

Rides, local cycling news and more!



Tidewater Bicycle Association

August 2014 E-News

Inside this issue

- [TBA Donates Children's Bicycle Helmets](#)
- [The Perfect TIME to Ride](#)
- [TBA YESS Riders Smell the Lilies](#)
- [Virginia Beach Bikeways and Trails Advisory Committee \(BTAC\)](#)
- [Viewpoints: Sharing the Road with Traffic](#)
- [Upcoming Rides](#)
- [Shore Drive Improvements](#)
- [Pedaling for Cures](#)
- [TBA Calendar](#)
- [In Memoriam](#)

TBA Donates Children's Bicycle Helmets

Each year the Salvation Army of Hampton Roads holds a "Christmas in July" event to raise awareness that the need is year-round. This year's event was held at the new Ray and Joan Kroc Center in Norfolk on July 19th.

Businesses such as Liberty Tax Service and area community organizations teamed up in acquiring and assembling bikes with the children receiving them. In response to a request from the Salvation Army, TBA was honored to have donated 100 children's bicycle helmets in support of this year's event.

The Perfect TIME to Ride

I live in Freemason, an area in downtown Norfolk, so finding rides from home which are relaxing and low stress can be challenging. I am sure you can imagine my choices - morning rush hour, afternoon rush hour into post happy hour drivers followed by dusk riding which makes us very difficult to see. Routes for most of these times exist to avoid the bulk of the traffic and thanks to learning from other urban riders, I can comfortably ride during the rush hours. Still, my love is low traffic riding and I have found the perfect TIME to ride. Perfect for me anyway.

I wake up at 4:40 am and roll out of bed into my riding clothes. Fill the water bottles, pump the tires, put my helmet on and half the time forget to put on my riding gloves. I am still mostly

asleep. I take my bike out to the quiet, empty street, turn on my front and rear flashing lights and begin to ride, slowly at first while I wake up. Then I realize that I have downtown Norfolk to myself; the streets are mine! I ride down Boush St, then on Waterside Dr and turn right at the Dominion Tower toward the Berkley Bridge and my ultimate destination - the Jordan Bridge. The ride rewards me with the lowest temperatures and humidity of the day, extremely low traffic and most mornings, at the top of the Jordan Bridge, outstanding sunrises.



I do have one lesson learned from these rides and that is vehicle drivers have especially hard times seeing us in brightly lit areas or as dawn progresses. Our lights don't stand out as much in these circumstances. I've had one close call during these rides where I was transiting through a brightly lit intersection on a green light and a right turning pick-up truck nearly hit me. The driver caught up to me a few streets later, drove up to me when I gave him room because it was safe to pass, rolled down his window and sincerely apologized. I waved back, thanked him, we both smiled and continued our trips.

I will be leading a 5 am Jordan Bridge ride on Sunday, August 3rd from the YMCA on W Bute St. Lights are required.

Travis Davidson

TBA YESS Riders Smell the Lillies

The TBA Young Enthusiastic Seniors in Spandex (YESS) group tries to interact with the community we bike in. To that end Maryellen Remich arranged for us to visit Janet Hong's Day Lilly farm on Benefit Rd recently. The multi-acre garden has hundreds of varieties of Day Lillies – some that she has hybridized and named. The plants come with very imaginative names such as Boogie Woogie, Song Writer, and Frog's Kiss.



Other places we visit include the Chesapeake Campground where the ice cream cones are great and where we've established a Geocache. Another location is the mid-week breakfast at the Lake Drummond Baptist Church. We've also visited the homes of a Vietnamese Pot Bellied pig, as well as a rescued three-legged deer. We are still waiting for an invite to visit the woman who raises

and shows Giant Rabbits.

You might want to visit Janet's garden, maybe she has a Day Lilly named after you!

Fran Adams

Va Beach Bikeways and Trails Advisory Committee (BTAC)

The following notes were discussion items concerning the Rail-with-trail study being conducted by consultants Kimley-Horn and Associates Inc for the City of Virginia Beach.

