Cyclists of all abilities are invited to participate in club rides. We require the use of helmets meeting CPSC requirements. Riders should carry a water bottle, tire pump, spare tube and patch kit.

Rides start at the Red Lot, located between Center and Marion Streets on Capitol Street across from McDonald’s, unless otherwise indicated. The difficulty level of each ride is indicated by the following letters: A=Flat, B=Few Hills, C=Hilly, D=Very Hilly. You must be an experienced cyclist to participate in C and D level rides or rides of 50 miles or more. Maps or directions for all routes are available from the ride coordinator at the beginning of each ride. The club requires that all riders start the ride at the scheduled time and place to comply with club insurance regulations and to receive mileage credit. Check the club’s Facebook page or follow the club on Twitter for updates and changes in the ride schedule. For additional information, please contact the ride coordinator.

The High Wheeler symbol is used on certain rides to indicate that a club member will accompany slower cyclists on the entire route. New riders are encouraged to participate on highwheelers until they have become acquainted with the club.

### October Weekend Rides

<table>
<thead>
<tr>
<th>Date</th>
<th>Day</th>
<th>Time</th>
<th>Location</th>
<th>Miles</th>
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<tr>
<td>1</td>
<td>Sun</td>
<td>9:00 AM</td>
<td>Mt Angel Abbey</td>
<td>45</td>
<td>B</td>
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<td></td>
<td></td>
<td></td>
<td>JoAnn Dewey 503-871-3141</td>
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<tr>
<td>1</td>
<td>Sun</td>
<td>1:30 PM</td>
<td>Volcano Loop</td>
<td>25</td>
<td>A</td>
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<td></td>
<td></td>
<td></td>
<td>Jakey Ross 503-581-7462</td>
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<tr>
<td>7</td>
<td>Sat</td>
<td>10:00 AM</td>
<td>Monmouth/Independence</td>
<td>33</td>
<td>A</td>
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<td></td>
<td></td>
<td></td>
<td>Pam Wittman 503-510-5712</td>
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<td>Note the later start time.</td>
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<td>7</td>
<td>Sat</td>
<td>10:00 AM</td>
<td>Buena Vista</td>
<td>50</td>
<td>B</td>
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<td></td>
<td></td>
<td></td>
<td>Paul Logan 503-428-6923</td>
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<td>Note the later start time.</td>
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<td>8</td>
<td>Sun</td>
<td>10:00 AM</td>
<td>Dallas/Independence</td>
<td>41</td>
<td>B</td>
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<td></td>
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<td>Chuck Young 503-779-4010</td>
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<td>Note the later start time for club rides.</td>
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<td>8</td>
<td>Sun</td>
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<td>Quinaby/Quail</td>
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<td>Jakey Ross 503-581-7462</td>
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<tr>
<td>14</td>
<td>Sat</td>
<td>10:00 AM</td>
<td>Cascade Gateway</td>
<td>31</td>
<td>A</td>
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<td></td>
<td></td>
<td></td>
<td>Jackie Lefevre 503-881-4933</td>
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<tr>
<td>14</td>
<td>Sat</td>
<td>10:00 AM</td>
<td>Butteville</td>
<td>66</td>
<td>B</td>
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<td></td>
<td></td>
<td></td>
<td>Marilyn Monson 503-559-3589</td>
<td></td>
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<tr>
<td>14</td>
<td>Sat</td>
<td>10:00 AM</td>
<td>Molalla River</td>
<td>42</td>
<td>C</td>
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<td></td>
<td></td>
<td></td>
<td>Dan Schuh 503-759-7010</td>
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<tr>
<td>15</td>
<td>Sun</td>
<td>10:00 AM</td>
<td>Bauman Farms</td>
<td>38</td>
<td>A</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Lisa Morriss 808-987-3051</td>
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</table>

Meet on the north side of E Clark Park (E Francis St) in Molalla to ride up along the Molalla River. Potable water is available along the route, but there are no other services outside Molalla. Please contact the ride coordinator to confirm that the ride will proceed if weather is marginal.

