

# MICHIGAN *Bicyclist*

Spring 2022

IMPROVING LIFE THROUGH BICYCLING



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Photo by Barret Kaltz,  
2021 LMB Photo Contest  
winner (feature on p. 15)

The League of Michigan Bicyclists, or LMB, is a 501(c)(3) non-profit organization whose mission is to improve life through bicycling.

Michigan Bicyclist Magazine is a LMB member benefit. It is published as part of our effort to educate Michigan bicyclists, law enforcement, policy makers, engineering and planning communities, and others on issues affecting bicycling in Michigan.

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# LMB Welcomes Nancy Short as Board Chair

Zoya Shevchenko, Communications and Design Associate



This past October, LMB's Board welcomed a change in leadership as Nancy Short stepped up as LMB's new Board Chair. Nancy has hit the ground running

(or rolling) with ideas. Her passion for community engagement shines through her work and her goals to extend LMB's reach throughout Michigan's bicycling community.

Nancy describes herself as a "Michigander through and through." Born in Metro Detroit and an alumna of the University of Michigan, her ties and dedication to the Mitten State run deep. Nancy holds degrees in political science, psychology, and political management, and has focused her career on better understanding and improving Michigan communities and the people who define them. Her roles have ranged from government relations/community affairs and public service to strategic partnerships and professional match-making for volunteers. Each of her experiences, including her current role in development at her alma mater, boil down to one main passion: helping experts understand their role in the bigger picture and how to meaningfully engage. For this reason, Nancy looks forward to working with a group of passionate cycling advocates.

Nancy's love for bicycling began amid her (now former) passion for marathon running. Though she had enjoyed riding a bike during her youth, it wasn't until a marathon training injury took her off of her feet that she decided to purchase her first road bike. Although it originally started as a triathlon experiment, Nancy soon set her sights on finding a group of like-minded cyclists to ride with and explore local trails. Before long, she found herself participating in lengthy weekend group rides throughout the state. Nancy felt truly impacted by the bicycling community during her first time riding DALMAC. The "second family"

she discovered riding from Lansing to Mackinac holds a special place in her heart. From then on, cycling was strongly tied into her life.

As Nancy's cycling experience and time on the road grew, so did her interest in bicycle advocacy. She joined LMB's board in 2020 because she believes 'service is the rent we pay for living' and to play a larger role in advancing Michigan bicycling. Shortly after, Nancy suffered the loss of an adored friend to a driver-bicycle crash. The tragedy further intensified the importance of this work to her, and inspired her to fight even harder.

As she delves into her role of board chair, Nancy hopes for a continuation of growth in bicycle-friendly policy, and expansion of the cycling community. For her, this means cultivating a board dynamic that allows board members to recognize and utilize their potential. She hopes to facilitate board meetings that are smooth, impactful, and allow for everyone's voice to be heard while producing results and impact for the cycling community.

"Everyone comes from a different place, with different unique skills and experiences. I want all of those to be welcomed, encouraged, and utilized," Nancy said.



# Getting the Band Back Together

John Lindenmayer, Executive Director



Happy spring, friends! 2021 is already shaping up to be an exciting year at LMB. On the legislative front, we saw the hands-free legislation we've supported pass

the House in January – a significant milestone. The legislation makes it illegal to hold a phone while driving, with a goal of reducing distracted driving. The bill now awaits action in the Senate Judiciary Committee. Thank you to everyone who has contacted your senator.

After a two-year hiatus due to COVID limitations, LMB is thrilled to bring back both our Micro-Grants and tours in 2022.

First, let me congratulate our spring grantees (see page 13) and thank all of our applicants. The collective work of our Micro-Grantees to improve life through bicycling continues to inspire us. New this year, some grantees are leveraging their Micro-Grant award to conduct additional fundraising using LMB's peer-to-peer platform: [LMB.org/grantees](https://lmb.org/grantees)

To our donors, you make these amazing projects possible! LMB has a goal of hosting a second grant cycle this fall, but we need your renewed support to make that happen. The first \$10,000 in gifts to our Micro-Grant Fund will be matched dollar-for-dollar! See [LMB.org/springappeal](https://lmb.org/springappeal) to donate.

Second, we are thrilled to welcome back riders with a full tour line up for 2022. Besides our popular Shoreline West, MUP, and Sunrise Adventure Tours, we are excited for the Michigander. After 28 years, Michigan Trails and Greenways Alliance has passed the torch to LMB.

This year's route will feature the Great Lake-to-Lake Trail Route #1, starting in South Haven, heading east, and ending in Port Huron. This unique collection of rail-trails, pathways and country roads allow you to relax and enjoy beach towns, classic landscapes and quaint villages

from the shores of Lake Michigan to Lake Huron. LMB will also donate 10% of Michigander net proceeds to trail-specific projects across the state.

If you're planning to ride with us, secure your spots ASAP. LMB members receive a discount and by registering soon, you'll be all set before prices kick in. Consider also volunteering – as the lifeblood of the tours, we are excited to welcome back our long-time volunteers and first timers alike! It's a fun and rewarding way to support LMB, meet new friends, and explore Michigan. Contact [neal@lmb.org](mailto:neal@lmb.org) for more.

We are over the moon at the response to our Ride for Peace campaign (see page 4). Support has poured in from every corner of Michigan and across the country. Jersey sales combined with peer-to-peer fundraising have already grossed over \$90,000. All proceeds after LMB costs will be granted to support World Central Kitchen's work to feed Ukrainian refugees.

LMB has had some exciting staff and board changes in recent months. Nancy Short took over as Board Chair in January, after Lindsey DesArmo stepped down late last year. I'd like to take this opportunity to thank outgoing board members Bryan Waldman and Henry Ford II. Your contributions have been appreciated and your leadership will be missed. LMB also recently overhauled our board nomination process. We'd like to thank the 20+ individuals that formally submitted interest form responses to serve on the board or a committee. LMB members, please watch your inboxes for your ballot with our 2022 slate of candidates.

On the staff front, we welcomed a number of new team members, including Jeff Carek as Education Director, Neal Glazebrook as Events Director, and Jessica Lanave as Outreach Coordinator. All are doing a wonderful job advancing LMB's mission. Learn more on page 10.

To close, a note of gratitude to all the donors who contributed this past year. A list of 2021 donors appears at the back of this magazine – three pages of amazing generous supporters! Your continued generosity fills our cups. Thank you!

## 2021 in Review

2021 proved to be another unusual year for LMB. The continued global pandemic resulted in LMB postponing our bicycle tours for a second year in a row, significantly impacting our operating revenue across 2020-2021. Traditionally, tours make up over 50% of LMB's revenue, helping to fund advocacy, education, and other programmatic work.

LMB received federal relief funds through the Paycheck Protection Program and a low interest Economic Injury Disaster Loan that helped to fill the gap during this period. Additionally, generous support from LMB donors meant LMB could continue to advance our mission in a variety of ways, including the adoption of an ambitious new strategic plan.

LMB's membership grew to a record high in 2021, a trend that has continued in the new year. While we could not host our tours, and temporarily paused our Micro-Grants, we did expand education and safety programming, including the Bicycle-Friendly Driver Program, and advanced a number of legislative priorities, including a hands-free bill package.