The light rail study does not include a shared use path since a path is the responsibility of the City, not HRT. City consultants advised station connectivity traveling east/west or north/south as a pedestrian or bicyclist will play a major role but also includes major obstacles. The ideal trail would include a 12' wide path on both sides, 2' landscaped section and a decorative fence. Blue light poles are expected at the stations and possibly throughout the trail. From ballast wall to ballast wall 28' is needed, so each section could vary based on space limitations. Options for drainage include ditches, drainage to rail, or drainage to the parking lots.

Other issues include water crossings, street crossings, and additional right-of-way needed for power lines (not really feasible). The rail street crossings will be elevated, but the trail must be at grade based on ADA regulations.

Consultants asked BTAC members to provide specifics regarding their trail preference. The following preferences were given:

- Minimum width of 6 ft is preferred – more is better
- Trail lighting
- Safe street crossings
- Crossing light rail should be smooth so bicycle tires wouldn't be punctured.
- Understanding the constraints, the general consensus was "some path is better than no path"

Daniel Koach, TBA Advocacy Director
advocacy@tbarides.org

Viewpoints: Sharing the Road with Traffic

Face it; if you are going to be a road cyclist, you are going to have to share the road with motorized vehicles. Many cyclists are anxious about riding in the road with traffic. Actually, it probably isn't as scary as it may seem, and in many circumstances riding with cars is actually safer than riding in segregated bicycle lanes.

How to safely ride a bike in traffic can be a controversial topic that generates discussions informed by passionately held ideologies and beliefs. In actuality, there are no hard and fast rules about riding in traffic outside of applicable laws; road cyclists MUST evaluate and adapt to every situation individually. The advice and opinions expressed here are based on many years and tens of thousands of miles spent sharing the road with motorized traffic. As you read, please keep in mind that I ride in traffic and don't want to be killed, maimed or seriously injured.

Where in the road you should ride? Cyclists not used to riding in traffic are likely to answer, “as far away from the traffic as I can get.” While that thought might seem to make a lot of sense, it might be exactly the wrong thing to do. Magicians, with their slight-of-hand tricks, prove daily how easy it is to be unaware of something right in front of you if you are looking for something else. With that thought in mind, it is absolutely critical to remember is how essential it is to make motorists aware of your presence on the road. This is because many motorists don’t look for road cyclists. Instead, they look for other cars. This is the number one reason I wear a wear the bright and garish spandex jerseys that make my kids embarrassed to be seen with me in public. In order to make ourselves more visible to drivers, we also need to ride where they are trained to look for other vehicles.

So, where should we ride?

On roads without a paved shoulder, ride on the right hand edge of the driving lane, not on the outer edge of the road near the curb. If you ride next to the curb, you have nowhere to go if you need an escape route. Most roads have a solid white line that separates the roadway from the shoulder. Ride as close to the left of that white line as practical. Do not ride directly on the white line because most road markings are usually made using a plastic or epoxy based paint are slippery when wet. Believe it or not, standard traffic lanes are wide enough for a car to comfortably pass you when you are riding on the road side of the line.

On roads with a paved shoulder (even a narrow one), ride just to the right of the white line. Remember, the further you ride to the right of the white line, the further you move away from most drivers’ fields of awareness. Also, the closer you get to the edge of the roadway the more road debris will get in your way.

On roads without a white line at the side of the road, ride near the outer edge of the roadway but not so close to the edge that you are weaving in and out of the traffic lane in order to avoid road debris.

On roads with parked cars, avoid the temptation to weave in and out of the parked cars. If you cut in front of a parked car, you cannot be seen by motorists behind you. Instead, ride far enough into the road to pass all parked cars and stay there until motorists have a clear field of vision to see you. Also, when approaching a parked car, be wary of anyone sitting in the car that might open a door and hit you as you go by. People rarely look for cyclists when getting out of cars and this type of collision happens more often than you might think. In my younger, more reckless days I may have been known to kick these doors closed, but I now highly recommend against such illegal activity. Instead, be ready to avoid the car door or stop.

So, how should we ride?

Where we ride is only part of sharing the road with other traffic. How we ride the line is also critical. We want to ride in a smooth, steady line without weaving back and forth. Not only should we focus on remaining in a driver’s zone of awareness, we should also give drivers confidence that we know what we are doing when we ride. This helps immensely when drivers need to reliably predict where they are going to pass.

