How the Coronavirus has been affecting TCBC

Cancelled for Social Distancing Reasons:

- April 4: the Swap Meet
- April 7: BIKE U
- April 13: Annual Leader Forum
- May 23: Spring All-Club Ride

All Group Rides from mid-March through a date yet to be determined have been cancelled for health and safety reasons.

Uncertain Status at this writing: Rides after mid-May.

The Fourth of July WATERMELON RIDE:

This will not be held as it has been for many years, as was announced in the last newsletter. However, we hope to have some sort of new group event, still to be named, on Saturday July 4. No specific plans have been made as of mid-April. We would hope to start from the northern suburbs. There would be no registration and no food served. We will come up with something if conditions permit following safety guidelines. See the website and Forum after mid-June for news.
I would like to recognize Linda Johnson

She stepped in to take over the Swap Meet. A lot went into getting a place and lining up volunteers to help on the day of. Then due to the pandemic, it got cancelled. Linda called the event site and while she couldn’t get a refund, got it put towards next year’s swap meet. Great job on her behalf.

(Submitted by Mike Kubes)

There are many of you out there that deserve some recognition. So if you know of someone who has done something that you would like to recognize, please send an email to recognitions@bikeTCBC.org. Please tell us who and why you think they deserve recognition.

Hello everyone.

I hope you are safe, healthy, and in good spirits.

The world certainly has changed since the last TCBC newsletter arrived at your door. As you know, we have cancelled a number of our traditional club events and suspended formal club riding. These are unprecedented times. As we tend to the day-to-day affairs of our club and work to ensure the future viability of TCBC in these uncertain times, we are acutely aware that others are facing much greater concerns. Our families, our friends, our members, and our fellow citizens’ physical health and financial health are at risk.

As a member of this club and of the cycling community, you are not alone. Even though we cannot relieve stress by meeting our friends for a group bike ride, and cannot get together in person to share stories, jokes, and a good laugh, we hope that you continue to find a sense of community within TCBC during this crisis. We are striving to still be here for you through the various aspects of our online presence. We also hope that you will continue to support our community by renewing your membership when it comes due so that we can continue to provide the services you are accustomed to and so we can continue to meet the financial obligations that we continue to accrue. Due to many years of sound financial management and reliance on the strength of our deep pool of volunteer talent, TCBC is in a good position to weather this pandemic and come back as strong as ever. Your support allows us to continue to support the community that is so important to so many of us.

It is difficult to predict what things will be like in a few days time. It’s even more difficult to predict what things will be like when this newsletter reaches you, and beyond. So, as I write this, it is impossible to make any predictions about the resumption of our group-riding season. We will continue to monitor the situation closely. There is an abundance of good information and misinformation out there. Based on the guidance of the scientific community, along with guidance from state and local government, we will resume group riding as soon as it is safe and socially responsible to do so. In the meantime, please ride in a socially responsible manner, in a manner that positively represents TCBC, and in a manner that is safe to those around you. As I write, more evidence is beginning to suggest that a safe distance when riding in another rider’s slipstream is closer to 65 feet back. Please research and consider that when you contemplate getting together with a couple of friends for a ride.

In many ways, we are fortunate. We belong to a community of cyclists who love to do what we love to do. We have an active lifestyle and a baseline activity level that supports good health. And, we can still get out and ride our bikes, even if it has to be alone. So, I hope you are able to get out and ride, able to ride some of your favorite club routes, and I hope, as always, to see you on a club ride sometime soon.

Safe & happy riding,

Shelby

Check your Phone!

Get instant notification every time a Bikeeverywhere map is updated.

Updates are free

Twin Cities Bike Map 2020

On map, 39.9 MB

Bikeeverywhere

UPDATE AVAILABLE
This pandemic has put all club activities on hold

So no swap meet or health fairs for now. The club does have many committees that work behind the scenes that keep the club functioning. Occasionally, we need new members for them. If you are interested, send me an email at volunteer@biketcbc.org. Thank you to all the volunteers that make this club great.

Mike Kubes
Volunteer Coordinator
volunteer@biketcbc.org

A FEW RAMSEY COUNTY PROJECTS SCHEDULED: Bald Eagle Blvd around the south end of the lake between H2 and Buffalo will be repaved! Also, County H2 from Centerville Road to Bald Eagle Lake will be repaired. Otter Lake Road south of Hwy. 96 will be repaved too. The 694/Rice intersection: has been open for awhile, no more major changes as work continues, to be completed by this fall.

