyclists were given a free beef dinner (burgers). South Dakota is beef country; the tour organizers did warn all the vegans and vegetarians that we were in beef country. I made good use of the Yankton souvenir coozie when I was able to purchase a Leiny's at Casey's to accompany my burger. Saturday, our final day of riding, was 69.5 miles along the Missouri River. Long hills with a grand overlook at the very high water in the river as we made our way into Yankton.

I have participated in many week-long tours in various states; the view from the saddle was worth the drive. Riding 459 miles (I passed on the two longer days) was an adventure and cultural experience worth the visit to South Dakota. If you go, be aware of the wind and heed the organizers advice.

App developed to turn traffic lights green as cyclists approach



by [Simon MacMichael](#) April 29 2019

Academics at the University of Oregon say it could eventually trigger a "green wave" for bike riders...

Academics at a university in the United States [have developed an app \(link is external\)](#) for cyclists that turns traffic lights green as they approach, which they say could ultimately help trigger a "green wave" that enables people to ride along busy bike corridors quickly and efficiently.

The app, called Bike Connect, was developed for \$200 using off-the-shelf hardware and software by two professors at the University of Oregon. One, Stephen Fickas, specialist in computer and information science, the other, Marc Schlossberg, in city and regional planning.

The pair obtained a \$67,000 grant to test the app, which has its origins in an 'Internet of Things' class taught by Fickas.

10 cyclists tried it out over nine months in partnership with the university's home city of Eugene, which installed a device to communicate with the app at a traffic signal on Alder Street, a popular cycling route to and from campus.

"We wanted to find a way to make it more convenient and easier for people on bikes to get through a transportation system built for and optimized for motor vehicle traffic," said Schlossberg.

Here's how it works. As a cyclist approaches the traffic light, an indicator on the app turns from grey to yellow to notify them that it had been alerted of their presence and speed.

Once the traffic light turned green, so too would the indicator, or the phone could be set to vibrate to inform the cyclist of that.

The academics also said their app aims to highlight the profile – and legitimacy – of cyclists in urban transport systems of the future, where autonomous cars will be able to communicate directly with traffic signals and other infrastructure.

They are now looking for funding to take the concept further, perhaps through developing a small device that could be mounted on a bike's handlebars and indicate to the cyclist whether they should speed up, slow down, or maintain their pace as they approach a traffic light, thereby harnessing that sought-after green wave.



WI Bike Fed Bicycle Laws - Reminders

Vehicular Status

The bicycle is defined as a vehicle. [340.01(5)]

The operator of a vehicle is granted the same rights and subject to the same duties as the driver of any other vehicle. [346.02(4)(a)]

Lane Positioning

Always ride on the right, in the same direction as other traffic. [346.80(2)(a)]

Ride as far to the right as is *practicable* (not as far right as possible) [346.80(2)(a)]. *Practicable* generally means safe and reasonable.

Red Lights

The Bike Fed recently changed the law in Wisconsin so it is now legal for bicycles to ride through red lights *after stopping and waiting for 45 seconds* if they suspect the light is actuated but is not tuned to detect bicycles.

Wisconsin statute 346.37(1)(c)(4) outlines the one exception to general rule of stopping for red lights for operators of bicycles, motorcycles, mopeds and motorbikes. The exception is for intersections where the lights are controlled by vehicle-actuated sensors – that is, the light will only change when it senses that a vehicle is present. Some sensors do not pick up smaller vehicles, such as bicycles and motorcycles, and therefore will not change no matter how long the operator waits at the light. If you are on a bicycle and have waited at least 45 seconds at a red light, and you believe the light only changes color when it senses the presence of a motor vehicle, you may proceed through the intersection if it is safe to do so.

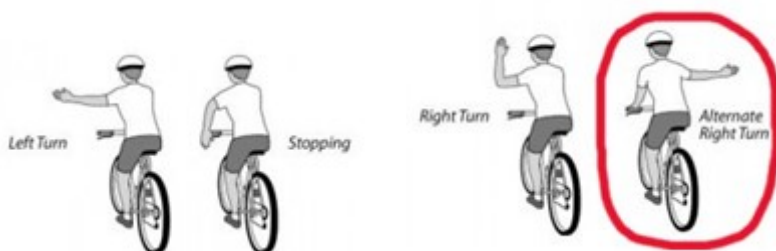
Here's exactly what the statute says:

“a motorcycle, moped, motor bicycle, or bicycle facing a red signal at an intersection may, after stopping as required under subd. 1. for not less than 45 seconds, proceed cautiously through the intersection before the signal turns green if no other vehicles are present at the intersection to actuate the signal and the operator of the motorcycle, moped, motor bicycle, or bicycle reasonably believes the signal is vehicle actuated. The operator of a motorcycle, moped, motor bicycle, or bicycle proceeding through a red signal under this subdivision shall yield the right-of-way to any vehicular traffic, pedestrian, bicyclist, or rider of an electric personal assistive mobility device proceeding through a green signal at the intersection or lawfully within a crosswalk or using the intersection.”

