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Newsletter of the Peninsula Bicycling Association (PBA)

www.pbabicycling.org

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ANNUAL MEMORIAL ICE CREAM SOCIAL AND BIKE RIDE



Location: Bethel Recreation Area, 123 Saunders Road, Hampton, VA Pavilion #1

- Date: Saturday, August 12, 2023, 8 AM - 2 PM
- Rides: Multiple paces/distances with brief/roll TBD (B+, B, C, D and Casual). Rides will brief and depart from the parking area.
- We ride in honor of deceased ride leader and other volunteer members of the club: John Atwood, Mark Dulaney, Ron Hafer, Don Hubbard, Bill Nuckols, Jimmy Pereira, Mike Toole, Mary Turnbull, Brian Utne and Hazel Woodard.
- This is your opportunity to wear your legacy PBA jersey or T-shirt on the ride and participate in a group photo PBA. At the 2022 event, members wore eleven different jerseys and T-shirts dating back to the early 1980's. Of course, we'd also like to see members in our new Seabird kit as well.
- Note: No fee, but preregistration is required and will open on Sunday, July 30, 2023. Registration will be on the PBA website with the link sent to members in the weekly email.

BIG BIKE RIDES AROUND VIRGINIA

June 3	Triple Peak Grand Fondo	Winchester, VA
June 3-4	Bike MS Colonial Crossroads	Williamsburg, VA
June 10	Ride Home Roads with Ben King	Ashland, VA
June 10	Capital Color Ride	Williamsburg, VA
June 17	Lee Warren Queen City Century	Staunton, VA
June 17	Le Tour de Shore	Onancock, VA
June 23-28	Bike Virginia	Harrisonburg, VA
Aug 20	40th Annual Reston Century	Reston, VA
Sept 9	Heart of Virginia Bike Festival	Hanover County, VA
Sept 9	Sixth Annual Warrior Ride	Broad Run, VA
Sept 16	Cannonball Century	Fredericksburg, VA

2023 BIRTHDAY CLUB CHALLENGE



Congratulations and Happy Birthday to the following members for completing the Birthday Club Challenge:

Vanilla Ages 50-59
None reported.

Peaches and Cream Age 60-69
Jennifer Allen, Jane Elkin and Ken McFarland.

Rocky Road Age 70 +
None reported.

2023 MEMBER TOP 10 MILEAGE UPDATE

Our top ten riders who recorded their mileage on Love to Ride, in alpha order, as of May 15:

Darrell Cofsky
Helene Drees
Sally Jackson
Wade Jackson
Patrick Johnston
Roy Kidwell
Rob Liles
Darren Melhuish
Robb Myer
Brendan Smith

Note: The first member challenge open season for 2023 ran from May 20 until May 29. If you have completed your Birthday Club Challenge ride please email Robb at threespeed67-pba-ride-leader@yahoo.com. Birthday Club guidelines can be found at [Peninsula Bicycling Association - Member Challenges \(pbabicycling.org\)](http://Peninsula Bicycling Association - Member Challenges (pbabicycling.org))



Ways To Log Your Miles

1. Join the Peninsula Bicycling Association (PBA) group on Love to Ride (URL: https://www.lovetoride.net/usa/groups/2518?group_invite=true).
2. https://www.lovetoride.net/usa/groups/2518?group_invite=true

Note: those using Strava or MapMyRide, can sync to Love to Ride to automatically log their outdoor miles..

2. Email your miles ridden to Robb at threespeed67-pba-ride-leader@yahoo.com.

As member challenges are for active club members, please use the same name and email in your Love to Ride profile that you use in your club profile.

PUT IT IN A SOCK!

By Robb Myer

It's been nearly 40 years since I transitioned from running to cycling and during that time I had more than my share of flats. That changed when I switched to Continental Gatorskin tires on my road bike and Schwalbe Marathon Plus tires on my touring bike about ten years ago. It's not that flats

have been eliminated, but the frequency of holes in the inner tube are few and far between, which itself created this problem.

Recently I was returning to Jamestown Settlement on a solo member challenge birthday ride on the Virginia Capital Trail (VCT) when I had a blowout. Not a problem I thought, I have a spare tube, a couple tire

levers in my seat bag, and a working frame pump (how I know it was a working pump is a story for another time).