SERIOUS BRIDGE/BIKE PATH WORK HAS BEGUN for the renamed Robert Piram Trail along Plato Blvd/Concord in St. Paul near the downtown airport. It’s not scheduled to open till 2021.

SUMMIT AVENUE BRIDGE over Ayd Mill Road in St. Paul is scheduled to open by October 1. The short detour will continue. There will be bike lanes on the new bridge.

PART OF AYD MILL ROAD might be turned into bike lanes by November.

ST. PAUL IS PLANNING AN OFF-ROAD biking/walking trail this year along Johnson Parkway between Phalen Blvd and Burns Avenue.

ST. PAUL’S FISH HATCHERY TRAIL (a paved bike trail that runs along Hwy. 61 from Warner Road to connect with Battle Creek Park Ravine) reopened last summer with a temporary fix.

IN SHOREVIEW, OWASSO BLVD IS CLOSED FOR RECONSTRUCTION until mid-July from Victoria to Chandler. Then Chandler to Soo St will be closed from mid-June till early October. All through traffic will be banned so probably bikes too.

GATEWAY TRAIL: there are new permanent rest rooms in Rotary Park in North St. Paul near the wind turbine. Thanks to all who worked on this project!

WASHINGTON COUNTY: Their road project list for this year doesn’t appear to include any that will cause too much hassle for bicyclists.

ELROY SPARTA TRAIL: 22 miles of trail are open. Two sections are closed till 2021, totaling about 10 miles. Storm damage from 2018 is still being repaired.

By Doug Nelson
JUST A REMINDER that our sponsors are there for us! Our sponsor bike shops for 2020 include: Erik’s Bike Shop, Cars Bike Shop, Gateway Cycle, Maple Grove Cycling, Now Bikes and Fitness, Bicycle Chain, Gear West Bike-Triathlon, and Tonka Cycle and Ski. Most bike shops are open, as bikes are considered essential transportation. I really should try riding my bike for transportation rather than recreation one of these years!

Our sponsor bike shops are taking precautions (only letting a certain number of customers in at a time, sanitizing bike touch points before and after service, etc.) It’s a great time to get your bike(s) ready for your solo riding adventures as well as when we can all meet again. Most of our sponsor bike shops are gracious enough to offer TCBC members a discount on their purchases. The discount varies from shop to shop. Please remember to thank the staff for being a TCBC sponsor and feel free to inquire if they offer a discount for our club and how it can be used. These discounts are another nice perk for belonging to TCBC!

Our sponsors are a very important part of our club and we are grateful for their continued support. They often donate gift cards and other gifts to our annual banquet and other events. Remember to be courteous, friendly, and know that you are an ambassador of TCBC and a walking advertisement to our club every time you step into one of their shops. Make us proud!

Ann Harris

JUST UP THE ROAD

Faster! He’s gaining on us.

by Pete May

The weather forecast is for isolated thundershowers.

SPONSORS

Remember our TCBC Sponsors

In stock

Up to 20% off all in stock fat bikes! If you’ve been waiting around for a deal, now is the time! Snow is on the ground and there’s still plenty of riding to be had.

St. Paul 651-644-2354  Arden Hills 651-490-7709

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TCBC NEWS DEADLINE is usually between the 4th and 10th of the month for the next month’s issue.

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6 feet Apart on Trails

Here’s some advice from the DNR and health experts for following the governor’s order and staying safe outside.

• You might need to leave. If you are on a trail that does not allow for social distancing of 6 feet, then you need to go someplace else. Same goes for parking lots: If there are a lot of cars at a park, turn around and try somewhere else.

• Stay close to home. People should be reasonable and exercise good judgment. Close to home certainly is not 100 miles away with your boat hitched up to head on out and do something, even if you’re going to attempt to maintain social distancing.

• Try a new park, one that’s less traveled. Regional parks abound in the metro area. State parks and recreation areas are spread throughout the state. Avoid the more popular areas and try somewhere new.

• Help others keep their distance. “Warn other trail users of your presence and as you pass to allow proper distance and step off trails to allow others to pass, keeping minimum recommended distances at all times. Signal your presence with your voice, bell or horn,” recommends the National Recreation and Park Association.

• Protect park workers, too. The park association also says people should clean up before going to a park and bring their own trash bags, packing out their litter, so employees can stay safe from COVID-19.

