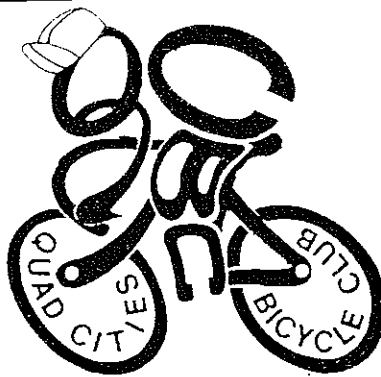


# QUAD-CITIES BICYCLE CLUB

DECEMBER 1990 ● Cindy Mohr - Editor  
Deadline for Articles 10th of each month.



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## QUAD CITIES BICYCLE CLUB PROUDLY ANNOUNCES

### "The Cannondale Story" & Stars From the 1991 Line Up of \*\*\*\*\*New Bicycles\*\*\*\*\*

Presented by  
Cannondale Sales Rep, Sara Klaigthorpe

7:00 p.m.  
Palmer Auditorium  
January 15, 1991

Drawings For:  
Free Helmet  
Two - \$25 Gift Certificates



## President's Corner

**Sunday afternoon,  
November 5, 1990**

Today is not a good day for biking! Our lovely Indian summer weather has changed overnight to a taste of winter. Today's rain, wind and highs in the lower forties makes a better day for a conversation with bikers. So with an extra log thrown in the fireplace, I will attempt my very first column as your new QCBC president.

I want to take this opportunity to tell you that even though the official new terms of the officers and board do not begin until the November 18 Annual Dinner, we have already begun our work. A ride schedule committee has been formed, and about a dozen people are busy developing new rides, new starting points and rearranging some old rides. Additionally, several ATB (All Terrain Bike) rides will be added to our schedule.

Your officers have set several goals for this next year. One of these is to improve attendance at monthly general meetings. So, in January we will pass out free water bottles to the first 75 people to pass through the door. After a short business meeting, we will look at lots of new bicycles as Jerry and Sparky's present the program for the evening. Refreshments will be served afterwards. Let's have a good turnout because Bill Langan is tired of storing all those water bottles, and I would hate to eat all those cookies by myself.

In an attempt to see a few more riders on some of our weekend rides, we are going to emphasize one ride a month in the newsletter to encourage a really good turnout especially during the winter months. Mark your calendar - Saturday, January 5.

If you have gotten the winter blahs, join us on the first annual

"Tour of the Islands." Yes, that's right; it's a tour of the islands right here in the QCA. Your president and vice president will personally lead this tour through Campbell's Island, Arsenal Island, Big Island and Credit Island! With a little imagination, you'll be riding the Bahamas, Bermudas and Virgin Island. This "think summer in January" ride will depart from the parking lot by Case IH on the Moline Ben Butterworth Parkway at 9:00 a.m. Joe has set it as his personal goal to stop at every coffee shop that we find, so this will definitely be a slow ride. We'll be stopping frequently to coffee and de-coffee. Beginners are encouraged to come. You can ride one sun drenched island or do all four. Joe and I don't want to soak up all the sun by ourselves. How about lots of company folks?

**Have a Safe & Happy Holiday,**

**Gabe**

## January Meeting

You'll not want to miss the monthly meeting, January 15, 1991, at Palmer Auditorium for several reason.

The Cannondale Corporation, or Georgetown, Connecticut, has taken a significant step in product marketing through the addition of product representatives. The company's expanding line requires personal contact with dealers and customers, and our January meeting will be just one example of this advantage this provides us.

\*\*\* NEW SALES REPRESENTATIVES \*\*\*

We can hope the sales representative for our area, Sara Klagthorpe, will give us a brief account of her company's history and development, as this is an interesting story in itself. We are expecting to see a preview of the 1991 version of the Criterium frame, Cannondale's always exciting paint themes.

The real star of the show, however, will be the SE 2000 if it is available from the factory.

\*\*\* HOT NEW PRODUCT \*\*\*

The SE2000 is Cannondale's first frame of any design with a suspension system. A mountain bike, this represents a bold move. Let's hope Sara can get her hands on at least a prototype. It may be the next step in the evolution toward "the perfect bicycle."