In closing, I would like to point out that most drivers don’t want to hit road cyclists you any more than we want to be hit by a motorized vehicle. You can make their job easier and increase your level of safety by sharing the road in a visible and predictable manner.

Steve Zeligman

TBA Past President

Upcoming Rides

TBA sponsors rides to promote safe riding techniques, healthy lifestyles, bike touring and to showcase our advocacy efforts toward a more bike friendly Hampton Roads. In addition to the rides below, you will find up to the minute ride listings including repeat and breakaway rides [here](#).

Friday, August 1st, 8th, 15th, 22nd, 29th

C Pace 8:00 am 40 miles Chesapeake

TBA YESS group (Youthful Energetic Seniors) Friday weekly repeat ride. Friendly group!

Leader: Fran Adams, 467-2775 (h) or 287-6593 (c)

From: Bike Beat Chesapeake, Edinburgh Commons North, 200 Carmichael Way, #608, Chesapeake

Sat & Sun, Aug. 2, 3, 9, 10, 16, 17, 23, 24, 30, 31

A Pace 7:30 am 40–100 miles Location varies

Weekly repeat TBA ride. Cue sheets provided. Call first to confirm ride location and details.

Leader: Kim Aldridge, 615-6106 or gobiking@cox.net

From: Contact Kim Aldridge (615-6106) for location.

Saturday, August 2nd, 9th, 16th, 23rd, 30th

"Cindy Lou's Coffee Shop Community TBA Ride"

C/D Pace 9:00 am 8–12 miles Norfolk

Weekly repeat TBA ride along different routes around Norfolk and stop for coffee or breakfast along the way. All ages and any type bicycles. Children with parent.

Check Facebook page ("Cindy's Lou's Coffee Shop Community TBA Ride") for additional ride info.

Leader: Cindy Lewis, 622-0446

From: East Coast Bicycles (Ghent), 1910 Colley Ave., Norfolk

Sunday, August 3rd

B Pace 5:00 am 10+ miles Norfolk

We will ride from the YMCA on W. Bute St. to the South Norfolk Jordan Bridge and back. Ride distance will be 10 miles minimum, with longer route options.

Contact me for details, and so I know to expect you on the ride.

Leader: Travis Davidson, 287-7538 / Travis7Davidson@gmail.com

From: YMCA, 312 W. Bute St, Norfolk

Sunday, August 3rd, 10th, 24th, 31st

C Pace 9:00 am 24–30 miles Chesapeake

An honest C Pace group ride (13-16 mph) starting from the Dismal Swamp Canal Trail and around the quiet roads in southern Chesapeake. Great way to get the week started and an option to go out to breakfast after the ride. No rides in the rain.

Leader: Sam Gillette, sam.gillette@cox.net

From: Dismal Swamp Canal Trail

Sunday, August 3rd

C/D Pace 4:00 pm 12–15 miles Va Beach

We ride for fun on mostly quiet residential streets. Come discover the fun of group riding and socialize with fellow cyclists. Optional dinner afterwards at Tijuana

Flats (Tex Mex); dinner & drink usually under \$10 pp.

Leader: Bruce Drees, 647-3987 / president@tbarides.org

From: Tijuana Flats, 4224 Virginia Beach Blvd at Thalia Rd, Va Beach

Wednesday, August 6th, 13th, 20th, 27th

C Pace 8:00 am 30–40 miles Chesapeake

TBA YESS group (Youthful Energetic Seniors) weekly repeat ride along the Dismal Swamp Canal and other country roads. Location varies – call first to confirm.

Leader: Fran Adams, 467-2775 (h) or 287-6593 (c)

From: varies – contact Fran Adams for location.

Sunday, August 10th

C/D Pace 2:00 pm 12–15 miles Va Beach

TBA “guilt free” ice cream ride. We ride for fun on mostly quiet residential streets. Bring \$ for optional Carvel ice cream at the end of the ride.

Leader: Bruce Drees, 647-3987 / president@tbarides.org

From: Food Lion parking lot next to Carvel, 3746 Virginia Beach Blvd, Va Beach

Thursday, August 14th

B Pace 6:00 pm 21 miles Va Beach

Fitness ride on mostly quiet residential streets. Other paces welcome either as self-guided or if someone shows up who is willing to lead. Optional dinner afterwards

at Tijuana Flats (Tex Mex); dinner & drink usually under \$10 pp. Bring front & rear lights if you are biking home after dinner.