• Don’t go if you have any symptoms. This should be obvious: stay home if you’re sick.

• Seriously, keep 6 feet apart. That means everyone — runners on a paved trail, mountain bikers on single-track, walkers on the sidewalk — should maintain the distance or stay home.

GOVERNOR’S ORDER

Stay at least 6 feet from others & no group riding (unless with household members)

SAVE THE DATE
8TH ANNUAL WINONA ROTARY RIDE THE RIDGES
Saturday September 19, 2020

Go to RideTheRidges.bike check out the 2019 photos, riders comments, routes and more!

Winona Rotary

Ride The Ridges

2020 info coming soon!
LITTLE DID I KNOW when some of us did Carol Fitzgerald’s ride into Washington County on Sunday, March 15, that would be my last group ride for a long time. A national emergency was declared, social distancing began, and within a couple days TCBC announced that due to health and safety reasons we would not be holding any more group rides or events.

So we have needed to connect with other club members in other ways, or not at all. It’s always fun to see people again in the spring after sometimes 6 months or more, but have not had that opportunity. We can bike, but by ourselves, and not for mileage credit. Thank goodness the Ironman, and the new ride we called Not the Ironman, were not scheduled for April.

Some of us are realizing that we may not achieve our club mileage goals this year because there just won’t be rides for awhile. Can we get our 1000 miles? (I know, some folks already have.)

What has a typical day been lately? In the mornings, putz around on the computer, and catch up on TV, and wait for the weather to warm up enough. In the afternoon, bike or hike (to justify taking the occasional nap?).

We can still bike alone. I have been doing some of my neighborhood routes and a couple of versions of TCBC routes like Les Mis. And there are advantages — there is less traffic and noise and pollution. It’s easier to cross busier roads, and there is not much of a rush hour to deal with. And hey, bike stores were deemed essential so they could remain open, which of course was the correct choice in the Governor’s order.

Also I have started using some of the bike routes in our last Atlas, published in 2007. Hey, they are not bad! Some streets are rougher and one wonders if they will ever be swept or repaired. It’s a good challenge to use atlas routes and change them a bit as you ride them, if there is something you want to see.

It’s hard not to think of a zombie apocalypse when you go through some formerly busy areas, especially on weekdays, and see so little traffic and so many empty parking lots. Biking through part of the U of M today was kind of spooky.

One drawback is that there are more people using trails — not that I blame them, seeing people getting exercise is great. We just have to maneuver around them while maintaining distancing. And many rest rooms in parks are not open if parks and buildings are closed.

I wrote down what one of the contributors to the new BICYCLING magazine wrote, before this coronavirus crisis started. She wants people to keep biking simple: Eat good food, get good sleep, and be grateful for every ride. Good advice for all of us.

We shall ride together again eventually. In the meantime, there are various ways to stay in shape. Make it so!

By Doug Nelson
By John Benda

Our TCBC President, Shelby Miller, has emphasized the guidance from the Centers for Disease Control and Prevention and other authorities, which are telling us to go ahead and ride our bikes outdoors but to do so solo, on our own, or with those within our immediate household. Club rides have been suspended and group rides discouraged until the threat of spreading the COVID-19 virus diminishes. However, there are ways for us to stay connected to other bikers and our TCBC friends even while we ride solo.

But before I get into how we can do that, I want to point out some of the resources we have backing up the importance of riding solo and the reasoning behind it. Of course, we’re all more than aware of the guideline that we should stay at least 6 feet away from each other when out in public. Several sources are saying this is not nearly enough when biking with others, especially if one of you is within the other’s slipstream.

Articles posted on the TCBC Facebook page and under the Forum tab of our website suggest much greater distances are needed as droplets from heavy breathing, mucus from a runny nose, or spit would likely travel much farther when cyclists are riding at increasing speeds. I would recommend that you check out the Forum > General > “Social Distance vs. Speed” thread. There are some fascinating comments, articles and discussion there (and they don’t all agree). By the way, to get into the Forum you do have to create a separate username and password, but it’s well worth it. There is a ton of information there.

So, how about some of those ideas for staying connected to other riders? Here goes:

(1) You can post pictures of your solo outings on Facebook or Instagram showing friends where you’ve traveled.

(2) You can download an App such as Zwift or Peloton that lets you ride virtually with others from inside your home on a trainer. I’ve been using the Zwift App on cold and crappy days. There is a bit of extra technology and a learning curve involved but you (or technically your avatar) are actually riding with thousands of other riders. Both Zwift and Peloton do have a free trial period.