Cyclists of all abilities are invited to participate in club rides. We require the use of helmets meeting CPSC requirements. Riders should carry a water bottle, tire pump, spare tube and patch kit.
<table>
<thead>
<tr>
<th>Date</th>
<th>Day</th>
<th>Time</th>
<th>Ride Name</th>
<th>Miles</th>
<th>Diff.</th>
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<tbody>
<tr>
<td>15</td>
<td>Sun</td>
<td>1:30 PM</td>
<td>Lake Labish via Waconda</td>
<td>25</td>
<td>A</td>
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<td></td>
<td></td>
<td></td>
<td>Marilyn Monson 503-559-3589</td>
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<tr>
<td>21</td>
<td>Sat</td>
<td>10:00 AM</td>
<td>Fairview - Short</td>
<td>27</td>
<td>B</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Jakey Ross 503-581-7462</td>
<td></td>
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<tr>
<td>21</td>
<td>Sat</td>
<td>10:00 AM</td>
<td>Fairview/Jefferson</td>
<td>47</td>
<td>C</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Paul Logan 503-428-6923</td>
<td></td>
<td></td>
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<tr>
<td>22</td>
<td>Sun</td>
<td>10:00 AM</td>
<td>Grand Island</td>
<td>44</td>
<td>A</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Mark Lebow 503-390-4627</td>
<td></td>
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<tr>
<td>22</td>
<td>Sun</td>
<td>1:30 PM</td>
<td>Grand Island from Maud Williamson Park 16</td>
<td>16</td>
<td>A</td>
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<td></td>
<td></td>
<td></td>
<td>Marilyn Monson 503-559-3589</td>
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<tr>
<td>28</td>
<td>Sat</td>
<td>10:00 AM</td>
<td>Jones Farm Stand/Egan's Garden</td>
<td>27</td>
<td>A</td>
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<td></td>
<td></td>
<td></td>
<td>Jackie Lefevre 503-881-4933</td>
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<tr>
<td>28</td>
<td>Sat</td>
<td>10:00 AM</td>
<td>Perrydale/Amity</td>
<td>48</td>
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<td></td>
<td></td>
<td></td>
<td>Chuck Young 503-779-4010</td>
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<tr>
<td>29</td>
<td>Sun</td>
<td>10:00 AM</td>
<td>Palestine Hill</td>
<td>55</td>
<td>C</td>
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<td></td>
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<td>Marilyn Monson 503-559-3589</td>
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<tr>
<td>29</td>
<td>Sun</td>
<td>1:30 PM</td>
<td>Pedal Through the Peonies</td>
<td>24</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Jim Ross 503-581-7462</td>
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**November Weekend Rides**

<table>
<thead>
<tr>
<th>Date</th>
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<th>Ride Name</th>
<th>Miles</th>
<th>Diff.</th>
</tr>
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<tr>
<td>4</td>
<td>Sat</td>
<td>10:00 AM</td>
<td>Silverton, the Long Way</td>
<td>45</td>
<td>C</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Paul Logan 503-428-6923</td>
<td></td>
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<tr>
<td>4</td>
<td>Sat</td>
<td>11:00 AM</td>
<td>Baumans from EZ Orchards</td>
<td>24</td>
<td>A</td>
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<td></td>
<td></td>
<td></td>
<td>Mike Van 503-931-8180</td>
<td></td>
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<tr>
<td>5</td>
<td>Sun</td>
<td>10:00 AM</td>
<td>Oakey Doakey Dallas</td>
<td>45</td>
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<td>Chuck Young 503-779-4010</td>
<td></td>
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<tr>
<td>5</td>
<td>Sun</td>
<td>1:30 PM</td>
<td>Windsor Island - Shoreline Drive</td>
<td>21</td>
<td>A</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Jackie Lefevre 503-881-4933</td>
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<tr>
<td>10</td>
<td>Fri</td>
<td>10:00 AM</td>
<td>Aumsville via Battle Creek</td>
<td>39</td>
<td>B</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Winnie Sangirardi 503-362-9150</td>
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<tr>
<td>10</td>
<td>Fri</td>
<td>11:00 AM</td>
<td>Waldo Hills/Macleay</td>
<td>28</td>
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<td>coordinator tba</td>
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<tr>
<td>11</td>
<td>Sat</td>
<td>10:00 AM</td>
<td>Helmick Park II</td>
<td>42</td>
<td>B</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Lisa Morriss 808-987-3051</td>
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<tr>
<td>11</td>
<td>Sat</td>
<td>11:00 AM</td>
<td>Bethany</td>
<td>34</td>
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<td></td>
<td></td>
<td>Jim Ross 503-581-7462</td>
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<td>12</td>
<td>Sun</td>
<td>10:00 AM</td>
<td>Gervais</td>
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<td>Winnie Sangirardi 503-362-9150</td>
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<td>12</td>
<td>Sun</td>
<td>1:30 PM</td>
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<td>21</td>
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<td>coordinator tba</td>
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</table>
November Weekday Rides

Weekday Rides
Mondays 6:00 PM Monday Evening Lights Ride 15-20 A-B
Joanne Heilinger 503-399-9652 & Doug Parrow 503-931-0588
Meet in the Keizer Station shopping center in front of REI. Ride may be canceled if weather is questionable. Call the ride coordinators when in doubt. Legal head lights and tail lights are required.

