

NFBC NEWSLETTER

Dates to Remember

- Sept. 1, RIDE START TIMES CHANGE! Week-day morning rides will start at 10AM, and evening rides will start at 6PM
- 3PM start for 9/28 "Lancaster on the Weekend"
- Oct. 18 NFBC Fall General Meeting
- Nov. 15 Banquet

Inside this Issue

Ride Schedule 2-4

September 5 Rides of Special Interest

CanAm Thank You 7

Protected Bike Lanes? 8-9

Membership application 11

www.nfbc.com

CanAm 2013 a Sunny Success!

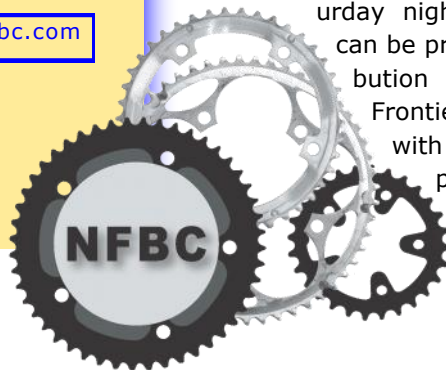
Great weather to enjoy a great CanAm weekend! After a string of wet years interspersed with a dry but excessively hot one, the weather finally matched the fun: sunny skies, moderate temperatures, and a tailwind to ride back home. On August 3-4, all the pieces came together as the hard work of many enthusiastic NFBC volunteers turned plans into reality. All the events, the Saturday rides, Saturday evening social, and the Sunday rides ran smoothly, and were clearly appreciated by the participants.



Despite the improvement in weather, the total registration for the 2013 CanAm, 200, was down about 10% from 2012. As in past years, the greatest number of riders came from Western New York State, including Rochester, but others travelled from Florida, West Virginia, Maryland, Ohio, Illinois, New

Hampshire, Pennsylvania, and Canada (10). Sixty NFBC members registered for the ride, enjoying the club members' price reduction. Eighty-three of this year's riders also rode in 2012. Participants ranged in age from 22 to 73, with a median age of 53. Males outnumbered females, 137 to 63. Again this year, the most popular ride choice was the metric century (105), followed by the century (83).

As Bob Mahaney said after the Saturday night social, "NFBC can be proud of its contribution to the Niagara Frontier by sponsoring this event. We have made connections with cyclists from near and far and the CanAm has shown many people what a great area we live in!"