The on-road repair started well: removed the front wheel and then the tire and tube. The cause of the flat was obvious, a sharp object from a road repair site adjacent to the VCT. Out came the replacement tube, which I attempted to inflate to get the folds out and round it into shape. That's when I discovered that during its years inside the seat bag the unprotected tube rubbed against the inside of the bag and several holes developed along the tube's folds. It was later patched, but without a tube repair patch kit, I started walking the bike back to my car.



Within 15-20 minutes a Good Samaritan bike tourist on his way to Yorktown stopped and offered a tube. He carried his tubes in an old cycling sock. In addition to providing some protection, he used it as a rag/disposable work glove. Most frequent cyclists create a supply of old cycling socks that are repurposing candidates. Great tip for protecting your tubes, but lesson learned, don't leave home without a bike tube patch kit.



NORTH CAROLINA COASTAL RIDE: ORIENTAL FIRST IMPRESSIONS

By Tom Carmine

Although I've ridden in six [North Carolina Coastal Rides](#) since 2013, I never made it to the ride venue in the little town of Oriental. The NC Coastal Ride rotates between Edenton, Washington, and Oriental, which is the farthest from the Peninsula and the smallest venue.

Oriental, a lovely coastal town, is popular with weekend boaters from nearby New Bern and Raleigh. I had spent a night there years ago with my wife, and two years ago it was a stop for me on a four-day bicycle tour of Down East, NC.

I hadn't attended a Coastal Ride before because I always thought it would be an overcrowded venue with limited restaurants. The town of Oriental has one hotel at the

Marina and one with about ten rooms, and it now has a grocery store. I had also heard cyclists had to tent camp in people's front yards, for lack of public space.



I heard all that, but I was wrong. There was plenty of space for tent camping, and some cyclists were able to pitch their tents along the waterfront. The showers were located near the tents. Both nights we walked less than a mile to the restaurants, which were busy with cyclists, but not overwhelmed. This was also my first experience camping in an RV. We were fortunate to be assigned to a small field across from the Oriental Methodist church, which hosted the check-in. There were porta-potties on site, although the shower trucks were several blocks away. Other RV sites were tucked into commercial parking lots around town, but our camping spot was in the prettiest location.

Weather plays a big factor in any outdoor adventure. The Coastal rides start on Friday morning at 9:00 AM, but you can check in any time after 1:00 PM on Thursday to set up your camp. This year, Friday began with intermittent rain, so my friend Liz and I decided on a short ride between showers around 11:30 AM, and all went well. Shortly after we finished and while we were enjoying my homemade pimento cheese with crackers, rain and thunder rolled in,

while my friend Steve and many others were still out on the longer rides.

Saturday was beautiful. We chose the 50-mile route with a rest stops at a small park conveniently located across from a bakery, and a second rest stop with live entertainment at a community rec center. Saturday night, the Coastal Ride served a dinner of BBQ, chicken, a vegetarian option, assorted sides, with banana pudding for dessert. A live band played during dinner from the back porch of a neighboring house. Cyclists were encouraged to bring their own chairs and enjoy the show.

The weather was great on Saturday, but more rain was forecast for overnight and Sunday morning. Not wanting to pack up in the rain, we opted to pull out after dinner and drive home. Several other RVs and many of the tent campers did the same.

The NC Coastal ride is relatively inexpensive for a weekend event. The camping option this year was \$215. In 2024, the ride will be held in Washington, NC, a three-hour drive down Route 17, and the largest of the three ride venues. There's of waterfront camping space there, and Washington has numerous eateries and hotels of various quality. PBA usually has several attendees on these rides, but there were only two of us this year.

The Coastal Rides provides five or six supported routes each day, from ten miles to one hundred miles, so it is a ride for everybody. The roads are flat, except for an occasional bridge. The views are scenic rural countryside, farms, marshland and swamps, and there is little traffic.

Cycle North Carolina also offers their Mountain ride in August and a week-long Mountains to the Sea ride in October. If you

don't like the mountains, you can join the Mountains to the Sea ride at the midpoint and still get three days of cycling to the coast. I did that one year. An optional shuttle will take you back to your starting point.

If you would like more information, go the ncsports.org.



COLONIAL NATIONAL HISTORIC PARK: RIDER BEWARE



By Tom Carmine

Many people reading this article have ridden their bicycle on the Yorktown Battlefield Tour Road, which I consider the crown jewel of our bicycle infrastructure here on the Peninsula. In doing so, you've probably ridden passed the sign that reads: "Entrance Fee Required."