(3) Another App I’ve used for several years is Strava. It will map any ride that you do and then post it within Strava for other friends you know with the App. It’s fun to follow each other, leave each other kudos and comments, and check out each other’s routes for ideas. I also just discovered (after having the App for several years) that there is a TCBC club within Strava that will track weekly mileages of club members with the App. Who knew? Apparently quite a few of you, since it has 393 members. It almost makes up for not being able to check out your progress on TCBC’s own data option, RideStats. Also, if you have the Strava’s Summit account, you can create routes and upload them and other people’s routes to your GPS unit (if you have one - that’s a whole other discussion). You can also post your virtual rides from Zwift or Peloton on Strava.

(4) Finally, I want to return to the TCBC website’s Forum. One of the discussion categories is called “Rides and Trips.” TCBC member Johnny Pugh has posted descriptions of a number of solo rides he has been doing there. He has also included Ride with GPS links along with his written descriptions. Thanks Johnny! I have some new routes to check out now!

So, there you have it. Just because we can’t ride physically together doesn’t mean we can’t share what we see and where we’re riding with each other. Please do remember to stay away from groups of people and take extra precautions while you’re out on your own. Hopefully, we’ll be able to ride together again before long. Stay safe!
Second Training Class of New TCBC Ride Leaders for 2020

Congratulations and Welcome

Ten new leaders made up the second training class, held at the Roseville Library on Saturday, March 14, for 2020. We now have 23 new Ride Leaders who are excited and ready to put rides on the calendar. Please make sure to encourage and support them.

Patt Seleen and Jeff Johnson, TCBC Ride Leader Trainers

NEW MEMBERS

Welcome to TCBC! Here are those who have joined since the last issue.

- Vince Anderson
- Jamie Boyle
- Donnie Brown
- Pablo Espinosa
- William E Fifer
- Michael Gormley
- Rosario Greenwood
- Spencer Heidotting
- Katie A Hoffman
- Ken Hopperstad
- Greg P Jaeb
- Marilyn Kaman
- Malinda M Lansfeldt
- Zachary Madson
- Cathy M Poirier
- Kyle Retallick
- Megan E Schoenbauer
- Babatunde Shonoiki
- Linda L Stratton

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10% DISCOUNT FOR TCBC

25% OFF one piece of clothing including gloves
Reflections on a Cross-USA Bike Trip
(This article is reprinted from the summer of 2000.)

To ride across the USA by bicycle has been a dream of mine for a long time. Receiving all the brochures in the mail from various touring companies. Thinking that I'd really like to do that someday. Someday.

Someday.... Then in the spring of 1999, I was talking with others in the bike club who have participated in their own cross-country rides: Valerie Olson, LeAnn Cummins, Harold Herum, Chuck Sunder. I found myself thinking, "You know, it's time for Someday." So I decided and committed myself at that time that I would do it!

Not a decision that was made lightly, mind you. I had to think about how much time it would take, how to get the time off from work, how I would pay my bills, how my home would be cared for, what bike touring company I would ride with, to camp or motel, etc. I decided that the 32-day version of the American by Bicycle® tour from Irvine, CA, to Boston best fit my style and requirements. I managed to talk Ron Burzese into joining me on a tandem, and a wonderful friend he was for doing so!

My expectations were to meet the physical challenge and to ride ESI (Every Single Inch), which we did. Also, to have some time to reflect on where I am in life and where I want to be. I found we met the first expectation beautifully. We started with three days of unbearable heat (110+ degrees), then the toughest climbing in the first eight days — in CA, AZ, and NM.

Looking back, the only day that I had my doubts that we would not do ESI was on the third day, in that oppressive heat. We stopped for a quick break, looking at a four-mile uphill climb, 65 miles into the ride, knowing we had 60 more to do that day. But we did it. Have you ever had only "hot" water to drink, but you gotta, otherwise heat problems will rear their ugly head? I remember coming in at the end of the day, not remembering sweating, but my black lycra shorts were white with salt. Where did that moisture go? Luckily, after those first eight days, the amount of climbing per day and the heat became memories. Flat wonderful Kansas. Time to recover.

This tour was 15 days of riding (average of 115 miles per day), then one day of rest, then 16 days of riding. Our rest day was in Topeka. This was the day that we finally got a chance to meet most of the other riders in the tour. Previously we only met the staff and a few other riders who "rode with us." Topeka, to me, was a turning point. A chance to get to know everyone else, to share in some fun, to find out what everyone else was about. It worked. The rest of the trip, I now knew everyone’s names, and a little something about everyone so that I felt comfortable starting conversations easily.