NIAGARA FRONTIER
BICYCLE CLUB, INC.
We Ride Every Day

September 2013 WEEKEND RIDE SCHEDULE

| DATE | TIME | Ride # | Ride Name | Miles | Diff | Elev | Start Location | Ride Leader |
|-------------|----------------|--------|--|-------|----------|-----------|--|---------------------------------|
| Sun, Sep 01 | 9:00 AM | 706 | East Wilson Express | 37/31 | Easy | 0 | Pendleton Center Town Hall, 6570 Campbell Blvd., Pendleton | Joe Pizzuto 835-6112 |
| Sun, Sep 01 | 9:00 AM | 86 | Ski Country | 44/33 | XD | 2800/2000 | Sprague Brooke Park Parking Lot, Foote Rd.(L off Rt. 240, Glenwood, NY) | Carl Mach 685-0832 |
| Mon, Sep 02 | 9:00 AM | 738 | Lockport - Rapids | 33 | Easy | 0 | Amherst Museum, Tonawanda Creek S at New Rd, Amherst | Nancy Sweeny 799-7565 |
| Mon, Sep 02 | 10:00 AM | 328 | Kazoo Klassic II | 37 | MOD | 1800 | Evans Elementary School - Sturgeon Pt. Rd. @ Rt. 5 | Michelle Smith 627-4352 |
| Sat, Sep 07 | 10:00 AM | 719 | Creek Road Canter | 33/23 | M-D/EZ | 1480/40 | E. Pembroke Central School, 2486 Main Rd., approx. 4.75 miles East of Rt. 77, East Pembroke | Rebecca Ribis 837-0089 |
| Sat, Sep 07 | 10:00 AM | 367 | Baghdad Bunker | 53/43 | 0 | 4200/2000 | Chestnut Ridge Park, Casino Lot, Rt 277, Orchard Park | Loren Danaher 430-1600 |
| Sun, Sep 08 | 9:00 AM | 912 | Welland Canal PASSPORTS REQUIRED | ~60 | 0 | 0 | East Basin Marina, parking lot by the Hatch, Buffalo | Ian Currie 601-7390 |
| Sun, Sep 08 | 10:00 AM | 213 | Over Hill to Dale | 44 | Diff | 2600 | HSBC Bank Parking lot, Rt 238 & Exchange St, Attica | Bradshaw Hovey 857-0906 |
| Sat, Sep 14 | 10:00 AM | 716 | Niagara Wine Trail | 35/29 | Mod | 800 | Pekin Fire Co., Upper Mountain Rd. near Rt. 429, Sanborn | Alex Setlik 692-7045 |
| Sat, Sep 14 | 10:00 AM | 381 | Emery Bored | 44 | MD | 1600 | Emery Park, 2084 Emery Rd., South Wales | Ron Wakefield 877-2140 |
| Sun, Sep 15 | 10:00 AM | 717 | Indian Falls Trail | 41/34 | Mod/Easy | 0 | Clarence Middle School, Greiner at Strickler | Besty Dexheimer 585-343-5172 |
| Sun, Sep 15 | 10:00 AM | 288 | To Hill and Back | 51/38 | XD/Diff | 3020/1800 | Hamlin Park (south parking lot), S Grove St | Tim Cleary 807-7174 |
| Sat, Sep 21 | 8:00 AM | 203 | Century Challenge | 102 | XD | 2300 | Clarence Middle School, Greiner at Strickler | Denise Hochul 681-0683 |
| Sat, Sep 21 | 10:00 AM | 202 | Metric Century Challenge | 63 | Mod | 900 | Clarence Middle School, Greiner at Strickler | Rich McCarthy 982-0626 |
| Sat, Sep 21 | 10:00 AM | 201 | 41 Mile Challenge | 41 | Easy | 500 | Clarence Middle School, Greiner at Strickler | Rich McCarthy 982-0626 |
| Sun, Sep 22 | 10:00 AM | 389 | Erie Canal Double Cross | 40/25 | Mod | 0 | West Canal Park, Tonawanda Creek N @ Town Line, Pendleton | Rich McCarthy 982-0626 |
| Sun, Sep 22 | 10:00 AM | 387 | Zoar Valley | 42/26 | XXD/M-D | 3100/1500 | Chestnut Ridge Park, Casino Lot, Rt 277, Orchard Park | Patrick Danaher 310-8136 |
| Sat, Sep 28 | 3:00 PM | 357 | Lancaster on the Weekend | 38/26 | Mod/Easy | 0 | Lancaster High School, 1 Forton Dr, between Central Ave & Pleasantview Dr. | Lori Harf 601-7535 |
| Sun, Sep 29 | 10:00 AM | 743 | Dande Farms | 34 | Easy | 0 | Clarence Central Elementary School, 9600 Clarence Center Road, near Goodrich | Liz Skelton 400-6091 |
| Sun, Sep 29 | 10:00 AM | 271 | Java Lake Ride | 39 | Diff | 2850 | Parking Lot @ Ronni's Pizzeria on Rt. 16, Holland, NY (0.1 miles before Holland Glenwood Road) | Tim Cleary 807-7174 |

**Difficulty Key: Easy = Easy Mod = Moderate MD = Moderately Difficult Diff = Difficult XD = Extra Difficult
XXD = Extra Extra Difficult**

DAY OF THE WEEK RIDE SCHEDULE

| DAY | TIME | RIDE START | RIDE LEADER |
|------------------|------|---|---------------------------------|
| Monday | AM | Wendelville Firehall, 7340 Campbell Blvd. at Tonawanda Crk. Rd., Pendleton | Mike Dusing, 895-6423 |
| | PM | Community of Christ Church, 5030 Thompson Rd., Clarence | Rebecca Ribis, 837-0089 |
| | PM | Hamlin Park on Grove St., two blocks south of Main, second lot, East Aurora | Jim Sawyer, 884-3057 |
| Tuesday | AM | Ellicott Creek Island Park (off Niagara Falls Blvd on Creekside), Tonawanda | Alex Setlik, 692-7045 |
| | PM | West Canal Marina Park on Tonawanda Creek Rd. at Townline, Pendleton | Michael Crouch, 799-2387 |
| | PM | Municipal parking lot off Long Ave (opposite #48) by fire hall & water tower, Hamburg | Matt Luly, 648-8988 |
| Wednesday | AM | Municipal parking lot, S. Buffalo & E. Quaker Rds., Orchard Park | Marty Payne, 997-9324 |
| | PM | St. Mary's Church at Transit & Stahley Rd., Swormsville (Clarence) | Peg Walker, 741-4616 |
| | PM | Municipal parking lot, S. Buffalo & E. Quaker Rds., Orchard Park | Frank Soltiz, 937-6924 |
| Thursday | AM | Como Park, first parking lot on the right from the Como Park Blvd. entrance, Lancaster | Karen Sprada, 684-9039 |
| | PM | St. John's Lutheran Church, 55 Pleasant Ave., east of Central Ave., Lancaster Avenue, Lancaster | Liz Skelton, 400-6091 |
| Friday | AM | Community of Christ Church, 5030 Thompson Rd., Clarence | Jack Rimlinger, 741-8512 |
| | PM | Amherst Museum, Tonawanda Creek (South) and New Rds., Amherst | Marty Viggato, 570-5896 |
| | PM | Elma Meadows Park, on Rice Rd. at Girdle, Elma | Pat and Loren Danaher, 310-8136 |
| Saturday | AM | Richmond Parking Lot (at Ellicott Complex) off Frontier Rd., UB North Campus, Amherst | Marion Reslow, 833-3615 |
| Sunday | AM | Erie Basin Marina, parking lot by the Hatch, Buffalo | Ian Currie, 601-7390 |