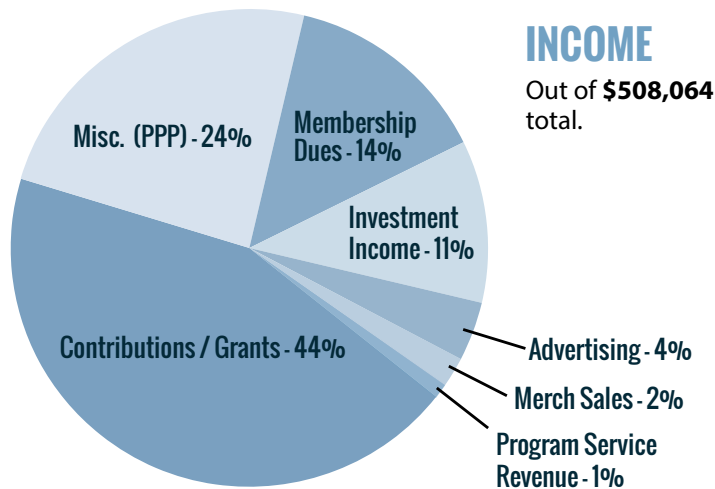
In 2021, we also launched Bike Wave and riders enthusiastically logged over 35,000 miles during our 2nd Annual Bike it! Commuter Challenge in September. LMB distributed our staple Ride Calendar publication, thousands of copies of *What Every Bicyclist Must Know* booklets, and published a special issue of the *Michigan Bicyclist Magazine* to mark our 40th Anniversary. We are thankful for all the support LMB received this past year and are optimistic about the state of bicycling and LMB in 2022 and beyond.

**Continued on p. 3**

# 2021 BY THE NUMBERS

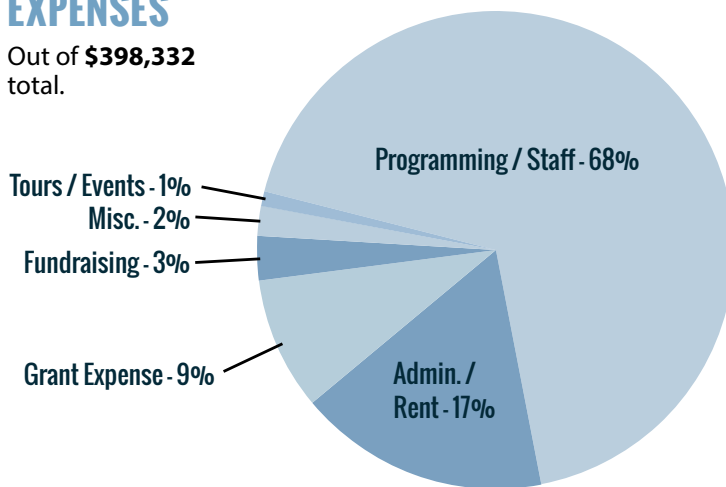
## FINANCES

LMB's unaudited income in 2021 was \$508,065 – 26% higher than 2020, and a \$105,183 year-over-year increase, but still \$242,343 lower than 2019. LMB's unaudited expenses for 2021 were \$398,332, 3.6% lower than 2020 and a \$14,690 year-over-year decrease, \$363,245 lower than 2019. Net operating income was \$109,732, including \$108,400 in Paycheck Protection Program (PPP) loans that were forgiven and converted to grant funds.



## EXPENSES

Out of **\$398,332** total.



## MEMBERS

Out of **1821** total.

## ACCOMPLISHMENTS

With your help we:

- Launched the Bicycle Friendly Driver class to promote safe driving practices that will save cyclists' lives.
- Promoted commuting by bicycle by sharing information, safety tips, advice on the best bike and bike gear for the job, and with our Bike It! Commuter Challenge event. Tracked 35,397 miles from 402 commuters through the Bike It! initiative.
- Stepped up the fight to end distracted driving, alongside our partners, the Daniel J. Horal Foundation and the Kiefer Foundation. With bi-partisan support, this bill passed in the Michigan House in January 2022.
- Hired five passionate bicyclists to advance our mission of making Michigan bicycling better, and returning our staff to the same size it was pre-pandemic. We hired an Events Director, a Tour Director, a Development and Membership Director, an Outreach Coordinator, and a Design and Communications Associate.
- Celebrated 40 years of making Michigan a safer place to be a bicyclist and had the honor of looking through 40 years of photos and stories to create our special 40th anniversary edition of the *Michigan Bicyclist*.
- Adopted a long range plan to guide our decisions and priorities through 2025.

Individuals



52%

Households



36%

Lifetime



6%

Orgs / Clubs



2%

Shops / Businesses



2%

Students



1%



# LMB Advocacy Update

Matt Penniman, Communications and Advocacy Director

April was Distracted Driving Awareness Month. Cyclists don't need a special month to be aware of distracted driving. We encounter it far too often. It threatens our lives. It has to stop.

The Michigan House passed a bipartisan set of bills earlier this year, HB 4277-4279, which make it illegal to use a phone in your hand while driving. They close the loophole which prohibits texting but permits Facebook, Netflix, email and selfies. The bills were sent to the Senate Judiciary Committee, and now we need that committee to make them a priority.

We asked the committee chair to take up the bills in April, but the budget and appropriations process took precedence. We're continuing to push for action ASAP. You can help: visit [LMB.org/distracted](http://LMB.org/distracted) and contact your state senator – especially if they're on the Judiciary Committee!

On Earth Day, we got to celebrate a victory for the Michigan bicycling

community! In alignment with our fellow advocates at the Detroit Greenways Coalition and others, LMB asked for two changes to the draft MI Healthy Climate Plan to 1) prioritize safety for people who walk and bike and 2) support fairness in the EV transition – if the state offers incentives for electric cars and trucks, it should offer incentives for electric bikes as well. Both of these changes were made in the final plan!

With more states and cities (including California, Connecticut, Vermont and Denver) offering e-bike purchase incentives, it's the right time to move forward for a pilot project in Michigan. We've put together a draft proposal (which you can read at [LMB.org/ebike](http://LMB.org/ebike)) and hope to present it to state officials in the next few weeks. We'll have more to share very soon.

In other updates, we've engaged with the Michigan mountain bike community on

a trail access issue and we're partnering with Muskegon for the first Bike Wave deployment of a pilot protected bike lane in the month of May. Is your city interested? Learn more at [LMB.org/bikewave](http://LMB.org/bikewave)

There are a few other projects in the works as well. We're also advocating in favor of a speed limits bill that would give local governments more flexibility to set safe speed limits, and Vulnerable Roadway User bills that would give more options for charging drivers who hit and injure or kill bicyclists and pedestrians. We're planning for a Safety Stop enabling bill to allow local governments to enact Safety Stop / Stop as Yield ordinances, and advocating against an autonomous delivery vehicle bill that would preempt local regulation and allow use of sidewalks with little oversight. These are busy times for bicycling, and it's great to have your companionship on the ride.

## Today and Every Day, We Ride for Peace

LMB would like to thank the hundreds of individuals who contributed to our "Ride for Peace - Relief for Ukraine" fundraiser this past month. With your help, we raised over \$90,000. Net proceeds will go to World Central Kitchen, who have provided over 12 million meals to refugees in Ukraine and surrounding countries.

We still have jerseys and t-shirts available in our shop. To purchase merchandise or to fundraise for the cause, visit

[LMB.org/RideForPeace](http://LMB.org/RideForPeace).