Riding 2-Abreast

Riding 2 abreast is permitted on any street as long as other traffic is not impeded. When riding 2 abreast on a 2 or more lane roadway, you both have to ride within a single lane. [346.80(3)(a)]

Hand Signals



Hand signals are required within 50 feet of your turn. They are not required continuously if you need both hands to control the bicycle [346.34(1)(b)]

The alternate method circled in red is now a legal right turn signal.

Passing

A motorist passing a bicyclist in the same lane is required to give the bicyclist at least 3 feet of clearance, and to maintain that clearance until safely past. [346.075]

A bicyclist passing a stopped or moving vehicle shall exercise due care when passing. [346.80(2)(c)]

Use of Sidewalks

State Statutes allow local units of government to permit vehicles on sidewalks through local ordinances. 346.94(1)]

When bicycles are allowed to be operated on sidewalks, bicyclists must yield to pedestrians and give an audible warning when passing pedestrians traveling in the same direction. [346.804]

At intersections and other sidewalk crossings (alleys, driveways), a bicyclist on the sidewalk has the same rights and duties as pedestrians. [346.23, 24, 25, 37, 38]

Bicycling at Night

Bicycling at night requires at least a white front headlight, a red rear reflector and/or a red rear light. Specifically: “No person may operate a bicycle, motor bicycle, or electric personal assistive mobility device upon a highway, sidewalk, bicycle lane, or bicycle way during hours of darkness unless the bicycle, motor bicycle, or electric personal assistive mobility device is equipped with or, with respect to a bicycle or motor bicycle, the operator is wearing, a lamp emitting a white light visible from a distance of at least 500 feet to the front of the bicycle, motor bicycle, or electric personal assistive mobility device. A bicycle, motor bicycle, or electric personal assistive mobility device shall also be equipped with a red reflector that has a diameter of at least 2 inches of surface area or, with respect to an electric personal assistive mobility device, that is a strip of reflective tape that has at least 2 square inches of surface area, on the rear so mounted and maintained as to be visible from all distances from 50 to 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A lamp emitting a steady or flashing red light visible from a distance of 500 feet to the rear may be used in lieu of the red reflector. [347.489(1)]

Past President's Picnic

Apologies to the Past Presidents who attended the picnic and didn't see their photo in the last newsletter.

Unfortunately, it's not in this newsletter either. I understand that someone DID take a picture, so if you, or someone you know, took a picture of the Past President Group, please send it my way for inclusion in the next newsletter.



Newsletter

By Diane Yurasovich

All club members are welcomed **and encouraged** to submit articles of interest and pictures to the newsletter. Articles are due no later than the 10th of the month to be included the next edition.

Newsletter@BayViewBikeClub.org

The Board Members



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Promotions - ????????

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Club Website



Thanks Dean for keeping our website updated!

www.BayViewBikeClub.org



Facebook

Check out our club Facebook page for up-to-date information and events.

Bike Fed Group Riding Information



Please see the link below for the Bike Fed's brochure on group riding safety. It is a great learning tool for new riders and a good refresher for seasoned riders. Let's be safe out there!

<http://wisconsinbikefed.org/wp-content/uploads/2013/05/2013-GROUPRIDINGREV.pdf>

A Word About Your Electronic Information

Your privacy is important to us. We don't share any of our membership information with anyone. We don't sell or forward your email address to any outside organizations. The BVBC board has decided not to make our member names, addresses or e-mails available electronically to members. We will continue to print a paper membership directory available in June. With very few exceptions, all of the e-mails you get from us will be directly related to club activities

Please don't ask us to forward any e-mails to our membership. We don't do that. If you would like to share your experiences about a particular ride, feel free to do that in the newsletter. Many bicycle event organizers ask us to forward information about their ride to our members. In order to limit the number of e-mails you get from the club, we don't forward e-mails from outside organizations. We will publish information about rides, events etc if it is submitted to the newsletter.



Let's Be Safe Out There!