DAY OF THE WEEK RIDE START TIMES

| | | |
|-----------------------------|---|------------------------------|
| Sat & Sun "Breakfast Rides" | 9:00 AM all season (members usually stop for a quick diner breakfast) | |
| Weekday AM Rides | 10:00 AM in April, May, Sept. & Oct. | 9:00 AM in June, July & Aug. |
| Weekday PM Rides | 6:00 PM in April & Sept. | 6:30 from May through Aug. |



Photos from the start of the 62 mile ride on CanAm weekend

SEPTEMBER 2013

| 6 2 SUN | MON | TUE | WED | THU | FRI | SAT |
|---|---|---|---|---|---|---|
| 1 Buffalo 9AM East Wilson Express Ski Country | 2 Lockport-Rapids Kazoo Klassic II | 3 Tonawanda 10AM Pendleton 6:00PM Hamburg 6:00PM | 4 Orchard Park 10AM Swormsville 6:00PM Orch. Park 6:00PM | 5 Lancaster 10AM Pendleton 6:00PM Lancaster 6:00PM | 6 Clarence 10AM Amherst 6:00PM Elma 6:00PM | 7 Amherst 9AM Creek Rd. Canter Baghdad Bunker |
| 8 Welland Canal Over Hill to Dale | 9 Pendleton 10AM Clarence 6:00PM E.Aurora 6:00PM | 10 Tonawanda 10AM Pendleton 6:00PM Hamburg 6:00PM | 11 Orchard Park 10AM Swormsville 6:00PM Orch. Park 6:00PM | 12 Lancaster 10AM Pendleton 6:00PM Lancaster 6:00PM | 13 Clarence 10AM Amherst 6:00PM Elma 6:00PM | 14 Amherst 9AM Niagara Wine Trail Emery Bored |
| 15 Buffalo 9AM Indian Falls Trail To Hill and Back | 16 Pendleton 10AM Clarence 6:00PM E.Aurora 6:00PM | 17 Tonawanda 10AM Pendleton 6:00PM Hamburg 6:00PM | 18 Orchard Park 10AM Swormsville 6:00PM Orch. Park 6:00PM | 19 Lancaster 10AM Pendleton 6:00PM Lancaster 6:00PM | 20 Clarence 10AM Amherst 6:00PM Elma 6:00PM | 21 Amherst 9AM 100, 62, 41 mile Challenge |
| 22 Buffalo 9AM Erie Canal Double Cross Zoar Valley | 23 Pendleton 10AM Clarence 6:00PM E.Aurora 6:00PM | 24 Tonawanda 10AM Pendleton 6:00PM Hamburg 6:00PM | 25 Orchard Park 10AM Swormsville 6:00PM Orch. Park 6:00PM | 26 Lancaster 10AM Pendleton 6:00PM Lancaster 6:00PM | 27 Clarence 10AM Amherst 6:00PM Elma 6:00PM | 28 Amherst 9AM Lancaster on the Weekend |
| 29 Buffalo 9AM Dande Farms Java Lake Ride | 30 Pendleton 10AM Clarence 6:00PM E.Aurora 6:00PM | | | | | |

Don't forget!! In September weekday morning rides will start at 10AM, and evening rides will start at 6PM.