 **813 jerseys sold**

 **\$90,000+ raised**

 **313 individual donations**

**Thank you!**





# 2022 BICYCLE TOURS



**SUNRISE**  
ADVENTURE  
June 17-19

**MUP**  
July 9-6

  
**MICHIGANDER**  
July 26-31

August 6-13  
*Shoreline*  
**WEST**



# LMB Tours Update

Neal Glazebrook, Events Director



## MICHIGANDER BICYCLE TOUR

My Fellow Humans,

I feel like I have let some of you down. I say that as we never really had a proper handoff of the Michiganander and I wanted to take a moment to acknowledge that. We here at the League of Michigan Bicyclists are beyond excited to be taking on the Michiganander. I say taking on because we are doing just that. After the last two years of uncertainty and chaos we just want everyone to get back to what they love to do, riding their bikes. The LMB hosting the Michiganander alongside our other great tours lets us do just that.

We wanted to take the opportunity in front of us and showcase something we don't often do on our tours: highlighting trail systems. For the 2022 edition we have chosen the Great Lake to Lake Trail Roue #1. This robust system spans the Michigan coast lines from South Haven to Port Huron. And for the Michiganander, we will do just that...span the entire trail for a 291 mile 5-day ride across the state.

The beauty of this trail system is the changing terrain and landscapes that are encountered during the ride. There is

also a rich base of historical markers and stops along the way. We are camping in South Haven, Galesburg, Albion, Pinckney, and Rochester which all have their own amazing attributes. An added bonus are some of the pass-through towns that make this trip worthwhile as well: Kalamazoo, Battle Creek, Hell, Pontiac, Sylvan Lake, Richmond, and Romeo, to name a few. Any or all of these towns could be a spot to stop for lunch along the way. As this tour is down state and not up north like many of our other events, it makes it more accessible to all. The route is centrally located along places with mass transit and easy airport and train access. We are in more populated areas for this ride, so that means more options for lunch stops and for alternative places to stay. We've added airport and hotel shuttles as an add-on item to help accommodate riders who prefer not to camp.

We do not want to veer too far from what has made the Michiganander successful, but we also want to bring a little LMB flair into this long-standing tradition. The combo of a point-to-point style tour (LMB tradition) with the showcase of a great Michigan trail system (MTGA tradition) does just that. We are working on all kinds of "extra" activities and happenings for the tour, so stay tuned for info as we get all the final planning wrapped up.

Your registration helps us achieve so many things here in Michigan. Some of the revenue will support trail-based initiatives and some will be used to support our Micro-Grant and advocacy programs at LMB. So in reality your registration fees are making a greater impact than they ever have before – making this one of the most impactful events in the state.

## Call for Volunteers

I wanted to thank the many people who have reached out in the past few months to offer assistance with the tours and events. Without all of you, this transition into my new role would have been a much more daunting task. So truly from the bottom of my heart, thank you. LMB has a rich history of volunteerism and because of you, we are able to make the great impact we have in our state.

With 40 years under our belt and the landscape of the cycling world changing at a rapid pace, we need to work together to ensure the future of cycling in Michigan is protected, inclusive, and safe for all. We can only accomplish these lofty goals with the help of great humans like you.

With that in mind I am reaching out to ask for your help for the 2022 touring season and beyond. As we had to cancel the tours for a few years, some of the volunteers have become unable to help out, others have focused time elsewhere, and others have simply moved away. Most importantly I want the people who are new to cycling to embrace what service for a purpose can do for you both mentally and professionally. So, long story short, we need you and the help of others to make this organization and our goals a success. I have revamped our volunteer policy for tours which can be found at <https://lmb.org/get-involved/volunteer/> Take a look and see what options fit for you and come along on this journey of making Michigan the greatest cycling state in the nation.

Regards,

Neal Glazebrook

# Lifetime Member

## SPOTLIGHTS

Zoya Shevchenko, Communications and Design Associate

LMB would be nothing without our members, and we deeply value every person who commits time, energy and resources to become an LMB supporter in any capacity. One type of LMB member in particular invests an incredible amount of confidence in us: our lifetime members. Whether long-standing or recently-joined, this life-long commitment to our organization shows a particular passion and dedication to improving life through bicycling. In the last few months, we interviewed four lifetime members to better understand their lives, cycling stories, and hopes for the future of LMB.

Image: Lauland co-teaches LMB's Road 101 class in 2019.



## Al Lauland

Z: Tell me a bit about yourself!

A: After graduating high school at Chippewa Valley in Mount Plymouth, I joined the Navy. I was in the Navy for six years. I served aboard submarines. When I got out, I took a job as a field service engineer – installing and maintaining diagnostic imaging equipment – and did that job for almost 30 years. I got an early retirement at age 60 from General Electric, and since that time as a hobby I've been working on bicycles and exercise equipment at people's homes.

Z: What does your day-to-day cycling look like?

A: Day-to-day it can vary from absolutely nothing to going on service calls, working on my own bikes, going on rides when the weather's better. I try to

do three major rides a year — week-long organized tours. I'm on staff of the PALM ride through the League of American Bicyclists and I teach a cycling class on that ride each evening. I've been doing that for about 22 years now.

Z: You mentioned it was after the Navy that you got more into bicycling — can you tell me more

about that?

A: In the Navy I had a bicycle. In fact the bicycle was our second car in our first year of marriage. [Our bike] was what I used to ride to the shipyard while my first ship was being built. And then, like everybody that bikes around, you take it for errands, for a ride around the neighborhood. I never got really big into it until I got fit. I was pretty much a couch potato, I wasn't fit until my boss of 36 years old died of a heart attack. That was my wakeup call to get fit. So I started going to the gym, started working out, started doing aerobics and I started doing triathlons on a dare from somebody, and I got hooked. I did my first mini tri when I was 36. I didn't do too bad – I didn't come in last, I didn't drown out in the swim,

and wanted to go back and do better the following year. And that's when I started getting into bikes, because I did [that triathlon] on a borrowed kid's Huffy, but I finished.

Z: Do you have any favorite memories involving LMB?

A: My best memories of LMB are what they do for advocacy and education. The conferences that they put on, I've been to about three of them, and I learn something new every time. It's just fantastic the work that John and others at the League do. A high point was, as an employee of [our local] bike shop, I got a scholarship to the National Bike Summit. Unfortunately I was only there for two days, and six inches of snow was on the way so I split knowing I was gonna get stuck in Washington. But it was still a great opportunity and was pretty awe-inspiring.



Lauland poses at Mackinac Bridge post-DALMAC 2021.



# Dick and Sue Hartger

Z: Tell me a bit about yourselves!

D: I am the owner and founder of Cycle Safe — a west Michigan company with some very talented employees, and a lot of business partners in the community that are specialists in what they do. We source all of our materials in the USA, most of them in west Michigan since 1980.

S: We have been married and working together for over 30 years — I have a masters in landscape architecture and my career ended up being in street furnishings.

D: I think if you added it up, I got involved [with LMB] back in the 70s, so that's scary how long it's been. I originally got involved with the Tri-County Bicycle Association, back when they were part of the DALMAC bike tour. I was in school up in northern Michigan in Petoskey, and

got involved with the local group up there that had the second half of the tour that went up to the Mackinac Bridge. I was the publicity and

social co-chair person, and I think I came out with the first t-shirt for the DALMAC tour. A claim to fame back in the 70s. We had a great time and made some wonderful memories. I remember John Lindenmayer when he was just an assistant with LMB.

S: We really appreciate all that John has done over the years — we've watched LMB grow as we've grown as well.

