

SPOKE

Notes

Newsletter of the Cyclonauts Bicycling Club, Springfield Massachusetts

THE PRESIDENT'S CORNER



**GREAT
NEWS !**

Thanks to updated CDC guidelines, masks will not be required when gathering in the parking lot prior to rides or at any time during rides, and pre-ride breakfasts are back at the discretion of the leader. For our upcoming spring season, if one is designated, breakfast will start at 8 am and the ride will start promptly at 9 am. The ride may not be starting from the breakfast spot, so read the ride description carefully. Post ride get-togethers are fine as well if the leader chooses to have one. Pre and post ride activities will be completely optional for each member if they feel uncomfortable participating. We will avoid restaurant stops during the rides unless outdoor seating is available.

We have had a very successful hiking season this winter with all dates filled and with really good turnouts, *thanks* to James DeSellier and Mary Ann Siron for coordinating, but most importantly, *thanks* to all of you who have volunteered to lead hikes.

Let's keep this going during the cycling season. If you have not done so, please consider volunteering to lead a ride when our hard working ride coordinators reach out to you. And if you have led rides in the past we look forward to more of your great rides. We have started a ride library on our website and there are printable cue sheets available. We are looking to expand this library so if anyone has a ride that they are willing to allow someone else to lead,

THE PRESIDENT'S CORNER continued

please send it to spfldcyclonauts@gmail.com . While it is certainly not essential, if anyone has Strava or Ride with GPS links as well, that would be appreciated by many of our members.

We are making the description for the Saturday Traditional and Saturday Alternate rides more specific in an attempt to make the pace of each ride clear for any potential new members. The current terms, “leisurely” and “aggressive”, are very relative. They do not mean the same thing for all prospective riders. We are suggesting an average of 10 to 13 mph for the Saturday Traditional Ride and 13 to 16 for the Alternate ride, with the lower averages for very hilly rides and the higher averages for flatter rides. We welcome input on this. Hopefully riders from both groups can check their Garmins for averages from past rides and let us hear from you as to the accuracy of these ranges.

We are already starting to plan our summer picnic. As we have not been able to hold a banquet for the last 3 years due to the pandemic, we are planning to have a short business meeting at the picnic. James and Cindy DeSellier have graciously offered their yard this summer for the picnic. While we do not yet have the exact date, we expect it to be late July or early August. We hope to see a good turnout.

Looking forward to seeing you on the road.

Betty Siwinski



MEMBERSHIP



To date our membership consists of 18 family units and 52 individuals. There are 4 family units and 13 individuals from the 2021 membership roster who have not yet renewed.

This year, we welcome **new members:**

- Susan and Taylor Seybolt from Southampton
- Marilyn Murray from Wilbraham
- Denise Vincent from Belchertown

Thanks for joining!!
We look forward to riding with you.

MAY IS «BIKE» »MONTH»



National Bike Month

is promoted by the League of American Bicyclists
and celebrated in communities from coast to coast.



Bay State Bike Month is returning in May 2022 to align with National Bike Month. Save the dates below.

May 1st - National Ride A Bike Day

May 4th - Massachusetts Walk, Bike, and Roll to School Day

May 16th - 20th - Bike to Work Week

Friday, May 20th - Bike to Work Day

Get in gear for Bay State Bike Month with April's 30 Days of Riding Challenge, where you can ride every day for your chance to win a rover rain cape from Cleverhood. Get ready by joining the MassBike Love to Ride Group and start tracking your bicycle trips.

Checkout these websites:

<https://www.massbike.org>

<https://bikeleague.org>

EDITOR'S REST STOP



Hi everyone,

Just a reminder: If you wish to contribute, please don't hesitate to submit information you think will be helpful or of interest to the other club members. Send letters to the Editor, or feedback to me at donna.katz56@gmail.com regarding how SpokeNotes can be more interesting or useful to our members.

LETTERS TO THE EDITOR:

This is a place for club members to share their ideas and opinions with respect to all aspects of cycling and our club. Please limit letters to less than 200 words.

No letters this issue.