NFBC NEWSLETTER DEADLINE

The deadline for submission of articles to the Newsletter is the twelfth (12th) of the month preceding the month in which the information is to appear. We welcome articles or story ideas about club members or club activities, and digital Kodak moments themed to bicycling, with captions. Send to elaine_rubey1@yahoo.com

OFFICIAL PARTY RULES

For members of the NFBC, biking is number one, followed by socializing with friends. Get-togethers are organized by volunteers in the club who enjoy hosting parties. The host(ess) supplies the facility, main course, soft drinks and, of course, time and energy. Those who attend supply a reasonable dish to share, a beverage of their choice, and funds for the "kitty" to offset the expenses of the host. Bring a lawn chair. Be a welcomed partygoer and do your share to make these get-togethers continued successes for the club.

HELP SPREAD SUNSHINE

On behalf of NFBC we will send a note of cheer to someone who might need it. Notify Terry Turski (tturski@aol.com, 688-8904), (aka the Sunshine Committee), or Linc Blaisdell, president. NFBC cares about its people!



September Rides of Special Interest

Well you don't have to wait long for September's Southtowns ride of the month (STRM) because it comes on the **1st of September**. Ski Country is being led by Carl "Hurricane" Mach out of Sprague Brook Park. It's map #86, and the lower the number, the better the ride. We'll ride roads that are scenic, lightly traveled, and on few other rides, roads like Gooseneck, Riceville, McKinstry, and Allen. There's a downhill finish back to the park where a picnic is sure to break out.....So come on out to the STRM, Pat.

Timed to coincide with the Niagara Food Festival (<http://www.niagarafoodfestival.com/>), the Welland Canal Ride, led by Ian Curry, leaves from the Hatch on Sunday, **September 8**. The Niagara Food Festival in Welland offers fantastic food from local restaurants and food producers, celebrity chefs, and live entertainment for all ages and much, much more.



It's a great lunch stop on a ride of about 65 miles of flat, easy bike paths and quiet back roads. This ride substitutes for the Sunday breakfast ride on Sept. 8.

The Freedom Run Wine ride, an annual event for the NFBC for the past few years, is taking a break. The Ride Committee thanks Kathy Karnath for organizing this mini-party ride with Freedom Run Winery all these years. This year, for those who enjoy the aroma and promise of grapes ripening on the vine, we have Alex's Niagara Wine Trail ride on Saturday, **September 14**. It starts at Pekin Fire hall and meanders around the escarpment past many of the wineries that take advantage of the microclimate for growing wine grapes. Rolling along Lower Mountain Road provides scenic vistas looking towards Lake Ontario. North riders who enjoy a little hill chal-

lenge will get a kick out of some of the ups and downs along this ride. Hill-adverse riders shouldn't be discouraged though, as there is nothing too steep for most healthy riders. The scenery is worth the extra sweating on those climbs. There are 34 and 29 mile options. Pekin Fire Hall is on Upper Mountain Road in Sanborn, just east of where it overpasses Rt. 429. It would be better to park at the rear to keep parking clear should firefighters have to assemble for an emergency. Dennis



Your last chance to ride an NFBC century in 2013 will be on Saturday **September 21**. The Century Chal-



lenge rides (100, 62, and 41 miles) start in Clarence and explore beautiful country territory to the east.

On Saturday, **September 28**, "Lancaster on the Weekend" will start at **3 PM** to give riders the opportunity to meet up for dinner after the ride.

Special Event: Welland Canal Ride/ Niagara Food Festival—Ian Currie



Directions: The Ride start is the Hatch (Erie Basin Marina)—same place as the Sunday Morning Ride start

The Ride: The ride is flat and 90% of it is on bicycle paths. The mileage is 65 Miles. There is an alternate return route where 50% of the ride is on back roads. The ride is scheduled to coincide with the Niagara Food Festival in downtown Welland, Ontario, providing a great lunch stop.



Cycling Tips:



Help Your Muscles



After a long uphill on your bicycle, don't coast downhill without pedaling. Here's why: As you climb up the hill, lactic acid builds up in your muscles and can contribute to muscle soreness. By pedaling lightly but constantly while you are coasting downhill—even if there's little resistance—you can help remove the lactic acid.



Change Positions



Vary your hand and body position frequently. That changes the angle of your back, neck and arms, so that different muscles are stressed and pressure is put on different nerves. Avoid riding with your hands on the curved part of the handlebars for a long time. This may cramp your hands, shoulders and neck. Keep your arms relaxed and don't lock your elbows. This will help you absorb bumps better.