Z: What sort of things do you look forward to seeing in LMB's future?

D: Some of the funding for projects for cities typically are asking for partnerships

with the advocacy organizations now, so you guys could be a catalyst somehow as a participant in raising money through government grants and grant processes.



Dick (left) and Sue (far right) pose with their first bicycles.

S: Also, continue with raising the awareness of bicycling in communities, and promoting safety for cyclists. We all know that's one of the biggest hindrances for people to ride on a regular basis — they're concerned about the safety issues.

Image: Ron Campbell's bike at 45th parallel.



# Ron Campbell

Z: I'd love it if you could tell me about yourself — it doesn't just have to be bicycling-related.

R: I'm a retired engineer, and I have a

very active wife and active kids. I've been involved in long-distance activity for a long time. Running, cross country skiing, bicycling — we've rowed our boats from one side of Michigan to the other. Lots of long, slow distance stuff. We got our running club involved in biking because they needed to crosstrain. We've [gotten] a lot of people into biking.

Z: What does your day-to-day bicycling life look like?

R: As far as getting together with a group, our typical day back in Michigan would be a 20 or 30 mile ride before dinner on Friday. Then 20 - 40 miles on Sunday, and maybe a ride or two during the week.

Z: At what point in your life did you begin bicycling and what drew you to it?

R: Probably after I began to get more injured with running, when I was about 60. I viewed [bicycling] as a really good cross-training. If you were to go back 20 years, bikes were not then what they are now. Shifters were on the downtube,

stuff like that. For us, it's always been road bikes or hybrids, not mountain.

Z: What drew you to become a lifetime member of LMB?

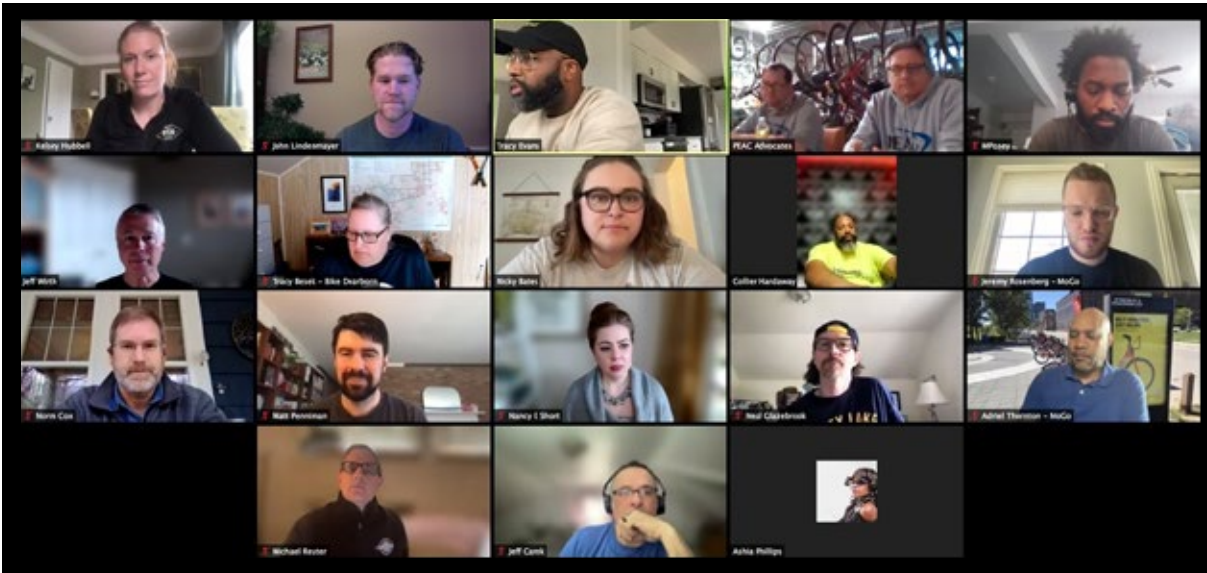
R: I have a friend from a hiking club who does a lot of your rides. She told me about Sunrise, which we really like — 3 or 4 days of good rides, coming back to the same motel and the same place every night. So it was word of mouth — from another active cyclist.

Z: What do you most look forward to seeing from LMB's future? What sort of things would you like to see more of?

R: I think one of the reasons that we got into a lifetime membership is that we really like what you're doing with Share the Road, bike advocacy, and trying to get more trails put in. I think bike advocacy has a lot of appeal to me. I haven't been out actively participating in these things, but I applaud you for what you're doing.

# Striving Towards Diversity and Inclusion: Roots to Rise at LMB

Zoya Shevchenko, Communications and Design Associate



In April, LMB board and staff gathered with Roots to Rise, community stakeholders and advocates for a roundtable. Guests included Adriel Thornton of MoGo Detroit, Ashia Phillips of Soul Roll & D Town Riders, 40 Hardaway of Free Bikes 4 Kidz & Detroit Bike Life, Martel Posey of Spoke Folks Grand Rapids, and John Waterman of PEAC.

conversations was so good that we felt we should be spreading them to others.”

Kelsey and Tracy have led discussions among board members and staff about accessibility and structural issues within the cycling community. Board and team members have opened up about biases they notice among cyclists, and considered ways to better LMB as an organization, as well as the cycling community as a whole.

As bicyclists, it can be easy to assume that what we do is simple and accessible. Many of us grow up cycling – we have access to the proper resources from a young age, and it becomes integrated easily into our lives. When something becomes second nature, it can feel like our experience is universal.

Unfortunately, not everyone can relate. Finances, infrastructure and disability are just a few of the factors that may make it harder for someone to bicycle easily in their day-to-day life. The demographic of people who identify as avid cyclists is relatively narrow in race, class, and ability. We recognize this as an organization, and we want to actively take part in welcoming all to participate in bicycling.

This past August, LMB put out a call for proposals, seeking “an experienced DEI (Diversity, Equity, and Inclusion) Consultant to help implement policies, practices, programs, benchmarks, and organizational behaviors that foster authentic diversity, equity, and inclusion within LMB.” After reviewing many strong responses, the LMB board selected Detroit Roots to Rise as its year-long partner. In the last few months, LMB board and staff members have gathered

over Zoom meetings to open up about topics such as inequity, discrimination, and representation within the cycling community.

“[Roots to Rise Detroit] aims to serve small businesses and community focused organizations thoughtfully connect to their desired audiences through meaningful and creative engagement, project management, and communications.” Kelsey Hubbell, co-founder and CEO, describes herself as “a lifetime Detroit, avid cyclist, and community organizer.” Her career includes work with Slow Roll Detroit, MoGo Detroit Bike Share, Open Streets Detroit, The Detroit Riverfront Conservancy, and more.

Tracy Evans, advocate and consultant, is also a leading voice in Detroit’s DEI sector and founder of the It’s Not Right Movement. For him, Roots to Rise means helping people grow in understanding for individuals from different backgrounds, and recognizing the aspects of our lives that we often take for granted.

“[Kelsey and I] put our minds together and realized that we should be helping others in this,” Evans said. “We would always have these conversations about race and equity, and the quality of those

“One of the things we really hope to do is just spread more awareness and get humans to really understand the different levels of biking,” Evans said. “We can very easily get caught in our own world of what we do with cycling.”

According to Evans, the conversations happening among board and staff members are critical, but cannot stand in isolation. Further integrating diverse voices into the organization—the board, the team, and the member base—is the goal, so that LMB can continue to grow beyond the support of Roots to Rise.