Wednesdays 10:00 AM No-Drop Morning Ride 30-45 A-B
Dori Nelson 503-364-1551
Meet at McKay Park on Hollywood Dr between Silverton Rd and Sunnyview Rd. Participants will ride together. Ride will be canceled for inclement weather. New riders should call the ride coordinator to confirm start location and time.

Wednesdays 10:00 AM East Salem Morning Ride 30-45 A-B
George Schopfer 503-364-1025
Meet at McKay Park on Hollywood Dr between Silverton Rd and Sunnyview Rd. Ride may be canceled if weather is questionable. Call the ride coordinator if in doubt.
The Salem Bicycle Club is an affiliate of the League of American Bicyclists
1612 K Street NW, Suite 308
Washington DC 20006
(202) 822-1333 (voice)
www.bikeleague.org
Email: membership@bikeleague.org
We Encourage our members to join the LAB

PRESIDENT'S LINK

Get on your arm and leg warmers and your SBC wool socks, the Fall cycling season is here!

The Fall colors, the cooler temperatures, and sometimes-smaller cycling group numbers make the Fall and Winter SBC rides some of the most favorite of SBC members.

If you have not done a Fall/Winter ride with the SBC, you just have to try one or more this year!

The SBC Annual Potluck/swap meet and elections will be on Tuesday November 14 at 6 pm. This a great time for some great food, bicycling storytelling, selling or trading bike stuff. You just have to make it to this SBC fun event.

The SBC Board elections will be that night, too. There will be openings on the 2018 Board. If you or if you know of someone that might be interested in helping the SBC as a Board member contact me (MHSANG@aol.com) or any of the current SBC Board members.

The Monster Cookie will be April 29, 2018! This will be the 43rd year of this Northwest Tradition.

Be sure to check your SPOKES and/or the Salem Bicycle Club website for details on rides, meetings, and other cycling activities.

If you have any ideas, thoughts or questions about the SBC, our meetings and all the rides we do, feel free to contact myself or any of the Board members.

Hope to see you on some rides! Keep on Cycling!

Hersch

UPCOMING GENERAL MEETING PROGRAMS

September 26, 2017
Pam Carey
Southern Tier bike ride
San Diego to St Augustine

October 24, 2017
Melissa Boyd
Cycling in Tasmania

November 14, 2017
Annual Potluck, Swap Meet and Elections
(Note: Two weeks earlier than normal.)

December 26, 2017
No general meeting

January 28, 2018
SBC Annual Awards Banquet

February 27, 2018
Doug Parrow & Jackie Lefevre
Tour de France

March 28, 2018
Winnie Sangirardi & Marilyn Monson
Cycling in Vermont

NEW MEMBERS

Welcome to our newest club members:
Matthew Turnquist
Cara Turnquist
Oliver Turnquist
Maureen Mould
Dedrick Thomas
Rashanda Brown
Carmelo Brown
Rod Beckner
Vicki Logan
Nicholas Logan
Jody Rowell

CLASSIFIED ADS

No Ads This Month

For SBC members only: free, noncommercial ads for bicycle paraphernalia. 25-word maximum.
Send ads to: spokes@salembicycleclub.org.
September 12 Board of Directors’ Meeting

Hersch opened the meeting and welcomed us.

Treasurer’s Report – Sandy reported the following figures for August:

- Operating Fund: $7,499.27
- Ride Events: 8,051.28
- Money Market: 5,354.98
- Bank of the Cascades: 10,120.18
- Pay Pal: 776.72
- Petty Cash: 50.00
- Trust – USPS: 20.29

Total: $31,872.72

She said the estimated Peach income is $486.90. Hersch said we should budget for 200-300 riders for the Peach, and 1,200 for the Monster Cookie. Other groups are also experiencing much lower turnouts than previously. He said we could save $600 on the Monster Cookie by rerouting to avoid Front St. He said the Pioneer Century now includes an 8-mile route, which recently attracted 40 people. Sandy said that Bank of the Cascades has been taken over by First Interstate Bank, which has only one branch here. She and Jackie are thinking about moving to US Bank. Hersch said the board will need to approve any costs. Sandy will make a formal request when they want to move.