<http://www.berkeleywellness.com>



Thank you

CAN AM Volunteers

The 2013 CanAm was successful because of the tireless efforts of so many volunteers. Co-chair Jack Rimlinger brought a new organizational approach to the 2013 CanAm. Instead of holding meetings, the "organizing committee" communicated by group email. Eliminating meeting time gave individuals more freedom and time to plan for their roles in the weekend. Most committee members were in charge of at least one aspect of the event, and many wore several hats during the CanAm Weekend. Co-chairs Jack Rimlinger and Rebecca Ribis tied things together and filled in the gaps where they were needed, as did Linc Blaisdell, last year's co-chair.

Dennis Powell "kept the wheels spinning and the gears turning that made the whole week-end possible." He created and maintained the CanAm website, helped with registration, and set up our use of active.com. From initial planning, to routing and cue sheets, to his work at registration, Dennis made numerous contributions to the total effort.

Tris Orzech was in charge of registration: online, mail-in, and walk-in. For online registration, Tris worked with the athletic event website active.com to streamline registration and payment and to generate regular updates and other registration information. This year's \$10 discount to NFBC members required paper registration, and that meant more tedious data entry than in past years. At the Saturday evening social and early (6 AM!) on CanAm day, Tris and Janice Powell handled walk-in registrations and distributed bibs and tee shirts with smiles and good humor. Dennis helped too!

The CanAm Weekend began with the Saturday rides. Out-of-towners and members alike were invited to try weekly club rides on Friday and Saturday, or the specially scheduled rides on Saturday. Rebecca Ribis created the Saturday Architecture ride, highlighting many of downtown Buffalo's architectural gems. Sue Sterman narrated the tour, while Rebecca, Roy Tocha, Lori Harf, and Bob Silkes rode sag. Ian Currie, Gary Stevens, and Linc Blaisdell covered the Frank Lloyd Wright Fontana Boathouse for the day, so that it was never left unattended. Pat Danaher led the Graycliff ride past the lakeside mansion built by Frank Lloyd Wright.

The Saturday night social was run by Bob Mahaney. His brother and sister-in-law, Joe and Susan Mahaney of New Hartford NY, helped with the delivery of food and setting up the party room at the Boat House. Joe helped to keep the beer flowing all night long at the taps. Sue also cleaned up after the party. Roy Tocha, Liz Skelton, and Paul Sprada, Jack and Linc helped. There were others who helped whose names escaped Bob, but he wants to thank them also!

Brenda Fischer rode the CanAm routes several times beforehand to determine where construction or other issues necessitated route changes. Dennis finalized the cue sheets and had them printed. Tim Cleary, Fred Marcheson, Rob Nowinski, Bob Silkes, and Jack Rimlinger marked the roads.

On Sunday Rebecca Ribis was "Queen of the Boathouse". Her cell phone was the emergency number for the riders, so she

directed sag to those in need of help, and solved other problems during the day. Special thanks for sag to Rudy of Bert's Bikes, Tom Lonzi of Tom's Pro Bikes, and John Clauss of Rick Cycle, as well as Larry Reade and Jane Armbruster. Paul Sprada and Roy Tocha directed parking at the boathouse. Linc worked with Chris Bonn to facilitate the bridge crossing. Brenda arranged for the tents, tables, and chairs at the boathouse. Ian was our liaison with the bike shops, and he led the Sunday 35 mile ride with Mike Fischer.

Michele Smith was in charge of food at the boathouse: breakfast snacks and the after-ride picnic. She was helped by Jane Armbruster, Barbara Kurtz, Joanie Maher, Liz Skelton, Sue Sterman, and Susie Rimlinger. Herman and Jack set up the tables and helped Michele unload her car. And all the rest stop people came back and helped clean up!

Bob and Sue Alessi were in charge of rest stops. They reserved the shelters, bought the food supplies and coordinated volunteers to work each stop. For the Saturday Architecture ride, Sue and Bob Alessi set up the rest stop on the grassy median of Chapin Blvd. near Delavan. They had water, gatorade, fruit and cookies made by Sue. On Sunday, Bob Alessi, Lynn Michalczak, and Lynn and Mike Dusing were very busy making PB&J sandwiches, replenishing gatorade and water and cutting up fruit at Queenston Heights Park. The Dusings and Lynn M. brought homemade cookies that were devoured quickly. At Whirlpool Park, Sue Alessi, Cindy Adams and her friend Joan set everything up for the rest stop and kept supplies plentiful. Cindy brought cookies also. At Veterans Park, Marian Reslow, Tom Barone and Paula, and Ed and Pat Peters kept the food and drink available. Thanks to all of you who volunteered your time and energy to make the rest stops work and available to all of the riders.