Leader: Bruce Drees, 647-3987 / president@tbarides.org

From: Tijuana Flats, 4224 Virginia Beach Blvd at Thalia Rd, Va Beach

Saturday, August 23rd

B Pace 7:30 am 82 miles Chippokes

TBA ride from Suffolk to Surry to Chippokes State Park to Smithfield and back to Suffolk. Plan on lunch at the Smithfield Ice Cream Shop at the 67-mile point in

the ride. Cue sheets, maps, and directions available on the TBA website. Call or email for more information.

Leaders: Paul Gordy, 403-5914 / blueridgecyclist@gmail.com and

Robert Shanks, 407-0917 / rjshanks13@gmail.com

From: Western Branch Fishing Station, Girl Scout Rd, Suffolk

Saturday, August 30th

B Pace 7:30 am 67 miles Smithfield

TBA ride from the W. Branch Reservoir in Suffolk through Isle of Wight and Surry counties, with a lunch stop at the Smithfield Ice Cream Shop at the 52-mile point.

Cue sheet, map, and directions on TBA website. Call or email for more information.

Leaders: Paul Gordy, 403-5914 / blueridgecyclist@gmail.com and

Robert Shanks, 407-0917 / rjshanks13@gmail.com

From: Western Branch Fishing Station, Girl Scout Rd, Suffolk

Shore Drive Improvements

The City of Virginia Beach was awarded two different federal grants to add paved shoulders to Shore Drive from Diamond Springs Road (near Norfolk) to Greenwell Drive, about 4 miles east. The grants add up to \$1.3M out of the total \$2.1M project cost. Shore Drive has some turn lanes and shoulders now, but more than half of the distance has nothing for cyclists or pedestrians. We expect the construction to begin in November 2014 and be completed around March 2015. This project was triggered by the need for a complete pavement overlay, so that will be done as part of the work, too.

Wayne Wilcox

Pedaling for Cures

Earlier this summer, cyclists from Virginia, Maryland and Washington DC came together with the common goal of finding cures for blood cancers as TEAMmates through The Leukemia & Lymphoma Society's Team In Training (TNT) cycling program. After months of training rides, we joined forces at Jamestown Gran Fondo as a team of 92 riders, honoring blood cancer patients we train for and celebrating our collective fundraising success-over \$266,000 raised prior to the ride! Bike enthusiasts with varying levels of experience and expertise headed off early

Sunday morning from Jamestown with the goal of completing a ride of 35, 65 or even 100 miles. Post-ride celebration included barbeque, frosty beverages and camaraderie, along with Virginia pride on display in the form of the Cardinal helmet toppers sported by the Virginia Team.



Interested in joining the TEAM that is funding Cures? Team In Training's cycling program offers the opportunity to take on the challenge of Century and Metric rides while making a difference in the lives of an estimated 1,012,533 people in the United States living with, or in remission from, leukemia, Hodgkin lymphoma, non-Hodgkin lymphoma or myeloma. Along with a customized training program and expert coaching, participants train with a local group of like-minded individuals for motivation and inspiration. Contact our local staff member at (804)-774-2256 or karen.gattuso@lls.org for more information.

Karen Gattuso



someday is today

2014 TBA Calendar

Aug 22-23 Traffic Skills 101 Norfolk (register: kchowell@inkworkswell.com)

Sep 10 General Membership Meeting

Sep 27th TBA Eastern Shore Getaway

Nov 1 Fall ride and picnic

Nov 12 General Membership Meeting

Dec TBD Holiday Dinner and Social

In Memoriam

Gerald Teeuwen, 1935-2014. Bicycle racer, promoter, coach and friend. USCF District Cycling Rep (VA-MD-DC-DE) 1969-2000; co-founder and TBA lifetime member.

Join TBA Find us on [Facebook](#)

Copyright © 2014 Tidewater Bicycle Association
All rights reserved.

Mail:

Tidewater Bicycle Association, P.O. Box 66522, Virginia Beach, VA 23466

Web:

<http://www.tbarides.org/>

Email:

editor@tbarides.org

[Unsubscribe](#)