Mileage Reimbursement Request – Joanne received a mileage reimbursement from a Kiwanis volunteer. This is not consistent with our usual procedure. The board is not supportive of this request. Hersch will notify Joanne.

Web Matters – Doug Parrow – Doug wants to transfer our domain name from eNom to NameCheap to reduce the cost. Also, our club account at Ride with GPS is up for renewal at a cost of $200. Chris moved that we approve Doug’s requests for the domain name transfer and the Ride with GPS renewal. John seconded it, and the board approved the motion unanimously.

Pop-ups & Tables – Hersch wants to replace two damaged pop-ups and two event ride registration tables with lighter, easier to use, plastic ones. Hersch & Bob will look at new tables, and Hersch will let the board know what the amount of the expenditure would be. Winnie moved that we approve replacing two pop-ups and two tables, Jim seconded it, and the board approved it unanimously.

Outreach Events – Hersch said he will take his pop-up to the River2Ridge relay on September 16. Chris will be there for a couple of hours. Jim will lead a booth at the Chemeketa Community College Green Transit Fair on October 25. The booth will have ride lists, maps, flyers and membership applications.

Red Lot Usage – Hersch said it is still usable to us unofficially. He said that if we rattle the cage too much we may have to get a permit for each ride and show our insurance coverage. He suggested the Rides Committee have an alternate for the future in case this issue comes up again. Sandy asked if there was any way to think that we’ve been officially warned. Chris said no, we haven’t been formally cited.

Rides Committee – Doug did a survey of members to determine if there was a preference of when Light Rides should be. With the few responses he got, we did decide to move the Lights Rides to Monday nights at 6:00 starting in October. All morning rides in October will be starting at 10:00 am.

Event Rides – Joanne thinks maybe the Board should talk about whether or not to continue the Peach. We had 236 registered riders this year, which was down from 278 last year. She said we are still waiting to get the final batch of t-shirts. Jackie has prepared an estimated Profit/Loss statement which shows a profit of about $486. Also, there was a suggestion that maybe we should offer a shorter ride of about 30 miles to maybe get a few more riders. Without really working on a route, Joanne can see a possible 38-mile route but doesn’t know where we would provide a rest stop/snacks for this distance. This shorter distance option was also suggested for Monster Cookie (maybe out to the first rest stop and back, following the route). Hersch said that we should budget for fewer riders for both the Monster Cookie and
the Peach, and also said that other groups are experiencing a reduction in riders. Part of the problem is that there are many more rides available than there have been in the past.

**SBC Potluck/Elections/Swap Meeting** – The board meeting will be held from 6:00 to 6:30 pm and the potluck, elections, and swap meet will follow. Board members on the election ballot will be Bob Luoma, and replacements for Chris Hoy and Preslee Jeffers, who are finishing their terms and not continuing on the board. The positions of President and Vice President will also be on the ballot. Preslee said that Teresa may be interested in being on the ballot. Hersch asked that we seek out members who would be interested in a seat on the board. He would like us to focus on finalizing the ballot next month.

**Volunteer Points Work Group** – The work group is comprised of Marilyn Monson, Sandy Lundblad, David and Cathey Philbrick. Marilyn presented a list of the SBC current volunteer point values with proposed changes to take effect as of January 1, 2018. The work group made adjustments after looking at the amount of work required for a particular task, and made sure the proposed changes are equitable. David and Cathey will write a piece explaining volunteering options and points. The explanation and list of volunteer points will be included in the annual SBC directory. Chris moved that the board accept the Volunteer Point Value list as presented, and Jim seconded it. The board passed the motion unanimously.

**2017 Bikeway Proponent Conference** – Hersch and Bob will be attending the conference sponsored by the state Parks and Recreation Department on October 13.

**Future Items for the Board** – Website administration alternatives, Work group – WV Scenic bikeway, Work group – Electronic Spokes issues, Work group – Bylaws review, Improving club awareness of the award for carless days.