To tell you the truth — Illinois, Indiana, and Ohio are a blur to me. Flat farmland, kindly terrain. Get to the hotel and eat dinner right away, then eat dinner again a few hours later. Oh boy, did I eat! One of the gag gifts at the rider banquet at the end of the ride was those funny "glasses and nose" things so I could disguise myself in restaurants.

Funny. But you know what, I didn’t care, I ATE and I ATE!

To me, the most beautiful part of the ride was upstate New York, the six miles we were in Vermont, and Massachusetts — riding along the Erie Canal, with green mountains to our left, with fresh rainfall from the previous days running down the sides of the hills in waterfalls. These are the things I will remember the best. It was also the time of the greatest camaraderie. We rode with many of our new “family” the last week, realizing that we would never be together this same way ever again. Bittersweet.

I expected a joyful “Yay! We’re done! We did it!” in myself when we arrived at the Atlantic in Revere Beach in Boston, 32 days after departing from the Pacific in Irvine, but I was so tired, and glad to be done, the emotional outpouring I expected myself to experience did not happen. It happened about a week later, when I truly realized what I had done. I then pulled out my Smashmouth CD and played “All Star,” and with apologies, I’ve substituted a couple of my own words:

“Don’t it make sense not to live for fun
Your legs get strong and your butt gets numb
So much to do, so much to see
So what’s wrong with taking the back streets
You’ll never know if you don’t go
You’ll never shine if you don’t glow
Hey now, you’re an All Star
Get your game on, go play!”

By Mike Beadles

Winter Clearance
Downhill Skis
Snowboards
X-C Skis
And Clothing
like us on Facebook for details and special deals
www.TourdeHugo.com
Biking in the Time of Corona

I have always liked making lists and here are my recommendations for Biking in the Time of Corona.

1. Don’t watch the news. Read a magazine or a book.
2. Try stretching, planks, and situps.
3. Clean your bike(s).
4. Bike with a buddy.
5. Set biking goals. Ride up some hills.
6. Shop online at your favorite bike shop. They have a variety of delivery options. (You can test ride bikes.).
7. Discover new neighborhood sites while biking from home.
8. Enjoy the solitude, clean air, and the decrease in traffic.
9. Learn how to use Zoom.
10. Stay well!

BIKE U PROGRAMMING: I am planning on offering virtual Bike U events and the information will be posted on the TCBC calendar and the Forum.

DIANA COHEN
bikeU@bikeTCBC.org

Stillwater Bridge Opening Delayed

A big opening ceremony scheduled for May has been delayed until at least August due to the corona virus and possibly high river levels. So the actual opening (which might happen before the ceremony) is undetermined. Here is some info to catch us up:

The Loop Trail is a 4.7-mile bicycle and pedestrian trail that is part of the St. Croix Crossing project. Since the new Hwy. 36 bridge was opened in August 2017, the Stillwater Lift Bridge has been closed to all uses while it is undergoing a transformation to a bicycle and pedestrian facility. (High river levels delayed some work last year.)

The Loop Trail will cross the St. Croix on the Lift Bridge and the new Hwy. 36 bridge. Trails in Minnesota and Wisconsin will complete the loop and will connect to regional and local trail systems. NOTE: The Lift Bridge will still need to occasionally stop bike and ped traffic to LIFT to accommodate boat traffic passing through.

On the Minnesota side, the Upper Loop Trail was built along Hwy. 95 between the two bridges.

On the Wisconsin side, two trailhead parking areas were built at the top of Houlton Hill across the road from Houlton Elementary School, with restrooms and a picnic area. A park and ride lot is located near the school. The trails to connect the bridges are open to bikes and pedestrians only, with barricades in place to prevent motor vehicle use.

The iconic Lift Bridge was built in 1931 to replace a swing bridge dating back to 1875. The cost of $460,000 was split evenly between the states. The bridge has become a symbol of Stillwater. It was placed on the National Register of Historic Places in 1989.