The Colonial National Historical Park, which comprises Jamestown Island, the Yorktown Battlefield, and the connecting Colonial Parkway is unique, because it has no toll gate except for Jamestown Island, which no longer seems to be "manned"...or should I say "peopled."

In April, CNHP made the news when it announced that new signs had been posted at all the overlooks reminding folks that overlooks are a "Fee Area." For locals long accustomed to visiting Felgates Creek with beach chairs, fishing poles and coolers, this change was cause for concern. People asked, "How will this be enforced?"

The Park Service said that they will begin enforcing the rule by having park rangers check for proof of payment. They have made it easy to pay by putting a QR code on the sign which will take you to an online pay station. So, now there is "no excuse" for not paying.

[Here's the statement on the Park's website regarding the fees.](#)

For years, I rode the Battlefield Tour Road with a Saturday morning group. I always had a National Parks Annual Pass, which meant I was covered, as well as three other people traveling with me. We were never asked about permits. Local lore has it that only one cyclist has ever gotten written up, and that was probably because he ticked off the ranger.

Why the change? Apparently, the CNHP was way below on their entrance fee collections, compared to the estimated users. The Park needs the entrance fees, which mostly stay with the park, to fund infrastructure maintenance. Every few years they need to coat the Tour Road with new pebbles and turn the road surface into a slip and slide for the summer.

What does this mean for Parkway users? Parkway users traveling in a car or by bike from point A to point B that are using the Parkway as a thoroughfare are not subject to the fee. That means driving straight through with no stopping at the overlooks. It also means that if you park at the Jamestown Festival Park, for example, and ride to College Creek and back you are subject to the fee because you are now recreating within the Park.

It's confusing, but at least you have been warned. If anyone has experiences with this issue over the summer, let us know on the PBA Facebook page so that we can be updated on whether the Park Service is enforcing this rule.

CROSS FLORIDA RIDE



by Mark Van Raam

In late April, Robb Myer and I traveled to the Tampa area for a cross Florida bike trip on the Florida Coast to Coast Trail.

We arrived in Florida a couple of days before the official start of the tour to do some sightseeing. We visited the newly

renovated St. Petersburg Pier where there was a statue that commemorates the [first commercial flight](#) in the world, from St Pete to Tampa.



We rode our bikes from St. Pete to Dunedin, the start town for the tour. The [Florida Coast to Coast Trail](#) is comprised of several paved trails with some connecting roads. The tour was provided by [Bubba's Pampered Pedaler's](#), with about 40 riders. The tour included stops in Brooksville, Winter Garden, DeBary, and ended in Titusville, on the East Coast of Florida.

The tour included hotels, breakfasts, and three dinners, with four riding days and one layover day. The longest day was the first (58 miles) and the rest in the 40's, with shorter options every day. There were recommended stops along the way.

The layover day was spent in Winter Garden, a very pretty town with lots to do and see. The bike trail runs down the middle of the business district. We stayed in the [Historic Edgewater Hotel bed and breakfast](#) where the manager operated the elevator. Our bags were picked up and delivered to our hotel room. A jersey was

included in the price. Navigation was done using turn by turn directions on Ride with GPS. At the end of the ride, the cyclists were shuttled back to the start.



2023 SUMMIT REPORT: LEAGUE OF AMERICAN BICYCLISTS

By Jane Elkin

I'm pleased that the Williamsburg Area Bicyclists paid the registration fee so that I could attend The League of American Bicyclists Annual Summit in March. Founded in 1880 as The League of American Wheelman, the LAB currently has 200,000 members and represents 1000 organizations. "Safe Streets for Everyone" is the mission of the League of American Bicyclists.

The 1890 National Union Building was a charming venue for the conference. The venue's neighborhood included Ford's Theater and the National Portrait Gallery and was close to the Gallery Place Metro.

Since I was staying with my stepdaughter in Roslyn--she finds it freaky that both her mother and her father met their next spouse on a Potomac Pedalers Bike ride in the 1990s--I decided to ride my bike into the city early Sunday morning. I should have headed to the Mt. Vernon Bike Trail, but instead I crossed the Potomac at Key Bridge and found myself traveling due east, facing the blinding sunrise. I rode my bike 30 blocks, illegally on the sidewalks, preferring the risk of a ticket to a collision with a sunrise-blinded driver.