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**SBC ONLINE**

The club has a number of online resources available to members. These include:

- The **SBC Website** with the club rides calendar and other information about club activities.
- A **Facebook page** on which updates and reminders of club activities are posted. Find the club’s Facebook page at www.fb.me/SalemBicycleClub.
- A **Facebook Member Group** in which club members can share information about past rides, photos, and other information. Join the group to participate in the discussions.
- A **Twitter** account through which members can receive information about ride changes and other updates. See the "Club Business" page on the website for information on how to sign up for Twitter updates. Recipients of these updates are not required to have personal Twitter accounts.
- A **Ride With GPS** club account which provides SBC members with enhanced resources. See the "Club Business" page on the website for information on how to join the club’s RWGPS account.

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**LOCAL FRUITS & VEGETABLES**

**E.Z. ORCHARDS FARM MARKET**

ezorchards.com

**Bringing you the Bounty of the Willamette Valley since 1929.**

Stop in on your next ride to warm up and load up with hot cider, energy bars, fruit juices and much more.

CORNER OF CORDON & HAZEL GREEN ROADS 503-393-1506 EZORCHARDS.COM
ATHLETE’S KITCHEN

Talking About Food…
by Nancy Clark MS RD CSSD

Food is fuel and food is medicine. Food brings people together and is supposed to be one of life’s pleasures. Shared meals are a vehicle for building relationships, enjoying conversations, and nourishing the soul.

Unfortunately, in today’s society, too many athletes and fitness exercisers alike report they have no time to enjoy meals. Sports parents struggle to gather their student athletes for a family dinner; practices and games inevitably interrupt the dinner hour. And even when seated at the same table, some family members may be eating just salad while the rest of the family enjoys steak. So much for eating out of the same pot.

Today’s food conversations commonly refer to good food, bad food, clean food, fattening food. We all know athletes who don’t do sugar, gluten, white flour, or red meat, to say nothing of cake on birthdays, ice cream cones in summer, or apple pie on Thanksgiving. We live with abundant food, but we have created a fearful eating environment with our words. This article invites you to pay attention to how you think and talk about food. Perhaps it is time to watch your mouth, so you can start to change the current culture that makes food a source of fear for many athletes.

**Good food vs. Bad Food:** “I eat only healthy foods —lots of fresh fruits and vegetables—and I stay away from stuff in wrappers with ingredients I can’t pronounce.” While this may seem like a noble stance towards being a responsible caretaker for your body, it raises a few red flags for me.

- One, a diet of only healthy foods can be a very unhealthy diet. For example, apples are a healthy food, but a diet of all apples is a very unhealthy diet.
- Two, a diet with only unprocessed food eliminates refined or lightly processed grains that are enriched with vitamins and iron, nutrients of importance for athletes. For instance, “all natural” breakfast cereals like Puffins and Kashi offer only 4 to 10 percent of the Daily Value for iron, as compared to iron-enriched cereals like Wheaties, GrapeNuts, and Bran Flakes and that offer 45 to 100 percent of the recommended intake. If you eat very little red meat (a rich source of dietary iron), do not cook in a cast iron skillet (a meat-free source of iron), and eat only “all natural” grain foods, you could easily have an iron-deficient diet. This shows up in anemia and needless fatigue. A survey of female runners (ages 18-22) reports 50 percent had anemia, often undiagnosed.

- Yes, many hard-to-pronounce and unfamiliar words like niacinamide, ferrous sulfate, and ascorbic acid are listed among the ingredients of many grain foods. These are the scientific names for the same vitamins in pills. There’s a reason why they were added to foods in the first place. Adding folic acid to grains has reduced the risk of having a baby with a birth defect. B-12 is important for vegans. Will the trend to avoid enriched and fortified foods come back to bite us? How about choosing the best of both?

**Bad food vs. Fun Food:** When athletes feel compelled to confess their nutritional sins to me (“I eat too many bad foods—chips, French fries, nachos...”), I quickly remind them there is no such thing as a bad food (or a good food, for that matter). Is birthday cake really a bad food? Is a hot dog at a baseball game going to ruin your health forever? Should you not make cookies with your children on a snowy day?

- Those so-called bad foods are actually fun foods that taste yummy and can fit into an overall balanced diet. Rather than critiquing a single food, please judge your diet by the whole week, month, and year. Halloween candy is a fun treat in the midst of a steady intake of fruits, vegetables, lean meats and wholesome grains. So is pumpkin pie with ice cream.

