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Subject: November 2021 Rollin'
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To: Sally Saul sjsaul@mac.com



November 2021



Rollin'

THE NEWSLETTER OF SILVER WHEELS CYCLING CLUB

Your Current Leadership Team

President:	Cheryl Burkhardt
Vice President:	Steve Osmialowski
Treasurer:	Rick Wells
Secretary:	Sandy Lottman
Membership:	Randy Lottman
Website Coordinator:	Tom Weber
Merchandise:	José Morell
Sunshine:	Eleanor Stout
Mileage Minder:	Karen Hobbs
Newsletter Editor:	Steve Osmialowski
Ride Committee:	Dennis Stout
Social Committee:	Sherry Bouch
Education/Safety:	Peggy Doheny
Dog Days:	Scott Edmundson
Physical Assets:	Emily Townsend
Social Media:	Mel Cruzado and Cheryl Burkhardt

Directors: Peggy Doheny, Mel Cruzado, Scott Edmundson, Bill Mansfield

See the club roster for specific contact information

From The Editor

November is the month where club rides rapidly diminish due to cold, damp weather. When there is a nice day or two, be sure to check the calendar as you might see an opportunity to ride. Take advantage of those nice November days as they are rare indeed. Our club mileage collection traditionally stops with the Chili-Weiner event a week before Thanksgiving. However, due to the Oberlin Depot no longer being available, we will not have the event this year. We do hope to have annual ride/potluck events resume in 2022 when we can regularly secure a facility. The last day to record club mileage will be on November 20. After that date, the new mileage year will start.

Ride safely, when you can!

Steve

Ponderings From The President

By Cheryl Burkhardt

As I was riding on our Halloween Ride, one of the riders wanted to know more about the history of Silver Wheels. Although I have been a member for many years, I felt that this history should come from one of our founders, Ed Stewart. To that end, watch for an article about our origins and beginning years soon. This request, though, had me pondering. Just how did cycling become such a popular sport way back at a time when bicycles were just not all that comfortable? This question took me to the League of American Bicyclists site.

The League was founded as the League of American Wheelmen in 1880. Seems the group was motivated by the condition of the roads and the harassment "wheelmen" or cyclists were getting from just about everyone else who wanted to use the roads. There was a lot of rain in the spring and fall (sound familiar?), and farmers could not get their goods to market which resulted in bare shelves at the grocers. The rutted roads became hard, sunbaked ruts in the summer and treacherous ice in the winter. Farmers were supposed to maintain the roads by their farms, but usually didn't have the means or the time to do so. City streets were a problem too. They were a combination of wood blocks or cobblestones that were covered at times with horse manure and trash, not to mention trolley tracks.

At this time, bikes became high wheelers which made them faster and more

roadworthy. Bicycle clubs formed made up of the well to do men who could afford these cycles and wanted to race and socialize. The groups became politically oriented quickly as they were often stopped by police and told to get off the streets. As angst about these conditions spread, over 100,000 bicyclists from across the country who belonged to these elite clubs organized under the League to advocate for paved rather than dirt and gravel roads as well as the rights of cyclists. Early court cases went against the cyclists, but the Kansas case of Swift vs. Topeka established cyclists as vehicles with the same rights as any other conveyance.

Changes to bicycles brought the riders closer to the ground by using chains, sprockets, and air-filled tires. Bikes started selling like hotcakes. By the early 1890's, more than a million Americans were riding them. The demand for better roads became louder and louder. The League launched a PR campaign to bring farmers on board. They convinced them that pulling loaded wagons over rutted roads slowed things down to the point that over 2 million extra horses needed housed and fed. These extra animals would be unnecessary if the roads were smooth. The argument was that farmers deserved a cut of the country's taxes for road paving. Most farmers were convinced and began to lobby with the cyclists.