The circular concourse, located at the east end of the lift bridge between the bridge and Chestnut Street, was always meant to be a spot for people to gather. The concourse/plaza is surrounded by concrete railings, sidewalks, and curbs, adorned with decorative lighting. Concrete steps and a roadway provide access to Lowell Park, which stretches along the western riverbank.
Grand Rapids - July 2020 - 3 Days of Bicycling

Grand Rapids is back again this year.
Reserve your calendars for the weekend of July 10-12. I hope you can join us for 3 days of scenic touring in Itasca County. You won’t want to miss this great weekend of riding and socializing with all of your biking buddies. This year all routes will be departing from Grand Rapids.

ROUTE INFO – A/B – Ride Leader promoting a social touring pace of 15 to 16 mph avg. Self-sufficient “B” riders are encouraged to attend as well. Friday’s route will depart at 12:45 pm and mileage will vary between 35 and 45 miles for the first day. Saturday and Sunday routes will depart at 9:30 am and will range from 45 to 65 miles.

LODGING — There are a few options for lodging in town: http://www.visitgrandrapids.com/lodging/hotels/. Some notable hotels are the Country Inn, Super 8, AmericInn, & Timberlodge. The main headquarters this year will be group camping at the Pokegama Dam Campgrounds. We also have the picnic shelter reserved for Saturday night potluck dinner. Reservations for camping are at this link: https://www.recreation.gov/camping/campgrounds/233588

Reservations are recommended as soon as possible.
See overnight trip section for more details and updates as we get closer. Any questions please feel free to contact: diane.ziemer@comcast.net.
Lobbying in a time of COVID-19

From a legislative perspective, there are three stages in the process: emergency relief, stimulus funding, and the reauthorization of the five-year transportation bill. Each of these stages offers an opportunity to improve bicycling options for essential workers who rely on transit, for a near-term larger investment in our transportation system, and for long-term policy change to build transportation systems that work for everyone’s health and well-being.

EMERGENCY RELIEF
Emergency relief is funding to deliver essential services right now. Regarding transportation, the CARES Act included some funding to keep transit systems operating, for personal protection equipment for transit workers, and for regular cleaning of buses and trains. This transit funding was also available for bikeshare operations, and to build bikeshare stations. (Transit funds can’t pay for additional bikeshare bikes because they are single occupancy vehicles.)

We are working with transportation stakeholders in the private and public sector to continue to include funding for transit and bikeshare and the League is also asking for user relief: funding to help people who need to use transit, bikeshare or other public options for essential transportation. The League is also supporting local governments as they seek relief from state and federal design and environmental permitting processes (only for projects on paved surfaces) to do quick-build pop-up infrastructure that would accommodate increased biking and walking at a safe distance.

STIMULUS
Stimulus funding will be additional investments across a diverse portfolio of federal works to kick start the economy once the worst of the crisis is through. This will be similar to the American Recovery and Reinvestment Act of 2009 (ARRA), where Congress invested $27 Billion into transportation funding, and three percent was set aside for the Transportation Enhancements program (the predecessor of Transportation Alternatives).

To ensure any stimulus funding is similarly directed to biking and walking, the League is working with partners to create a list of priority biking and walking projects that show the widespread need around the country. While this list will acknowledge what is “shovel-ready”, it needs to also address the primary benefits of the projects (safety, connectivity, equitable access, etc.) and where the project has been documented (state or local plan).

The League also supports flexible funding to local governments to fund innovative solutions to current transportation needs.

REAUTHORIZATION
The League is still very much focused on getting the best transportation reauthorization bill possible, and we believe a larger five to six-year bill can be funded as part of the long-term response to covid-19. The Senate has already passed the roads section of the bill which includes significant new funding for bicycling and walking, a focus on safety, and the first climate title in a transportation bill. We believe the House bill will include even stronger policy changes, and a strategy to take steps towards a more sustainable transportation system.

Passing this transportation reauthorization will require increased investment, and the main struggle has been finding the funding. If Congress funds the bill as part of a long-term recovery effort, we may see some significant and positive policy change. If the bill does not pass during this time, it will become even harder to do the bill later, when Congress must focus to reducing deficits and debt.

Come ride in beautiful Litchfield and Meeker County

July 18, 2020
5, 15, 25, 50 or 62 miles
www.tourdemeeker.com
Bike Trail Use
Hazards and Guidelines

by Pete Hawkins

Bike trails offer many advantages to cyclists, such as being free of automobiles and their toxic fumes, along with improved scenery and a closer proximity to nature. But they are not risk free...