- Depriving yourself of fun foods creates good and bad foods, as well as a really bad relationship with food. Eating a fun food is not cheating. The problem arises when you restrict fun foods, only to succumb to devouring not just one cookie but all 24 of them. Binge-eating burdens you with not only excess body fat, but also (self-imposed) guilt for having broken your food rules, and disgust with yourself for having pigged out.

Eating the whole thing means you like that food and should actually eat it more often, rather than continue on page 8.
Athelete's Kitchen, continued from page 7

than try to stay away from it. Contrary to what you may believe, you are not addicted to cookies. You are simply doing “last chance” eating. Last chance to have cookies (or so you tell yourself) because they are a bad food and I shouldn’t eat them at all.

There’s a more peaceful way to live. Try balancing a cookie or two into your daily menu. After all, you need not have a perfect diet to have an excellent diet. A reasonable goal is 85-90 percent quality foods; 10-15 percent “whatever.”

Healthy diet vs. A single ingredient: Salt, sugar, and saturated fat seem to be today’s food demons. Rather than look at each ingredient, I cannot encourage you enough to look at the entire food (and your entire diet). Take sugar, for example. Are the 3 grams of sugar in Skippy peanut butter really a source of evil? What about the 10 grams of refined sugar in chocolate milk? That (“evil”) sugar quickly refuels muscles after a hard workout. That’s why chocolate milk is an effective recovery food. After a hard workout, when you are tired and thirsty, but not yet hungry, the sugar in chocolate milk offers a quick energy boost that normalizes your low blood glucose and replenishes depleted muscle glycogen. While some athletes focus on chocolate milk’s 10 grams (40 calories) of added sugar, I invite you to welcome its high quality protein (needed to repair muscles) and abundant vitamins and minerals that invest in your good health. The fit bodies of athletes can metabolize sugar much better than the unfit bodies of couch potatoes.

The bottom line: You want to enjoy an excellent diet, and not strive for a “perfect” (but very strict) diet. You can win good health and perform well with a balanced diet, filled with a variety of foods, and enjoyed in moderation.

Bike Commute Growth, continued from page 8

BikePGH, we’ve more than doubled that ACS number,” said Eric Boerer, advocacy director for BikePGH, in an interview. “You can see a pretty sharp rise after 2007.”

Pittsburgh was estimated at 0.4 percent bike commuting in 2000, 1.1 percent in 2007 and now -- as of today -- 2.6 percent.

“The city has been taking transportation much more seriously than ever,” Boerer said. “For every aspect, from design to building to even marketing, they’ve been doing a much better job.”

Just this week, Boerer said, a project on Negley Avenue will close a key gap in Pittsburgh’s biking network.

“A lot of the bike infrastructure on one side of the city doesn’t connect to the bike infrastructure on the other side of the city,” he said. “And Negley will connect. That’s going from a fast-moving four-lane street to two lanes with bike lanes.”

Top researcher: biking still has lots of room to grow.

Ralph Buehler, a professor of urban affairs at Virginia Tech and a leading scholar of bike transportation, noted that “one year alone is not a full trend,” due to normal survey error.

But he said a small retreat in biking rates seems plausible.

“It’s interesting that almost all large cities seem to be going down, which you wouldn’t expect from pure statistical variability,” he said. “It fits with other data: We have surpassed the pre-recession levels of VMT, so people are driving more. There’s some stories in the Census data that the suburbs are growing faster again than cities. So it fits into this overall picture that seems to be emerging.”

Buehler said the lower cost of driving, rising median incomes and maybe even declining safety among people biking could be contributing to the ebb. “If you think about a choice rider,” Buehler said, “they have to have a very positive and safe experience cycling. Otherwise they will choose the other mode.”

We asked Buehler if he thought the slowdown among leading cities suggests that bike commuting has reached a natural plateau in those places, with little room left to grow. He doesn’t think so. “I think there is a plateau somewhere for cycling, but just given all the data we have about distances and all these things, a lot more trips could be covered continued on page 10
Bike Commute Growth, continued from page 9

by bicycle,” he said. “But it may be harder to get at additional populations.”

To reach the next share of the population -- I don’t know how big that is -- cycling may have to be more attractive, or feel safer or be safer,” Buehler said. “I think that cities have to do more of what they did: They have to create an attractive cycling experience that feels safe and is safe.”

Reprinted with permission. Michael Andersen is staff writer for PlacesForBikes, a PeopleForBikes program to help U.S. communities build better biking, faster. Ken McLeod is policy director for the League of American Bicyclists, leading the movement to build a bicycle-friendly America for everyone.