Of course, a bicycling conference includes guided bike rides. The DC Cycling Concierge, a company that provides sightseeing tours by bicycle around

Washington DC, led the rides. I was nervous about the pace of the ride, because I know that on a good day, I struggle to keep up with a C ride.

The pace wasn't a problem for me while we threaded our way through the crowds in town to view the stunning vistas of pillowy pink clouds of cherry blossoms, the white monuments, the blue Potomac River, and the kites on the lawn of the Washington Monument. We reached the Watergate and the protected bike lanes under the Whitehurst Freeway at the entry to the C&O canal towpath and the Capital Crescent Trail (CCT). The Concierge noted that the Watergate Complex was named after the wooden gate in the shallow water of the Potomac River at the entry of the C&O canal, which sits in the shadow of the Watergate complex.



The CCT, built on the Baltimore & Ohio railbed was funded by the Intermodal Surface Transportation Act of 1991, "Iced T." It's starting to show its wear, with tree roots breaking its surface and it's a steady 3% grade. We stopped in Bethesda for coffee and pastry, and then headed onto a brand-new protected bike lane through

Bethesda neighborhoods, although there was a scary crossing of Connecticut Avenue.

The President of Potomac Pedalers recommended a quick loop around the Kensington neighborhoods to view a secret stash of cherry blossoms. In 1909, Japan donated surplus cherry trees to the community of Kensington, leftover from the Tidal Basin plantings.

By the time we reached Rock Creek Park, I was at the tail end of the ride, although a sweeper kept me company. The folks on the tour were a bit younger than me, mostly male, and there were quite a few electric bikes. It was a steady downhill though Rock Creek Park with sections of Beach Drive permanently closed to vehicle traffic. We exited the lovely park to the dense vehicle and pedestrian traffic of Lafayette Square, rode past the White House, and then back to the LAB headquarters. I enjoyed a \$25 burger for lunch.

I left my bike parked in the storage room overnight and took the Metro from Gallery Place to Roslyn, too tired to stay for Happy Hour.

Your Brain on Bikes

The session titled "Your Brain on Bikes" was an academic overview of how neuroscience has been applied to bicycling, by Esther Walker, PhD. Dr. Walker oversees applied research for a company called [OutRideBikes](#) (California), blending her background in cognitive science with her love of bicycling.

Dr. Walker invited everyone in the audience to introduce themselves and include a description of their first bike. The transportation planners and other thoughtful individuals in the audience had great stories about their first bikes: banana seat bikes with high handlebars, paper route bikes,

bikes which required dragging the feet to brake, single speed bikes with Dukes of Hazard Graphics, Mongooses, and plastic big wheels.

My first real bike in the 1970s was a Raleigh Grand Prix. My dad and I rode to Great Falls and down the C&O Canal to Georgetown and has a hamburger at The Little Tavern.

Dr. Walker stated that our neurologic system is designed to react to scary things, so we are programmed to navigate safely. Her lecture addressed the issue of how infrastructure designers can help bicyclists navigate safely.

She described the concept of brain health and how thicker white matter is associated with better brain functioning, especially in motor areas. White matter deteriorates naturally as we age.

Most of the studies on bicycling and brain health have been done on stationary indoor bikes. Studies on stationary bicycles show an increase in attention after riding a stationary bike. Many of the studies on cognition and exercise have also been done on elderly people. These studies show that exercise benefits not only the heart, but the brain health, including cognition, learning, and memory. There's also plenty of data on the positive effects of exercise vs. medication on depression and anxiety.



The lecturer set up a demo, using a volunteer with minimal hair, to show the effect of pedaling on a stationary bicycle on brain activity.

Studies on green space and brain research are numerous and support the positive benefits of being exposed to green space, including the presence of indoor potted plants. Because there are so many varieties of green space, analyzing the effect of bicycling outdoors on cognitive functioning is difficult.



The audience was asked to break up into groups and design a study to analyze the effect of infrastructure on brain activity. For an audience of traffic planners, this was an appropriate and challenging exercise.