Bike Trail Hazards

• Contrary to general thought, there are statistically more accidents on bike trails than on roads.
• The most dangerous section of bike trails is where they intersect roads. Accidents involving motor vehicles are usually the most serious, often lethal.
• Dangers related to people include: two way traffic, multiple sport use, use by very young and/or inexperienced riders, fast and slow riders mixed, unpredictable behavior, domestic animals, and potential criminal behavior. Plus the newest and increasingly more prevalent danger of inexperienced riders on electric bicycles and scooters.
• Dangers related to nature and trail conditions include: small animals crossing; a higher concentration of bees and wasps; debris such as leaves, sticks, sand, and rocks; slick surfaces due to wet leaves, moss, frost, or ice; pot holes, deep puddles, cracks, bumps, and trail edges.
• Wooden bridges that can be unexpectedly very slippery in any weather.
• Unexpected very steep inclines and/or descents.
• Sight lines that are often very limited.

Bike Trail Guidelines

• Biking speed on bike trails must be reduced to take into account all of the hazards listed above.
• If a bike trail has a posted speed limit, it should be obeyed.
• In most cases, a speed limit of less than 16 mph is recommended.
• Fast riding alone or in groups is not appropriate or safe on bike trails.
• Bicyclists should ride single file on busy trails or ones with poor sight lines.
• When approaching dogs and/or horses, slow your speed, announce your presence, and be alert for unexpected behavior.
• Stop and yield signs must be obeyed at all bike trail intersections.
• Use extra caution in tunnels and under bridges.
• At road intersections, if no painted crosswalk is present, trail users must wait for a clear intersection to cross.
• Calling out “Passing on your left!”, and using a bell if available, should be done whenever passing other trail users.
• Remain alert for unannounced passing cyclists and other trail users.
• If stopping on a trail, get completely off the trail.
• As when on the road, always call out hazards and signal your moves to riders behind you.

Tour de Meeker
Come Explore Litchfield & Meeker County

Tour de Meeker returns to Litchfield and Meeker County on Saturday, July 18, 2020. The event features five different ride distances – 5 miles to 62 miles – all designed to help participants take in the beauty of Litchfield and Meeker County. The 5-mile ride is perfect for families and takes riders around beautiful Lake Ripley located at the heart of our host city.

The longer routes (15, 25, 50 and 62 miles) take riders south to Lake Minnie Belle and then move east and north to the communities of Darwin and Dassel. Rest stops are available on the 25, 50 and 62-mile rides and offer participants an opportunity to explore unique attractions in Meeker County including the World’s Largest Twine Ball and the Dassel History Center and Ergot Museum.

With all routes starting and ending in Litchfield, MN - just a 75-minute ride west of the Twin Cities - the Tour de Meeker is the perfect opportunity to come explore this wonderful part of our state.


Tour de Meeker is a charity ride with all proceeds benefiting Meeker Memorial Hospital Foundation.

Spring Weather Is A Great Excuse For A Gravel Bike

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34TH ANNUAL
CHIPPEWA VALLEY CENTURY RIDE
Sunday, May 24, 2020
Registration 7:00am - 10:00am
Irvine Park - Chippewa Falls, WI
35, 50, 75 and 100 Mile Routes
$45 before May 1 • $50 through May 22 • $60 day of
FAMILY RATES AVAILABLE – SEE WEB SITE

RIDE INCLUDES:
• REST STOPS WITH FOOD & WATER
• SAG WAGONS
• BRAT WAGONS
• BRAT FEED
• T-SHIRTS AVAILABLE FOR PURCHASE

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For more information and registration forms:
www.ChippewaValleyRide.us

DON’T MISS THE PRE-RIDE PARTY SATURDAY NIGHT
MAY 23 FROM 6-8PM AT THE LEINIE LODGE
My oldest grandson, Oliver, became a man of adventure at the age of three when he acquired what is called a balance bike because it has no pedals. With that bike the seat is adjusted so you can sit on it and run, with the advantage that your stride is greatly lengthened by the coast of the bike. He could use this advantage to keep pace with adult runners.

I recall an instance in which he and I were overtaken by a quite charming jogger who did a classic double-take when Oliver caught her and passed her up. It was perhaps the first time in a long time that she had been overtaken by a three-year-old. The boy did have the advantage of youth, but the woman had the advantage of a wisdom commensurate with her advanced years, of which there appeared to have been about twenty-two. I told my grandson to slow down, not wanting to pass up the jogger.