In 1892, Colonel Albert A. Pope, a leading bicycle manufacturer put out thousands of petitions demanding that Congress create a federal department to "promote knowledge in the art of constructing and maintaining roads." Bicyclists helped collect signatures, and an enormous scroll of pasted together petitions was delivered to the Capitol in 1893. This is now displayed in the National Archives. That same year, Congress created the Office of Road Inquiry that was the precursor to the Federal Highway Administration.

As roads improved, cyclists began taking trips and overrunning wayside inns. Some of these inns installed signs and created road maps to aid cyclists on these journeys. Alas, the biking boom faded by the end of the 1890's. The bicycle was largely erased from the roadways and banned from the federal highways that it helped create. Cars benefitted from these signs and maps as they took over the roads.

You probably know the rest of the story. As cycling has become more and more popular over the last several decades, riders have lobbied for safer bike routes. Governments are answering this call with bicycle lanes doubling since 2007 and the number of physically separated bike lanes tripling since 2011. Many more miles are planned. Advocates are emulating the historical examples of the early League of American Wheelmen by uniting under the League of American Bicyclists, a revival of the original organization. Their mission is to "lead a movement to create a Bicycle Friendly America for everyone." This worthwhile organization is our biggest lobby in Washington to promote cycling. To find out more about it, visit bikeleague.org and please consider becoming a member.





The next general membership meeting is coming up on Thursday, November 18 at 7PM at the Carlisle Nature Center. This will be the final meeting for 2021. Come on out and see your fellow members, socialize, have a snack and even learn something. We will be completing our election process to elect 4 board members for the next two-year term. And, our special guest speaker will be Nanci Ickes from Lorain County Community College, Health and Wellness Sciences Division. She will discuss nutritional tips for cyclists, give an overview of classes that may appeal to our members and talk about free fitness memberships you may qualify for. See you then!

Notice of Silver Wheels Cycling Club Elections and Call for Nominations for Designated Board Positions for 2022

The nominating committee has presented their suggested slate of officers for 2022 to the board at the 11/4/21 board meeting. The recommendations for the positions up for election this year are:

Secretary: Sandy Lottman

Treasurer: Rick Wells

Director: Peggy Doheny

Director: Bob Burkhardt

These nominations have been accepted by the board and the individuals have agreed to serve a two-year term beginning January 1, 2022 if elected.

As per our by-laws:

Article III Election of Officers

The nomination of the elected officials shall be made at the last membership meeting of the year. Nominations also will be accepted from the floor at the meeting provided that: 1) The nominee is present and accepts the nomination, or 2) In the absence of the nominee, a letter written and signed by the nominee accepting the nomination is presented. All uncontested positions shall be voted by the membership attending the last meeting of the year. (Note: Uncontested positions have been voted in by acclamation in the past.) In the event of a contested position, the Nominating committee's

ballot, with write-in space, will be emailed to all members with email addresses and mailed to those members who do not have email addresses.

Please consider coming to the club meeting on November 18 to show our support for those nominated to these board positions. The work and commitment that the board members contribute to the club truly contributes to a properly functioning and strong club leadership.

Respectfully,

The Nominating Committee: Susan Schneider, Ron Townsend, Ann Hauser

From the Education and Safety Committee

The Education and Safety Committee would like to remind everyone that just because the weather is turning colder does not mean you can just store your bike without doing some cleaning and winterizing your bike. This link from the website provides a good overview of what needs to be done to be sure your bike is ready for winter.

<https://silverwheelscyclingclub.wildapricot.org/Winter-Bike-Procedures>



Speed Zone Update: Considering Vulnerable Roadways Users

From the Desk of ODOT's Office of Traffic Management

How fast are motor vehicles traveling? This question of speed is among the most important factors in roadway safety, especially for people walking and biking. We know that as vehicle speeds increase, so does the risk of death or serious injury for a pedestrian or bicyclist.

Recent changes to ODOT's speed zone study process will help engineers better consider speed limit changes based on the presence of people walking or biking. They'll also ensure that these decisions are consistent across the state.

How are speed limits determined in Ohio?