GLASS HOTLINE
Glass on the bike path? Call:
Salem (503) 588-6333
Keizer (503) 390-3700

New Illinois Passing Law, continued from page 12
determination that passing at a speed required to pass a motor vehicle is unsafe. The lesser speed often necessary to pass a slower moving bicyclist generally does not play a role in the designation of a section as a no-passing zone. Illinois law currently contains a provision that permits drivers to leave the right half of a roadway “when an obstruction exists.” However, the Vehicle Code does not define what an “obstruction” is, leaving it up to individual police officers and judges to determine whether a bicyclist is an obstruction, akin to a fallen log, pothole or deer carcass, or not. Is a bicyclist always an obstruction, or only when riding at less than the posted speed limit? Also, the Vehicle Code grants bicyclists all of the same rights and duties to use the road as motorists. A person on a bike is not a mere annoyance to be end-rounded by people in cars. Aside from the practical lack of direction of the law provided, the message it arguably sent was that people riding bikes were second class road users.

We also hoped to do better than other states that enacted similar laws providing drivers with too much discretion with regard to passing bicyclists in a no-passing zone. For example, in states like Maine

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New Illinois Passing Law, continued from page 10
and Mississippi a motor vehicle may pass a bicycle
traveling in the same direction in a no-passing zone
when it is “safe to do so.” It seemed more prudent to
clarify that there are certain, clear instances when it
will not be safe to do so; like when the driver must
exceed the post speed limit to pass the bicyclist.

Our desire for greater clarity in the law was born
of experience. In August 2016, I represented an Il-
ninois bicyclist at trial who was injured by a driver
who attempted to pass him in a no-passing zone in
Libertyville, in Lake County. The driver, impatient
at having to travel behind my client who had moved
out into his lane to make a left turn, crossed a double
yellow line and attempted to pass him in an intersec-
tion. The bicyclist had clearly signaled his intention
to turn. He was struck while into his turn by the
passing driver. Nevertheless, a responding police
officer, adding insult to injury, ticketed the bicyclist
for obstructing the roadway. The officer explained
in his deposition that the driver did nothing wrong
in attempting to pass when and where he did in light
of the bicyclist blocking his ability to travel at the
posted speed. He said, “It’s an everyday occurrence
out there when you’re talking bicyclist. If he comes
over a hill and you’re moving – and the bicyclists
are moving slower than what the posted speed limit
is and you come over the hill and you now have this
option to either run them over because, as you said,
the lanes are sub-standard to fit both vehicles and
bicyclists in it or to go around them, do the later part
and go around them.”

We were able to have the ticket dismissed and
we won the trial against the driver. However, the of-
licer’s imprudent application of what he understood
the law to be was a significant hurdle in achieving
justice for our client. Illinois’ new bicycle safety
law will allow for less independent interpretation
regarding when a driver may safely pass a bicyclist.
New Illinois Passing Law
by Brendan Kevenides, BikeLaw Illinois

Illinois has just passed one of the most comprehensive laws in the country specifying when a driver may legally pass a bicyclist in a designated no-passing zone. Governor Bruce Rauner signed the law, formally known as HB 1784, on August 25th. It goes into effect January 1, 2018.

The law adds clarity of Section 11-703 of the Illinois Vehicle Code. It states that,

“A driver of a motor vehicle overtaking a bicycle proceeding in the same direction on a highway may... pass to the left of the bicycle on a portion of the highway designated as a no-passing zone if the driver is able to overtake and pass the bicycle when:

(1) the bicycle is traveling at a speed of less than half of the posted speed limit of the highway;

(2) the driver is able to overtake and pass the bicycle without exceeding the posted speed limit of the highway; and

(3) there is sufficient distance to the left of the centerline of the highway for the motor vehicle to meet the [legal] overtaking and passing requirements.”

The new law also maintains the existing requirement that drivers provide bicyclists at least three feet of space when passing.

I worked with Ed Barsotti, Chief Programs Officer of Ride Illinois, on drafting this portion of the bill. Our goal was to provide as much clarity as possible to drivers to help ensure the safety of people on bikes in our state. Recently there has been a push nationwide to clarify when drivers may pass slower moving bicyclists on roadway sections signed or striped as no-passing zones. Road sections are generally designated as such, either with signage or double-yellow lines, based upon an engineering

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