Any bicyclist will tell you that the complexity encountered when bicycling in traffic stimulates the brain and that the real world is more complex than the laboratory. To investigate the effect of infrastructure on brain activity, my group proposed a study that would measure stress levels, using heart rate monitors, EKG, and blood O2 levels on bicyclists as determined by different types of roadway infrastructure, such as protected bike lanes, unprotected bike lanes, and shoulders marked with white lines.

Another group proposed looking at the issue of “seeing but not registering.” What’s

going on in driver's heads can be measured, using blood oxygen levels and brain wave analysis.

Mobile eye trackers can also be used with a smart phone to monitor distracted drivers. These trackers are highly sensitive and can determine if a person is texting, using eye movement analysis.

Safe Streets and Roads for All

Officials from the Federal Highway Commission spoke about the Bipartisan Infrastructure Bill of 2021 and the Safe Streets and Roads for All grant program. I learned about this initiative last year when I attended the LAB summit, so I wanted to see the progress that has been made in the past year.

The Bipartisan Infrastructure Bill of 2021 provides the basis for Federal infrastructure programs through 2026. The \$350 billion in highway programs is the largest spending package since the 1950s, when the interstate highway system was constructed. Through 2026, we can expect to see many new federal highway construction projects and bridge improvement projects.

The Safe Streets and Roads for All program is the portion of the Bipartisan Infrastructure Bill of 2021 which includes improvements to bicycle infrastructure. This program will deliver one billion per year over five years to municipalities for improvements to infrastructure, including better intersection design to reduce highway deaths and ways to protect "vulnerable" users, such as pedestrians and bicyclists.

I'm looking forward to following how the funds from the bill will be awarded through 2026. The grant awards to the jurisdictions are currently available on the US Department of Transportation website.

https://www.transportation.gov/sites/dot.gov/files/2023-04/SS4A-FY22-Action-Plan-Awards-by-State_4-19-23.pdf

Two types of grants: the Action Plan Grant, for planning, and the Implementation Grant, for construction, are being delivered. Newport News, Norfolk and Portsmouth have received about seven million dollars in Action Plan awards. Virginia didn't receive any Implementation grants in 2022, although Maryland received \$2.3 billion. We should plan to be watching for Virginia's implementation funding through 2026.

The Federal Highway Commission documents that a quarter of traffic fatalities in the United States occur in 50 counties. Traffic stress, defined as traffic related injuries and crashes, is higher in lower socioeconomic areas. Overlay maps show few bike networks and high traffic stress in high poverty areas. Access to employment, schools, shopping on safe streets is minimal in high poverty areas.

In closing, I'd like to express again my appreciation to the Williamsburg Area Bicyclists for sponsoring my registration fee at the conference. *(This article is being published concurrently in The Flying Wheel, The Newsletter of the Williamsburg Area Bicyclists)*



Archive photo: League of American Bicyclist

CLUB INFORMATION

2023 PBA Officers and Committee Chair

President	Carlton Foster
Vice President	Rob Liles
Treasurer	Tom Carmine
Secretary	Kimberly Collins
Advocacy Director	Mark Suiter
Safety/Training Director	Tregg Hartley
Comm. Outreach/ Volunteer Director	Tom Bauer
Newsletter Editor	Jane Elkin
Rides Director	Robb Myer
Program Director	Chip Williams
Membership Director	Richard Armstrong

Additional Positions

Historian	Sandy Butler
Awards/Statistics Coord.	Robb Myer
Webmaster	John Bright

PBA Board Meetings

The PBA Officers and Committee Chairs meets on the first Sunday of each month at 7 PM, currently electronically by Microsoft Teams. Contact Carlton Foster, PBA President, to have your topic added to the meeting agenda. All PBA members are welcome to attend.

PBA Newsletter, The Chainstay, is the quarterly newsletter of the Peninsula Bicycling Association, published using Word for Apple. The Club encourages and supports all types of bicycling on Virginia's Peninsula. Email your cycling-related photos and story submissions to Jane Elkin, Chainstay Editor, at jelkin87@gmail.com. PBA's website is hosted by Wild Apricot Membership Management Software.

Join the Peninsula Bicycling Association: <https://pba44.wildapricot.org/membership>.

Don't forget that our local bike shops, **Trek Bicycles Newport News** and **Village Bicycles** offers PBA members a 10% discount on supplies and accessories. Check with each shop for their specific discounts. Thank you, Trek Bicycles Newport News, and Village Bicycles and for supporting PBA.