Liz Skelton did publicity this year, which involved distributing flyers to all the bike shops in town, and promoting the event via email to bike shops and bicycle clubs in the Northeast and southern Ontario. She also registered the event with dozens of print/web publications and radio and TV websites. NFBC Treasurer Joe Pizzuto kept track of finances, reimbursed members for CanAm expenses, and he will prepare the final financial accounting report for the event. Rebecca, Linc, and Elaine Rubenstein prepared the Riders Guide, which was distributed electronically this year, thanks to Dennis and Tris. Andrew Dusing created the new tee shirt design.

Thanks to all of you who made this another successful NFBC CanAm. To the dedicated and talented volunteers who made it all happen, on behalf of the 200 riders who registered for this year's CanAm Weekend, thank you and congratulations on a job well done.

Protected Bike Lanes—improved safety?

It just makes sense: you want to see more people enjoy the health benefits, recreational fun, and environmental advantages of bicycling compared to motoring. Studies suggest that more adults would bicycle if they felt safer doing so, specifically, safer from motor vehicle traffic. With the common goal of making bicycling a safer experience for a greater number of riders, many of us might prioritize the available options differently. This conversation between NFBC members Janice Cochran and Dennis Powell shows how people with the same goals in mind, and respect for each other's views, can still favor different routes. To clarify, "protected bike paths" generally refer to bike lanes that are physically separated from motor vehicle traffic by barriers of some kind. So they are a step beyond the marked bike lanes and sharrows we currently see in parts of Buffalo.



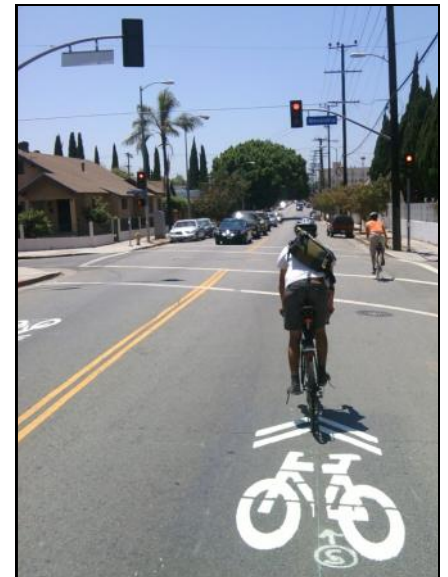
Janice Cochran: Help me out here, all you savvy bicycle riders – What are your thoughts regarding protected bike lanes? Check out this article with visual: <http://momentummag.com/features/the-rise-of-the-north-american-protected-bike-lane/>

It seems there are significant advantages to having at least a core “wheel” of protected lanes around the city. Here are my thoughts, feel free to pick them apart:

1. The #1 reason adults don't ride on the road is they don't feel safe. Protected bike lanes increase bike ridership. This can potentially increase bicyclists on the road, which can ultimately make bicycling more visible and safer.
2. Stats on injuries. <http://cyclingincities.spph.ubc.ca/injuries/the-bice-study/>

Also, check out the current Bicycle Pedestrian Master Plan for Buffalo at <http://www.gbnrtc.org/planning/bike-ped/master-plan/> . What should be in the master plan?

If we could have one starter protected lane, where should it be?



Dennis Powell: You've pointed me to a lot of interesting reading. For the other side to this and for those not acquainted with John Forester's notion of cycling in traffic, here's an interview with him (printed version) that pretty much covers it: <http://bicycling.about.com/od/thebikelife/a/forester.htm>

He makes a compelling case for NOT separating pathways for cyclists.

For more food for thought, here's a blog post by Jan Heine, who often contributes articles to Adventure Cycling and edits Bicycle Quarterly. He mentions some concerning statistics regarding accidents going up at intersections on roadways with protected paths. This, in my mind, is where the rubber meets the road, so to speak. That is where life gets complicated on the bicycle and where most bicycle/auto accidents occur. Proper design is crucial and I'll bet it gets really complicated with segregated paths. <http://janheine.wordpress.com/2013/05/21/separated-cycle-paths-a-summary/>



I guess my concerns with trialing protected lanes has to do with what the study of Economics starts with, unlimited wants vs limited resources. I suspect additional real estate, road markings, considerations for intersections would make protected bikeways expensive. Would this mean 10 miles of protected lane construction would be offset with 100 miles of road shoulders in disrepair NOT getting fixed elsewhere within the area? Another consideration: Would it be like training wheels on a bicycle? Those not familiar with cycling in traffic would never learn to properly negotiate public roads, a necessary skill IF a cyclist wants to go beyond the protected path, unless these

Protected bike lanes, continued

protected paths become ubiquitous (unlikely)?