So, don't miss this program; it offers to be exciting

## For Sale

Apple II+ computer. Used by QCBC. Has monitor and 2 floppy disk drives. Recently cleaned and serviced

\$200

Call 386-7659



Schwinn LeTour-Luxe

18-speed, 19" frame

Excellent condition

Will sacrifice for \$200

Call Dorothy

319-323-6640



## Wanted to Buy

Cateye Solar Computer Head (s)

Call Dave

319-332-8299

by Carla Black of R+E Cycles in Seattle, Washington.

Carla Black worked for the Seattle Engineering Department's Bicycle Program for seven years. She helped make the Seattle Bicycle Program one of the most innovative and best-respected in the country. She specialized in low cost improvements to make bicycling safer and more convenient on the already-built city streets. She is and has been active as a volunteer in the Cascade Bicycle Club in Washington.

### How To Make Your City The Best Place To Ride a Bicycle

What makes a city or town good for cyclists? The question has as many answers as there are cyclists, or at least types of cyclists. Some cyclists need pathways, some like bike lanes in the street, some just want to get to work without falling into a drain grate. Each of those needs is important, and when they're met, cycling is better for everyone.

Good bicycle planning falls into two major categories: big stuff (policy and long range planning) and little stuff (low cost improvements). You need both parts to make a town good for people who make decisions and spend money in your area. Policy is an easy way for them to support bicycling (because it doesn't cost anything), and

good policies lead to good long-range planning. Low cost improvements are popular with the public and they respond to citizen needs. The little stuff is easy to describe, so we'll start there.

### Low Cost Improvements

Get these things underway while you are working on getting the lake shore path built. They will improve the street system so it is easier to get around. They don't cost a lot, and you can get them done where cyclists need them the most.

#### 1. Signs, Marking, Signals

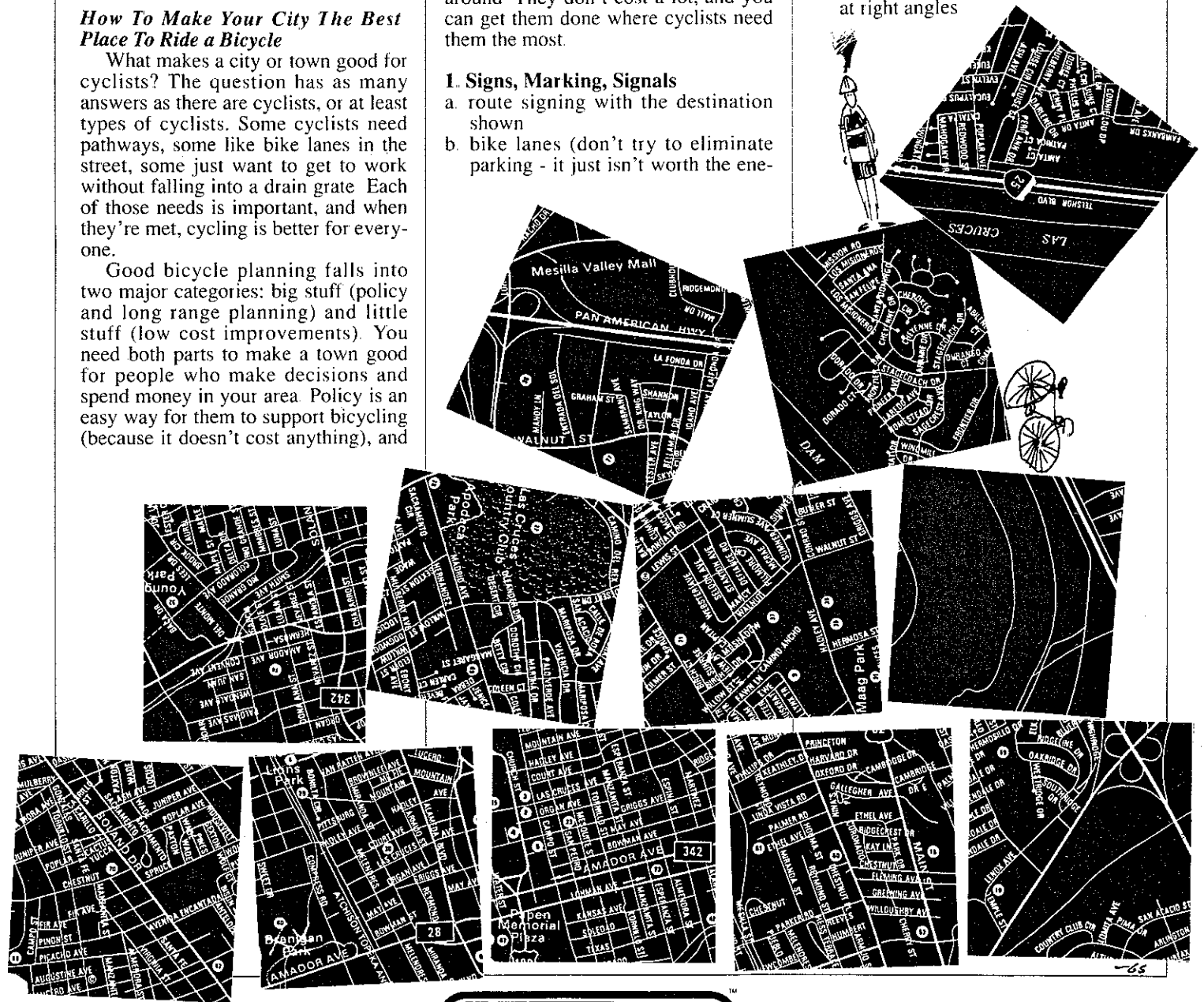
- a. route signing with the destination shown
- b. bike lanes (don't try to eliminate parking - it just isn't worth the ene-