Oliver graduated to a pedal bike with 12-inch wheels, and by the time he was four, a 16-inch wheel bike. He loved his bike and would seldom pass up a chance to ride. This continued through a progression of bikes until, at age ten, he got a very bad case of Achilles tendinitis from his overdoing of athletics. He was out of all sports for a year, with the exception of swimming. Fortunately swimming suited him well. Unfortunately, his bicycle fell by the wayside – doctor’s orders.

When his year was up, Oliver was back to full sports. The time off, which was supposed to heal him up with no residuals, had done its job. However, his bike took a back seat to traveling team sports and the excitement of a Cinderella small town trip to the AAA state baseball tournament. His bike became a lonely machine, and he became disdainful of it because it had 24-inch wheels when his friends’ bikes had 26-inch wheels. He was unimpressed by the facts of the case which were these: he was not that big, and his friends’ bikes were too big for them, the cranks being too long. Anyway, for a couple of years, he did not really ride.

Then came the spring of 2020, and those corona virus days. School was shut down. Oliver had to do his distance learning on a chrome book. Baseball was cancelled!!! His little brother was going out on his own bike every day. Soon the older boy decided he would condescend to ride his 24-inch bike. He was even patient while I bought a longer seat post and adjusted everything to fit him. That done, he took off like a flash. He says the bike fits him great. He loves it and never misses an opportunity to ride, either with his brother or on his own.

Now Oliver is telling everyone that people shouldn’t use cars so much when they can go almost everywhere by bicycle - good advice so far as practicable. It has been a pleasure to watch him rediscover the usefulness and the joy of riding his bike, and to see him make the best of these corona days.

Bob Brown
March 8, 12:15 PM: On a sunny 50-degree day, two riders on a tandem were on a trail approaching a tunnel. There was a lot of snow melt and water on the trail. The water had frozen to ice at the entrance and just inside the tunnel. When the front tire hit this ice, the bike slipped sideways and crashed in the tunnel. One rider sustained a few scratches. The second rider sustained a fractured radius and ulna on her left arm.

Comments:
The bike did not have studded tires. When bike riding in the winter, it is a good idea to put studded tires on your bike. On warmer winter days when there has been snow melt, you should be on the lookout for where ice may have formed in shaded areas, such as tunnels.

As the warmer riding weather is now with us, I thought that this would be an appropriate time to remind riders what they should bring with them on every ride. I would recommend the following items: extra tube, patch kit, tire levers, bike tool, tire boot (for large tire punctures), small hand pump or CO2 pump (w/ 2 CO2 cartridges), water bottle, energy bar, Shot Blocks (cramp buster), small first aid kit, and a lock. I know you are going to ask: how can I carry all of these items? Actually, they can all probably fit in a medium-size seat bag and in your jersey pockets if there is an overflow.

RIDE SMART, RIDE SAFE
Paul Frenz
TCBC Safety Committee
TWIN CITIES BICYCLING CLUB
P.O. BOX 131086
ROSEVILLE, MN 55113

MEMBERSHIP CARD

Mail this form and your check payable to “TCBC” to:
Twin Cities Bicycling Club
PO Box 131086, Roseville, MN 55113.
Please do not staple checks to the membership form.
Or Join on-line at: www.biketcbc.org

FIRST AND LAST NAME

MAILING ADDRESS    APT

CITY    STATE    ZIP

EVENING PHONE

E-MAIL ADDRESS

I consent to receiving notice of annual and special meetings of TCBC members at the above email address.

_____ I do not provide this consent.

FIRST TIME MEMBER RENEWAL

_____ I would like to volunteer.

_____ I would like to receive my newsletter via e-mail also.

For statistical purposes: Gender (circle)
M  F  D.O.B.  /  /

_____ $30.00 - INDIVIDUAL MEMBERSHIP

_____ $45.00 - HOUSEHOLD MEMBERSHIP*

(Enables two adults in household to vote)

Please list the first and last names, gender and date of birth for other bicyclists in your household:

1. ___________________________________ M  F  D.O.B. ___ / ___ / ___

2. ___________________________________ M  F  D.O.B. ___ / ___ / ___

3. ___________________________________ M  F  D.O.B. ___ / ___ / ___

The TCBC membership year is 12 months from the date you become a member. Categories of membership are 1) individual and 2) household. For insurance purposes all members are required to sign a liability release annually. The newsletter mailing label shows membership numbers and expiration date and serves as your member card.

TWIN CITIES BICYCLING CLUB
MEMBERSHIP APPLICATION

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