I agree, urban areas are difficult to SAFELY cycle through. I agree, many folks who enjoy cycling won't go out onto public roads due to fear of being run over by motorists. 150 lbs, even 250 lbs. of protoplasm is so fragile against tons of steel, so maybe segregated paths are the way to go, especially in more congested areas. But legislation that requires motorists to acknowledge a cyclist's right to travel on public roads safely, law enforcement that upholds such laws, motorist (and cyclist) education regarding safely using the roads, traffic engineers who provide space for cyclists on roads, all could go a long ways to make cycling safer, both for recreation and for utilitarian transportation without complicated infrastructure.

Janice Cochran: Thank you for your thoughtful response! Great points, and I especially agree with the list of needs in your last sentence, summarized as:

- **legislation** that requires motorists to accommodate road cyclists
- law **enforcement** that enforces these laws
- motorist and cyclist **education** regarding safe, respectful driving & riding
- **infrastructure** that includes bicycles

Yes indeed, these are important! Progress is made on these only when bicyclists work to make them happen. Many (possibly most?) legislators and others in a position of influence are not bicyclists. We need to weigh in.

Protected bike lanes are a sort of hybrid infrastructure. To accommodate the majority of people who don't ride on the street because they feel (justifiably) unsafe, the protected bike lane may encourage some riders to try the road for the first time, especially if the protected lane is there for most, or all, of their route. Limited resources makes it all the more important to build effectively and selectively. And the "training wheels" point is well taken too. Could we tackle and train all protected path riders? Definitely, your point returns, even with good design, there must be better education.

1. Chicago very aggressively added protected bike lanes. This doc outlines that process, which included extensive evaluation of destinations, barriers, gaps and assets.

Google [Chicago's Protected Bike Lane Initiative - Transport Chicago](#) for the full report.

GBNRTC has made progress by adding Shared bike lanes and Dedicated bike lanes. In Shared lanes, the sharrows are in the center of the lane (Connecticut Street, Chippewa, sections of Delaware, sections of Hudson, and around Delaware Park), indicated by pink on the interactive GBNRTC map (click on Dedicated & Shared bike lanes): <http://www.gbnrtc.org/index.php/planning/bike-ped/route-guide/online-bicycle-guide/>

2. The protected bike lane is not a perfect solution, but potentially a protected bike lane from a popular destination to a clump of employees within 5 miles would significantly increase bicycle ridership and decrease car travel to that place. Maybe start with UB's Medical campus? UB South? UB North? Kaleida? Catholic Health, Independent Health, Others?

3. Whether bike lanes or protected bike lanes, I think it would be helpful to share our collective wisdom where better bike accommodation needs to take place and send it to GBNRTC. In addition to the advisory committee and Justin Booth, we can give them our input.



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Save the Date:

Friday, October 18

NFBC Fall General Meeting

- *Hear what's new or on the horizon*
- *Have a voice in future planning*
- *Socialize without spandex or helmet head*

Print Form

NIAGARA FRONTIER BICYCLE CLUB MEMBERSHIP APPLICATION

NFBC/LAB RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT

In consideration of being permitted to participate in any way in the NFBC sponsored bicycling activity, I for myself, my personal representatives, assigns, heirs, and next of kin:

1. ACKNOWLEDGE, agree and represent that I understand the nature of this bicycling activity and that I am qualified, in good health, and in proper physical condition to participate in such activity. I further acknowledge that the activity will be conducted over public roads and facilities open to the public during the activity and upon which the hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the activity.

2. FULLY UNDERSTAND that: (a) bicycling activities involve risks and dangers of serious bodily injury, including permanent disability, paralysis and death; (b) these risks and dangers may be caused by my own actions, or inactions, the actions or inactions of others participating in the activity, the condition in which the activity takes place, or the negligence of the releasees named below; (c) there may be other risks and social and economic losses whether known to me or not readily foreseeable at this time; and I fully accept and assume all such risks and all responsibility for losses, costs, and damages I incur as a result of my participation in this activity.