“Eventually, we’d like [LMB] to extend some board seats to [marginalized] individuals. That way, LMB isn’t using Roots to Rise on a consistent basis to speak on behalf of individuals, but has individuals within these communities to actually talk about these things,” Evans said.

With the support of Roots to Rise, LMB is determined to keep taking steps towards furthering accessibility for all within our organization and the Michigan cycling community. If you have any questions, concerns or suggestions regarding our work towards diversity, equity and inclusion, please feel free to reach out to our DEI Committee Chair, Melissa Werkman, at [mwerkman@LMB.org](mailto:mwerkman@LMB.org).

# Exciting Changes at LMB

LMB is excited to welcome **three new staff members** to our team! Neal, Jessica and Jeff come to us with strong experience as educators, planners, relationship-builders, and cyclists. The three have hit the ground rolling as we've prepared for the re-launch of our summer tours and continued with our Ride for Peace fundraiser. We look forward to the new perspectives and ideas they will bring to Michigan bicycling!



**Events Director:**  
**Neal Glazebrook**

Neal Glazebrook is the Events Director for LMB. He currently lives in Howell, MI with his wife Cristi and his furbaby Tessa. Neal came on board in December of 2021 to shake the cobwebs off LMB's great tours and to help expand LMB's events beyond just touring. Neal is an ultra-distance gravel and mountain bike racer who competes in the MGRS points series. His favorite bike to ride is his mountain bike, as there is no feeling, in his mind, like ripping through the trees at 30 MPH on some well-designed switchbacks.

In the last few decades, Neal has been heavily involved in revitalization of towns and communities, motorized and non motorized advocacy, and cycling advocacy. He sits on many boards, commissions, and committees to help shape the future of not only his hometown and county but the great state of Michigan as a whole. He looks forward to continuing his cycling journey with all of the great folks that are aligned with LMB.



**Outreach Coordinator:**  
**Jessica Lanave**

It is not an overstatement to say Jessica Lanave is exhilarated to be part of LMB and helping to advocate, collaborate and educate to make cycling better in Michigan (and beyond) as LMB's Outreach Coordinator. Relationships are most important to her, and Jessica values making connections and the ripple effects they have on individuals and communities. Her varied professional, volunteer, and personal experiences lend themselves to her role with LMB.

Jessica enjoys all types of cycling: group rides on her road or gravel bike, Sunday Funday on the tandem with her husband, or riding and talking with a friend. She is an active school board member and also very active with her local cycling club (GWCC) as a board member and as the Assenmacher 100 Ride Coordinator. Jessica is passionate about community, and is excited to serve in an organization whose beliefs on cycling, advocacy, relationships, and experiences align with her own.



**Education Director:**  
**Jeff Carek**

Jeffrey Carek is the Education Director for LMB. Jeff retired from the Washtenaw County Sheriff's Office in 2016 after 25 years of service. Most recently Jeff worked for MILO-LVC, a decision-making simulator company, as both a MILO Range Instructor as well as a Training Content Specialist for the Cognitive Division. Jeff has provided training to law enforcement, the military, governmental agencies, and citizens throughout the United States and brings his enthusiasm for education to LMB.

Jeff is an avid cyclist who embraces all aspects of bicycling. Jeff enjoys mountain, road, and gravel riding and has most recently taken up bike packing. Early last fall he and his wife, Wendy, completed a self-supported tour from Detroit to Washington D.C. They took a two-week tour to NYC this spring. When not riding, Jeff enjoys van life, traveling, reading, writing, and hiking with Wendy and their three dogs.

# In Memory of John Snethkamp

Words by Colleen Snethkamp



It was an early clue to the future: just married, first apartment, bicycles parked in the living room.

John Snethkamp was a bicycling enthusiast and by the time we had our first home, he had discovered local bicycling clubs and joined three. Fellow club member Tom Ferstle introduced John to LMB and the tours available in Michigan. John rode the East Shoreline tour and joined LMB. The following year, he volunteered on the East tour as a baggage truck driver. Our two children would each join him for the annual week-long tour as they became old enough to manage. The East Shoreline Tour became a full family affair when John agreed to take over the East directorship from Brian Cahalan in about 1993.

For the next ten years our family vacations were spent hosting bike tours for LMB, along with a crew of volunteers that were

awesome. Each year was like an extended family reunion. As tour director, in the age before the internet, John and daughter Megan would also go up north for a week each spring to make sure the logistics, night stops, food arrangements, etc. were all set for the upcoming tour(s). Food was a point of honor on John's tours. Spaghetti, a bicycle tour staple, was rarely found on these tours.

Tour directors were traditionally invited to the LMB board of director's meetings, and that experience motivated him to run for a board seat, eventually serving as vice-chair and board chair during his tenure with the LMB board. This was during the time when LMB added the Executive Director position. John also became a certified Effective Cycling instructor to promote safe cycling.

In the first year as East Tour director, it was converted to a circular tour. Rather than following the whole sunrise side of the mitten, the tour began and ended in Oscoda, eliminating any end-of-tour transportation issues. John worked with other LMB members to develop the North Shoreline Tour, to take advantage of the Upper Peninsula's tourism opportunities. North had logistical issues. It did provide the incentive for the Bow-Tie tour which got its name from its cities on the map. A loop of cities in the lower peninsula and a loop of the best stops on the North Tour,



John with his wife, Colleen, and their children.

with Mackinac in the middle. The East tour morphed into Bow-Tie in 1999.

Still wanting to do an Upper Peninsula route, John worked on the Middle of the



John poses with his recumbent bicycle.

Upper Peninsula (MUP) tour which took its test run with an LMB crew in 2001 and was opened to the public for the first time in 2002. This meant the family, and much of the same crew, were now doing both Bow-Tie and MUP, two week long tours, in the same year. Life intervened in 2003, Megan got married, plus John changed jobs at the end of 2003, dropping his available vacation time to a minimum, making it time to step back from LMB and the tours.

The invitation to submit stories for the LMB 40th anniversary issue provided a warm trip down memory lane for all of us, a chance for John to revisit what was a large part of his life for many years. A well-timed opportunity, as he took ill and passed away shortly thereafter, in November of 2021.

Thanks for the memories. I still have bicycles in the house.

- Colleen Snethkamp

# Michigan State Awarded Gold Bike Friendly University Status

Zoya Shevchenko, Communications and Design Associate

“Bicycling on campus allowed me to take my time into my own hands and quite honestly, in my opinion, it’s the most efficient way to commute,” Haley Dietz, recent MSU grad, reflected on her cycling experience at MSU. “But what kept me cycling on campus was the way the bike lane allows you to see Michigan State. My favorite view is still biking along the Red Cedar. Once I experienced campus this way, biking to class became almost meditative for me.”

In recent years, Michigan State University has stepped up its dedication to bicycling in and around campus. After being recognized as a Bicycle-Friendly University by the League of American Bicyclists since 2011, MSU has finally been awarded Gold status this year. Michigan State is one of only 31 universities in the US to be granted this recognition, and the first in Michigan.

A wide range of efforts, including progress in infrastructure, education, and advocacy, have made this possible for MSU. These include new campus bike garages, bike fixing and tire pumping stations, new bike lane separators, and bike counting equipment at all campus signalized intersections. As additional projects, MSU has improved bike parking facilities, pushed for Complete Streets (with sidewalks, crossways, and bike lanes in roadways), and designated special bike lanes within the river trail. The university also established MSU Mobility, a community of 40 researchers engaged in interdisciplinary research on mobility and sustainable transportation.