Dear Members,

In the last two issues of SpokeNotes, I mentioned that the club may want to consider standardizing our use of hand signals while riding to communicate a few key actions such as, stopping, slowing, and turning. I received feedback from a few members. One suggestion was to review the hand signals promoted by the [League of American Bicyclists, LAB](#). I also consulted [MA](#) and CT state law regarding bicyclists, and bikelaw.com. My research and knowledge regarding MA and CT state laws for cyclists is not extensive. But what I have learned is the following:

MA: According to a document titled [Rules of the Road](#), under the section ***Laws for Bicyclists and Motorists in the Presence of Bicyclists (as amended by Chapter 525 of the Acts of 2008)*** the following is stated. "When riding on public ways, bicyclists must obey the same basic traffic laws and regulations that apply to motor vehicle operators. As a bicyclist:

- You can use the full lane anywhere, anytime, and on any street (except limited access or express state highways where signs specifically prohibiting bicycles have been posted), even if there is a bike lane.
- You must bike in the same direction as traffic unless otherwise indicated by signs or markings.
- You must stop at red lights and stop signs.

EDITOR'S REST STOP continued

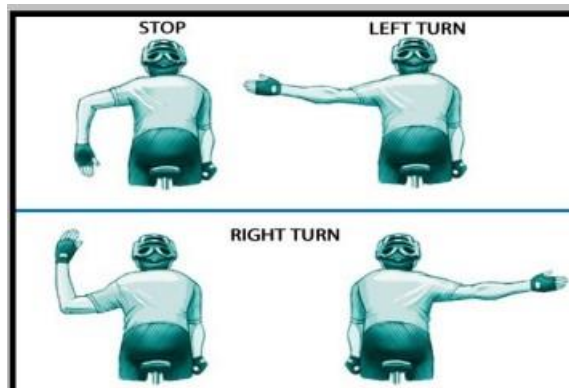
- You can keep to the right when passing a motor vehicle moving in the travel lane and you can move to the front of an intersection at stop lights.
- You must signal your intent by either hand to stop or turn. However, the signal does not have to be continuous or be made at all if both hands are needed for the bicycle's safe operation."

Similarly, **CT** also published a [pamphlet for bicyclists](#) which describes the required use of hand signals. According to CT General Statutes § 14-286c (as pictured below):

(a) **Left Turn:** Each person riding a bike intending to make a left turn must approach as far right of that travel lane as he or she judges to be safest, proceed across the intersecting roadway, and make such a turn as close as possible to the curb on the far side of the intersection.

(b) **Signaling:** Each person riding on the road must motion before turning, by extending the corresponding arm straight out in the direction he or she is turning. **For right turns**, one can hold up his or her left hand with the elbow at a 90 degree angle, as seen in the image below.

(c) **Signaling Requirements:** No person riding a bike who is intending to make a right or left turn shall be required to make such signal continuously."

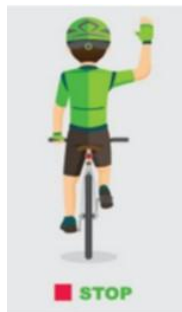


Full stops at stop signs and red lights are also required in CT.

EDITOR'S REST STOP continued

Both MA and CT law require cyclists to use hand signals for stopping and turning. The main purpose of the state laws for using hand signals is to communicate our intentions with motorists. As a club, we have a secondary purpose to also communicate our movements to the other riders.

Both states accept the 2 variations of the right turn signal. The signal for stop also has 2 variations. The one shown on the previous page with the forearm positioned down below the elbow; and the other option is with the forearm raised above the elbow (as shown in the picture below) so it is easily seen by the other riders within the group, and I would suggest motorists as well.



My closing thoughts are, there are only two widely used variations of the stop and right turn hand signal. In the interest of clear communication among riders within a group which contributes to a safe riding environment, I suggest that we each familiarize ourselves (if we are not already) with the various signals for stopping and turning. Furthermore, when we gather before we start out on a ride, if leaders are so inclined, they could review what signals they will be using during the ride, but also review the variations so each rider knows what to expect in regard to hand signals. This is a hard “conversation” to have through email or letters to the editor (which I welcome), perhaps this topic can be discussed at our picnic this summer. I welcome everyone’s thoughts on this matter.
Donna, SpokesNotes Editor

THE WEBMASTER'S CORNER

Adopting the new calendar format for the Spring 2022 Cycling Season

Due to the success of the new calendar format for the hiking season, we are continuing that format for the cycling season. You will only need to go to one web page to see all of the rides. Only dates with scheduled rides will be listed but multiple rides (i.e. Saturday traditional and alternate rides) will be listed under the same date. The Spring schedule shows both April and May rides, but you may need to scroll down the page to find the latest ride. I will continue to delete completed rides at the end of each month to minimize the need for scrolling.

I welcome feedback on the new format. See you on the road.

Ray Siwinski
Webmaster
Cyclonauts Bicycle Club