3. HEREBY RELEASE, discharge, and covenant not to sue the NFBC, the LAB, their respective administrators, directors, agents, officers, volunteers, and employees, other participants, any sponsors, advertisers, and if applicable, owners and lessors of premises on which the activity takes place, from all liability, claims, demands, losses, or damages on my account caused or alleged to be caused in whole or in part by the negligence of the releasees or otherwise, including negligent rescue operations; and I further agree that if, despite this release and waiver of liability, assumption of risk, and indemnity agreement I, or anyone on my behalf, makes a claim against any of the releasees, I will indemnify, save, and hold harmless each of the releasees from any litigation expenses, attorney fees, loss, liability, damage, or cost which any may incur as the result of such claim.

I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND WITHOUT ANY INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID THE BALANCE, NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT. FURTHERMORE, I HAVE ALSO READ AND UNDERSTAND THE RESPONSIBILITIES OF A RIDER. (See below).

Name

Address Address Change? Yes No

City State Zip Code Phone Cell

Email1 Email2 Email Change? Yes No

We will distribute a list of our members' email addresses, home addresses and phone numbers to NFBC club members and to local bike shops, unless you check the following spaces: NFBC NO LOCAL BIKE CLUBS NO

| Primary Member/Guardian | Signature | Date | Member No. |
|-------------------------|-----------|------|-------------------------|
| Additional Members: | | | Birthdate (if under 18) |
| | | | |
| | | | |

Family Membership includes any two adults and their children under the age of 18, living at the same address.

| Membership | Emailed Newsletter | Postal Newsletter |
|---------------|----------------------------------|-----------------------------------|
| Individual | <input type="checkbox"/> \$20.00 | <input type="checkbox"/> \$30.00 |
| Family | <input type="checkbox"/> \$30.00 | <input type="checkbox"/> \$40.00 |
| Map Packet CD | <input type="checkbox"/> \$5.00 | <input type="checkbox"/> \$5.00 |
| TOTAL | \$ | \$ |
| Status | <input type="checkbox"/> New | <input type="checkbox"/> Renewing |

Send check (payable to NFBC) along with signed application to:

NFBC Inc.
c/o Roy R. Tocha
11 N. Eaglecrest Dr.
Hamburg, NY 14075-1807

In order to receive the Newsletter link by email, you must belong to nfbc@yahoo.com

In the interest of safety on the road for members of the NFBC, all riders and guests must acknowledge having read and understood the "Duties of Riders of the NFBC" statement by signing it before participating in any NFBC-sponsored ride.

Duties of Riders of the NFBC By becoming a member of the NFBC, all riders represent they have the knowledge and skills necessary to minimize the risk of injury in the sport of cycling. Riders shall have the following additional duties to enable them to make informed decisions while participating in the sport of bicycling:

- Riders must obey New York State vehicle and traffic laws. Riders are governed by the same laws as motor vehicles. Riding in an NFBC group does not give riders the right to run stop signs or traffic signals.
- All riders must wear a Snell or ANSI approved bicycle helmet.
- Riders should not ride beyond their limits or their ability to cope with variations in road conditions (wetness, gravel, ice, snow, potholes, etc.).
- Riders must remain in constant control of speed and direction at all times so as to avoid contact with obstacles and with other riders.
- Riders should familiarize themselves with verbal and posted information before riding the route. The NFBC ride facilitators do not represent the route as free of hazards to bicyclists.
- Riders must not overtake another rider in such a manner as to cause contact with the rider being overtaken.
- Riders make certain there is adequate safe space between themselves and the rider in front.
- Riders should communicate with other riders by calling out and announcing the following:
 - "Car Back": warning riders in front of them that there is a car approaching from the rear and signaling to single up. It is important to pass this information along the line of riders
 - "Car Up": warning the group that a car is approaching from the front. It is important to pass the word back.
 - "Single Up": telling the group that riders need to be riding single file
 - "Car Left or Right": warning riders at intersections or other places that a car might enter the path
 - "Walker or Runner Up": warning riders there is someone on foot on the riders' side of the road.
 - "Tracks": warning riders about railroad tracks. Riders should cross at right angles to the rails.
 - "Road Kill": warning riders there is a dead animal in their path.
 - "Hole(s)": warning riders about dangerous breaks in the pavement. Sometimes riders may just point down to show that something is there instead of calling out the warning.
 - "Stopping or Slowing": warning riders of a change in speed. This may be done with a hand signal, but a call helps to avoid a problem.
 - "On Your Left or Right": warning riders that someone is passing. Riders should always pass on the left, but if they find themselves on the right, they should announce they are passing on the right.

Niagara Frontier Bicycle Club
3637 Northcreek Run
Wheatfield NY 14120

MAILING ADDRESS

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