For schools across the country, becoming more bicycle-friendly is an appealing prospect, but knowing where to start isn’t always simple. Feedback from the Bicycle-Friendly America program offered by the League of American Bicyclists serves as a good roadmap. Tim Potter, Sustainable Transportation Manager at MSU Bikes, played a major role in establishing the college division of the program.

“I encouraged [the League] to consider starting a program just for universities

and higher ed,” Potter said. “Before that, universities that wanted to apply could only apply as businesses or communities.”

With the dense and bustling environment on a typical college campus, they are important focus areas for bicycling advancement. The League analyzes a campus’ cycling infrastructure and resources, and gives input on many facets of bicycle friendliness, including education, planning, engineering, and more.

“[The League] gives us a roadmap to know what kinds of things we can do to continue to improve,” Potter said. “You have a nice checklist of things to work towards.”

Historically, MSU has been committed to cycling expansion — beginning with the MSU Cycling Club in 1894, which contributed to the first gravel path for bikes. This later progressed into 18 inch on-campus bike paths, and eventually safe bike paths integrated into all new campus roadways. In 2006, the MSU Bikes Service Center was founded.

While on-campus cycling is a primary focus for the university, expanding efforts “outwards” has also been a major goal. Trailheads that lead out of campus have received attention in recent years to improve routes for student commuters and other campus visitors. Focus areas have included the Shaw Lane cycle track connection to the Meridian Township pathway, the campus river trail connection to Harrison Rd, and the Bear Lake pathway, which connects Cavanaugh Rd to Forest St.

MSU’s sustainable transportation efforts do not end with cycling. MSU recently launched an electric autonomous bus — a project led by MSU Mobility intended to test new automated technology.



*MSU is home to nine bike repair stations, allowing on-campus bicyclists to measure and adjust tire pressure.*

“Mobility is a huge focus of the university,” Laura Young, MSU’s Sustainability Program Coordinator, said. “We have 40 some researchers around mobility — it’s very interdisciplinary. They look at social dimensions in addition to just technology. That group really recognizes the importance of micro-mobility.”

For MSU, expanding on infrastructure and mobility tactics proves not only beneficial to those utilizing them, those in the academic setting studying them as well. The staff and students on campus participating in mobility research play a critical role in pushing the cycling agenda forward on campus.

“We use the campus as a living lab,” Young said. “Enabling research and education to happen for our students and for the faculty, to actually study these issues in a real-world way and come up with real-world solutions for the campus, is really neat.”

Looking forward, MSU’s commitment to bicycling safety will likely only grow. Maintaining its status as a Bicycle friendly university means not only safety to local riders, but also serves as a pull factor for prospective students and visitors. Local riders can rest assured — MSU’s cycling benefits are here for the long term.

# LMB Education: New Hands on Deck

Jeff Carek, Education Director



In 2022 the LMB Education Program is continuing to offer Bicycle and Pedestrian Safety Courses through out Michigan. This course is designed to provide information on Michigan Laws which

apply to bicyclists and pedestrians and focuses on education to reduce traffic crashes. It is intended for both citizen and law enforcement participation and to allow for conversations around the subject of bicycle and pedestrian safety. To register or find more information on the courses go to: [LMB.org/education](http://LMB.org/education).

Through a grant provided by the Michigan Office of Highway Safety Planning, LMB is translating our booklet *What Every Michigan Bicyclist Must Know* into Spanish and Arabic. Our intention is to reach the cyclists in these communities and provide the knowledge needed to safely bicycle in Michigan.

Our new Education Director is working to build an Education Committee to help shape the future of Bicycling Education in Michigan. He is also working with two certified cycling coaches to build a series of Mountain Biking Skills Clinics to be held at various locations throughout Michigan, this summer. He hopes to continue building cycling knowledge, safety, and skills courses to better serve our community.

Jeff has been reaching out to cycling clubs throughout Michigan to spread the word about the LMB Education Program. If your club would like to host a clinic or Bicycle and Pedestrian Safety Course, please email [jeff@LMB.org](mailto:jeff@LMB.org).

## 2022 LMB Micro-Grant Recipients

Since 2017, LMB has been supporting projects and programs to make Michigan bicycling better through our Micro-Grants program. This year, we were able to contribute to 12 of incredible initiatives throughout the state. For more details on our Micro-Grants, or to donate to our fall grant cycle, visit [LMB.org/micro-grants](http://LMB.org/micro-grants). Congratulations, 2022 awardees!



### ***Open Roads Bikes Program***

Open Roads will continue to donate bicycles to newly settled refugees in Kalamazoo County and will expand the program to 25+ bikes each year.

### ***Riding Fixed Gear Recumbents — PEAC***

FB4K is geared toward helping all kids ride into a healthier, happier childhood by providing bikes to those most in need.

### ***Rental and New Purchase Etiquette Promotion — Top of Michigan Trails Council***

This program will provide etiquette info and a short videos for rental companies and new bike sales.

### ***Dirt School — Mid-Michigan Mountain Biking Association***

Dirt School is a bicycle playground and mountain bike skills park, and will serve as a unique recreation and learning space introducing young riders to off-road cycling skills.

### ***Bike Fix-It Stations for Nature Park — Moving Milan Forward***

This program will provide fix-it bike stations to support the BMX park coming to the Nature park in Milan, MI.

### ***The Great Northern Michigan Wrench Experiment — Norte Youth Cycling***

Norte's Youth Council will be planning, organizing, and leading bike mechanic classes at schools and other public community places across Northern MI.

### ***Riding the SW Michigan Rails — Cycle Re Cycle***

Micro-grant funds will go towards funding youth involvement in healthy and safe cycling activities on the Kal Haven Rail Trail.

### ***Kids Repair Program***

KRP will use the micro-grant to purchase new parts for refurbished bikes to give away to youth in need.

### ***Free Bikes 4 Kids***

FB4K will collect bikes from the public, refurbish them with the help of thousands of volunteers, then give them (along with a new helmet!) to under-resourced kids before the holidays.

### ***Bike Racks for Ecorse Public Library — Ecorse Public Library***

Ecorse Public Library will offer bike racks to encourage bikeability and bike safety in the Downriver community.

### ***All Kids Bike Kindergarten PE Program — Bike Friendly Kalamazoo***

This program will equip one elementary school with the resources necessary for a bicycling PE program.

### ***Women/Queer/Trans Workshop Series — Back Alley Bikes***

This program will host workshops for women, non-binary, trans, and queer communities in Detroit, increasing ridership and knowledge of mechanical skills.

# Micro-Grant

## FEATURES



### Open Roads — Bikes for Refugees program

Open Roads is a youth development program in Kalamazoo which serves to empower and engage youth through bicycles to learn practical life skills for their future. Through their Bikes for Refugees program, they look to welcome their incoming refugee population to Kalamazoo through bicycle donations. In coordination with Bethany Christian Services, Open Roads anticipates being able to provide 6-10 new bicycles each year to the refugee population and provide a model for others to welcome refugees into their community.



### Top of Michigan Trails Council — Rental and New Purchase Etiquette Promotion

In 2022, Top of Michigan Trails Council is working on trail etiquette education in order to provide a safe and enjoyable time for all non-motorized trail users. Through a pilot project with partners, the Trails Council plans to promote etiquette with signage with the City of Petoskey, as well as through short videos for bike rental companies. Their hope is that this information will be shared with cyclists as they receive tune ups, and contribute to the maintenance of their recreational trail system.