State law (i.e., the Ohio Revised Code, or ORC) defines *statutory* speed limits, which you can think of as the default speed limits for different types of roadways. For example, rural interstates have statutory speed limits of 70 mph, while most municipal roads have statutory limits of 25 mph. Because of this, local municipalities do not have the discretion to change speed limits on local roadways.

However, the ORC also gives ODOT the authority to alter speed limits by establishing what's called a speed zone. This is any section of roadway where the speed limit differs from the statutory/default speed limit. In most cases, speed in a speed zone is lower than the statutory speed limit. Local authorities who wish to change a speed limit can apply to ODOT to establish a speed zone.

How are speed zones set?

The general process for establishing a speed zone works like this:

- A local entity requests a speed zone study.
- ODOT, the County Engineer, or a consultant performs a speed zone study.
- ODOT approves and documents a new speed limit.
- ODOT, the County, or the local municipality installs new speed limit signs.

The speed zone study process is outlined in ODOT's traffic engineering manual (TEM section 1203). A study is required to determine the most appropriate speed limit considered to be both reasonable and safe.

A speed zone study generally gathers roadway data factors and runs them through a formula that produces a recommended speed limit; engineering judgement is also taken into account. Data factors include roadway geometrics, traffic volumes, crash history, and more, but historically the most important factor has been the 85th percentile speed—the speed on a section of roadway below which 85% of drivers feel comfortable driving. Implied is the assumption that the majority of people choose to drive at a speed that is safe and reasonable.

What is changing in the speed zone study process?

ODOT's speed zone study process has changed to incorporate vulnerable roadway users in a quantitative way. Data collection forms ask engineers two new questions:

- Is there a high presence of vulnerable roadway users?
- Is the urban form of the roadway likely to attract and support use by vulnerable roadway users?

If both of the above are true, the form will now calculate a recommended speed limit based on the 50th percentile speed—in other words, the median speed, or the speed below which half of drivers on the roadway segment are travelling. On average, this tends to be around 6 mph lower than the 85th percentile speed—and we know that those 5 mph can make a big difference when it comes to surviving a crash.



I just wanted to take this opportunity to express my appreciation for the cards, prayers, emails, kind thoughts and cookies received during the recovery process after my recent cycling accident. After the necessary recuperation I expect to be returning to my regular activities, with cycling commencing in 2022.

Thank you for your support.

Tom Weber

ARE YOUR TIRES TIRED? By Steve Oz

As we get to the end of the riding season, the miles drop off as quick as the cold sets in. Depending on your riding frequency this year, your tires may have accumulated hundreds or thousands of miles. Either way, it's time to check those tires! Inspecting tires should ideally be done at regular intervals to avoid unexpected issues. High mileage riders should inspect weekly at a minimum. Low mileage riders should at least inspect at the end of the season.

To inspect your tires, flip the bike over or place it on a stand. Wipe down the tire with a damp rag and let it dry a few minutes. Use a flashlight and closely look at the tire as you slowly rotate it. Look for surface wear, small nicks or cuts and embedded objects. Don't forget to check the sidewalls too. Tiny stones and glass shards may be found, often stuck in the tread pattern if there is a tread. These potential troublemakers should be carefully pried out of the tire so they don't continue digging deeper into the rubber.

When to replace the tires? If you find really worn surfaces, cracks in the sidewall, serious cuts or damage, it may be time for a new set. Worn tires can lead to poor ride quality and excessive flats. Some riders can expect to replace tires each year or two while a casual rider can get many years out of them. There's no rule here which is why periodic inspection is important.

If you think your tires are good for another season, consider rotating them (move rear tire up front and front tire to the back). Since 60% of the cyclist weight is on the rear tire, it will wear faster than the front.

It's no mystery that your ride is completely dependent on your tires, so knowing their condition is just as important as topping them off with air. Don't let tired tires ruin your ride!

Note - the tire below recently picked up a screw that did not puncture the tube. Luckily the ride was completed without a flat!



***Do not regret growing older,
It is a privilege denied to many.***

it is a privilege denied to many



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