### Bike-Friendly Kalamazoo — All Kids Bike Kindergarten PE Program

BFK's mission is to help make our greater community even more bicycle friendly. Through their Kids Bike Kindergarten PE Program, BFK hopes to teach every child in their area's elementary schools how to ride a bike in kindergarten physical education (PE) class. The resources provided from LMB's micro-grant will go towards equipping an elementary school with equipment such as bicycles, helmets, curriculum, teacher training, and other educational materials.



# LMB PHOTO CONTEST

This year, we launched our 9th annual photo contest, and we were thrilled to receive dozens of impressive submissions! A big thank you to everyone who submitted photographs. Congratulations, 2022 winners!

## FIRST PLACE

*Gravel Bike along Lake Michigan*

**Barret Kaltz**

St. Joseph, MI

The Great Cycle Challenge (Rode my bike from Detroit to St. Joe 237 miles to raise money for Children's Cancer Research).



## SECOND PLACE

*Ready for a ride out of Old Town*

**Thomas Baumann**

Lansing, MI





## THIRD PLACE (TIE)



*Iceman*

**Rob Meendering**

Submitted by Connor Grant  
Traverse City, MI



*FB4K Schwinn*

**Deborah Gowan**

Detroit, MI

Stack of old bikes at the Detroit warehouse where Free Bikes 4 Kids charity prepares old bikes to give away at the holidays.

## HONORABLE MENTIONS



*2 Mountain Bikes along Lake Michigan*

**Barret Kaltz**

Cross Village, MI



*Thomas Township Trail*

**David Sommers**

Saginaw, MI

# In Memory of Dick Allen

By Mark Johnson. Originally published in the *Lansing State Journal*, Dec. 23, 2021. Reprinted with permission.

When Dick Allen first took a bike ride from Lansing to Mackinaw City in 1971, he didn't know it would become a tradition attracting cyclists from across the state.

That ride — which eventually became the Dick Allen Lansing to Mackinaw bicycle tour, or DALMAC — started with a few friends and family, DALMAC Director Steve Leiby said. The following year, around 75 cyclists participated.

When it celebrated its 50th anniversary this summer, thousands had made the four- to five-day ride to Northern Michigan.

Allen died Monday, Dec. 20, 2021 at 88. A state lawmaker and fierce cycling advocate, he fought for bike-friendly infrastructure and cyclists' right to the road in his personal life and at the Capitol.

Allen was an "idea guy," Leiby said, positive and outgoing — traits that served him well in the Statehouse. A Republican, he led Michigan's 88th legislative district from 1968-1972 and the 30th state senate district from 1975-1982.

It was while he was in office that Allen hatched the idea for a bike ride to Mackinaw. The story is documented in a video interview with Allen on DALMAC's website.

According to the video, Allen had introduced a bill in 1970 to build a system of trails along parts of the Great Lakes. The bill initially was sent to a parks and recreation committee, but Allen argued it belonged with roads and bridges, lobbying the leader of that committee to take it on.

When the legislator told Allen bicycles belonged on sidewalks and not roads, Allen pushed back, asking how he was supposed to ride his bike to the Mackinac Bridge Walk with so few sidewalks along the way.

The committee leader told him he wouldn't be able to ride to Mackinaw

anyway, so Allen set out to prove him wrong.

"I think that first year, I considered it just proving to myself that I could stand up to my statement — that I could ride from here to Mackinaw," Allen says in the video. "And that bicycles belong on roads, not sidewalks."

Leiby called the legislative spat "the gauntlet that got dropped that led to his riding to Mackinaw."

More cyclists would join the ride with Allen each year, but he didn't consider himself an organizer.

Leiby said he simply had an idea.

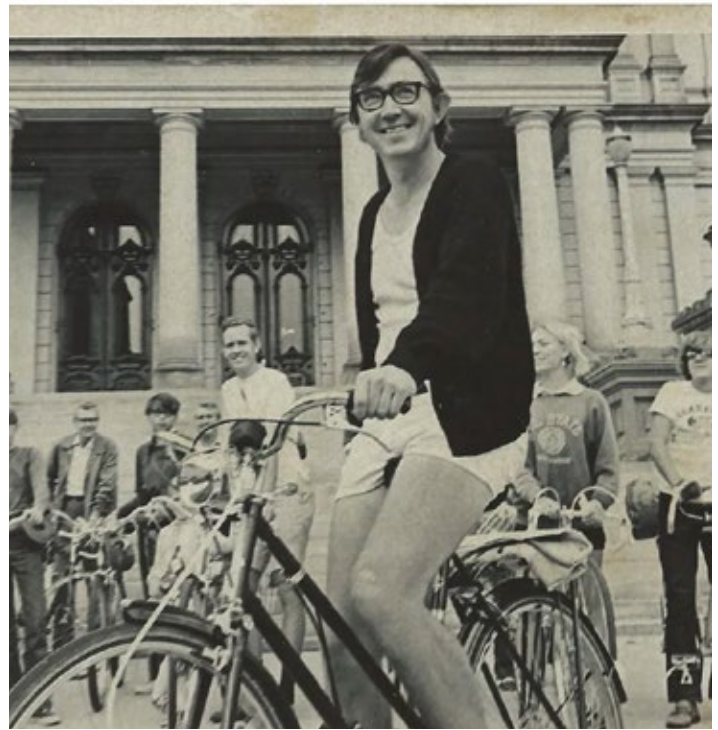
"Look at the 1972 ride," Leiby said. "We don't know who was all on that ride. There was no application, everyone just showed up. There was no thought of how we would feed people or how people would feed themselves.

"And he didn't expect 75 people to show up. This was the first modern bicycle boom in America. He unintentionally tapped into that vein."

After that 1972 ride, Allen began working with the Tri-County Bicycle Association to organize the event, said Tom Hardenbergh, a member then.

Allen stayed involved with DALMAC even after he handed over the reins to focus on cycling advocacy. He had a vision of a trail network running across the state, which led him to start Rails to Trails Michigan, Hardenbergh said.

That group eventually grew into the Michigan Trails and Greenways Alliance,



*Sen. Dick Allen pictured in front of the State Capitol in 1971. Allen helped to lead one of LMB's first advocacy efforts to overturn a mandatory sidepath law that required cyclists use sidepaths regardless of design and safety concerns.*

which continues to develop non-motorized pathways in Michigan

In collaboration with the Tri-County Bicycle Association, Allen started the DALMAC Fund, which has awarded \$1.5 million in grants for things like bike giveaways and fund matches for trail development, Leiby said.

"He had this vision and he brought it into being through his promotional efforts, through his back-slapping and through his political ways," Hardenbergh said.

Allen's first passion was skiing. He jogged year-round to stay in shape for the winter, but pivoted to cycling when he developed a bone spur.

Allen hadn't been actively involved with running the DALMAC since the mid-'70s, Leiby said. But when he wasn't riding, he was advocating for cyclists.

Allen earned a Doctorate of Veterinary Medicine from Michigan State University and was a farmer and veterinarian with his own practice. He also served as Michigan's small business ombudsman, director of the state fair, a lobbyist, the state tourism director and as a professor at Alma College, according to his obituary published by the Gratiot County Herald.

# LMB Takes on the 2022 National Bike Summit

This past March, LMB staff had the opportunity to attend (some in-person, some virtually) the 2022 National Bike Summit, hosted by the League of American Bicyclists out of Washington D.C. Below are some staff highlights from their conference experiences.

## Nicky Bates, Development and Membership Director

This was my first trip to the League of American Bicyclists' Bike Summit and I was convinced for months before that I was going to fly to DC with my own bike. The Summit included historical tours of the city, the chance to ride around with the DC Department of Transportation to look at bike and pedestrian infrastructure, and bike commuting around the city is one of my favorite things to do. I knew that there was the option to ride Capital City Bike Share bikes, but I was convinced that they'd be hard to find or heavy and uncomfortable to ride for long periods of time (plus, what bike nerd wouldn't want to show off their bike at a conference of cyclists?).

In the weeks leading up to the summit, I decided to forgo the hassle of borrowing a bike bag, taking my bike apart, and flying with it. I've never been so happy to be proved wrong. I rode the bike share

bikes all over the city, using them on the infrastructure that the DC DoT has worked so hard to make safe, to get to the conference, to go to dinner, and to see the famous cherry blossoms at the tidal basin. It seemed like there was a bike share station on every other corner.

The theme of this year's summit was the future.

Every session I attended gave me hope for a more inclusive bicycling future, both for ideas and actions we can implement right here in Michigan and for the greater bike community across the country. We had conversations about creating bike and pedestrian-friendly spaces without displacing people in urban areas. We learned from leaders who are making cycling accessible to people of all body types and physical and mental abilities. The future of bicycling is a community that welcomes bicyclists of all abilities to commute, enjoy nature, and connect with the people around them.

## Neal Glazebrook, Events Director

My experience at the Bike Summit was unique for me. It is the second time I have joined a summit fully from a virtual position. In my prior roles, trade shows were the norm and I was frequently at some of the largest shows in the world. So the transition to virtual doesn't always work for me.



LMB staff Nicky Bates and Matt Penniman pose with Xandy McKinley, World Central Kitchen (WCK) Donor Relations Manager, at WCK offices in Washington D.C. after donating funds from LMB's Ride for Peace fundraiser.

I have to say the LAB hit the nail on the head with the virtual version of this summit. The content didn't start until mid day which allowed me time each day to plan out my path on the sessions. The content was a great and the discussions were robust and made a lasting impression. I had the pleasure of finally connecting with John Waterman of PEAC. Their presentation was really awakening to the breadth of how cycling can impact lives. Not only from the riding itself but also from the action of working on bicycles and the pleasure, purpose, and dignity it brings to the people that work at PEAC. "Mobility Access: Are We Including Everyone?" was the title of the session and every speaker had a major impact in my thought process and how easy it is to include everyone in our events.

I look forward to continuing the conversations that were started by the summit and to attending in person in the years to come.



Jeff Miller, D.C. cycling concierge, led conference attendees on a group ride to historic sites, including this home once owned by Frederick Douglass.

# B2V Tech: Will Beacons Make Bikes Safer?

Zoya Shevchenko, Communications and Design Associate

In a cyclist's ideal world, getting on a bicycle is completely risk-free. All vehicles coexist perfectly — there is no chance of a bump, crash, or fatality. Drivers are at all times aware of their surroundings, know exactly where and when to look for a cyclist, and have excellent cyclist-driver etiquette. Complete on-road harmony!

If only. But new technologies promise to bring us closer to this transportation utopia. Beaconization is a term for equipping bicyclists, cars, and pedestrians with location technology to communicate and avoid crashes. These transponder beacons can be spotted automatically by sensor-equipped cars, immediately alerting drivers when a cyclist or pedestrian is approaching. Companies like Tome, Ford, GM, and Uber have spent the last several years developing this Bicycle to Vehicle (B2V) technology, promising safer roads for all through sensors, wireless messages, and automotive inputs.

"We are currently working on evaluating wireless safety messages that are sent from a vulnerable road user (VRU), such as a cyclist, pedestrian, or scooterist, to a vehicle," Angela Fessler, director of engineering at Tome Software, said. "These messages contain information such as speed, GPS location acceleration, and heading. The vehicle's safety system can use this message to determine the position of the VRU and take an appropriate safety action or provide a warning to the driver."

In Nov. 2021, the U.S. passed the Bipartisan Infrastructure Law (BIL), which includes funds for Vehicle to Everything (V2X) technology. In the last few years, many pieces of "road furniture" (including posts, poles, and signs) across the country have been chipped with transponders that can be detected by car sensors.

One main concern regarding this technology is inability to engage everyone. The V2X provisions of the BIL clearly state plans for "research efforts," which entails a level of data collection. While a large portion of the population already owns smartphones pre-equipped with data collecting / tracking technology, not

everyone does, and not everyone wants to. Unless beacons were mandated, not everyone would be part of the roadway signal system — those without beacons would be far more susceptible to going unnoticed on the roads. According to Fessler, however, there are solutions already on the horizon for those unequipped with beacon technology.

"Realizing that not everyone will have connected tech, we built a road sign prototype that looked for VRUs and flashed a sign when bicyclists were detected. We called this sign "Mr. Blinky". It used cameras, LiDAR, and also listened for specific Bluetooth messages to detect VRUs. This type of technology could also transmit the same type of message to a vehicle on behalf of the VRU that an 'equipped' VRU could transmit," Fessler said.

In an alternate approach, AI companies such as Argo AI are looking to bypass reliance on beacons and integrate safe behaviors into their self-driving cars. To ensure safe interactions between their vehicles and cyclists, Argo AI partnered with the League of American Bicyclists to develop six technical guidelines for rising technology: Cyclists Should Be a Distinct Object Class, Typical Cyclist Behavior Should Be Expected, Cycling Infrastructure and Local Laws Should Be Mapped, A SDS Should Drive in a Consistent And Understandable Way, Prepare for Uncertain Situations and Proactively Slow Down, and Cyclist Scenarios Should Be Tested Continuously.

"The creation of these guidelines is part of Argo's dedication to building trust with community members and developing a self-driving system that provides a level of comfort to cyclists, by behaving consistently and safely," Dr. Peter Rander, president and co-founder of Argo AI, said.

"We encourage other autonomous vehicle developers to adopt them as well to



Argo showcases self-driving cars at the CES conference.

further build trust among vulnerable road users."

Even with this array of possible approaches and solutions, still not all are convinced by beacon technology. Peter Norton, transport historian and author of *Autonorama*, spoke on his concerns regarding reliance on beacons in an interview with *Forbes* published on November 6, 2021.

"We know from research that detecting cyclists is one of the hardest things that autonomous vehicle developers have had to face. Beacons may increase the risk for cyclists because, if they give drivers the message that the car is watching out for cyclists, but the car is actually not doing that particularly well, then we make the situation for cyclists more dangerous," Norton said.

Although B2V technology is still in development, it is certainly fast approaching. According to Fessler, similar vehicle-to-vehicle technology already exists, and it may only be a few years until we begin seeing this specific implementation of safer-road beacons.

"The recent infrastructure bill specifically provides funding for this type of technology over the next few years. So while the technology is still a bit of a ways ahead, it's not going to be another 20 years to make roads safer for everyone," Fessler said.

Whatever the outcome, LMB will be watching and advocating for the safety of all cyclists, beaconized or not.

# 🚲 Thank You, 2021 Donors! 🚲

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- Serge Schillio

+2 anonymous donors

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