mies you'll make, and chances are, you couldn't do it anyway)

- c. adjust loop detectors at signals to detect bikes

#### 2. Metal Fixtures in the Street

- a. change or modify drain grates so bike wheels can't fall in
- b. paint slippery surfaces in key spots with grit epoxy
- c. railroad tracks: remove old ones; install rubberized crossings; use signs or paint to show how to cross at right angles



The Bicycle Travel Association  
 P.O. Box 8308, Missoula, MT 59807  
 (406) 721-1776

### 3. Concrete and Asphalt

- a. publish a pothole hotline number
- b. install curb ramps: bridges where cyclists have to be on the sidewalk; to get cyclists on the sidewalk for a pedestrian crossing where a vehicular turn is difficult
- c. do a little widening with concrete or asphalt
- d. pour tar in expansion gaps between concrete panels

### 4. Bike Parking

- a. try networking projects between city, club and businesses

### 5. Bike Map

- a. it can be simple; use it for a PR tool, too

### Policy and Long Range Planning

It's a big, awkward word that government people made up: Institutionalization. You should do it in your town. Basically it means including bicycling as a part of every policy and plan that your city has. When bicycle elements are included in projects from the very beginning, they get funded and built as a matter of course.

To get bicycling institutionalized, you need a Bicycle Advisory Committee. Request that the mayor form one. The committee should be able to comment on any City activities that have an effect on cycling. Work on the following plans and policies, and the nuts and bolts issues will follow. The Com-

mittee should not get mired in the details of potholes and sign placement

**1. Recreation policies and comprehensive plans.** This is where the bike path idea goes. If you have a shoreline that could turn into a park, if you have a railroad that could be abandoned, if you have any green strips that could someday be developed, a trail needs to be in the plan now.

**2. Transportation Policies and Comprehensive Plans.** Is a bridge going to be replaced in the next 50 years? Will a roadway be rebuilt? The answer is yes. Consideration for cycling should be written in now. Indicate in the plan which streets are important for cyclists, and include wording like: "the Bicycle Advisory Committee will review any plans which affect these streets."

**3. Capital Improvement Plans.** Nothing gets built without being in the CIP plan for a few years. If you have construction projects in mind, or bicycling elements within other projects, get them in the capital improvements plan. Review everything that is in there now to see if bicycling can be incorporated

**4. Building and Zoning Codes.** Bicycle parking should be included in every new apartment and office building. Suggest showers and lockers for commuters

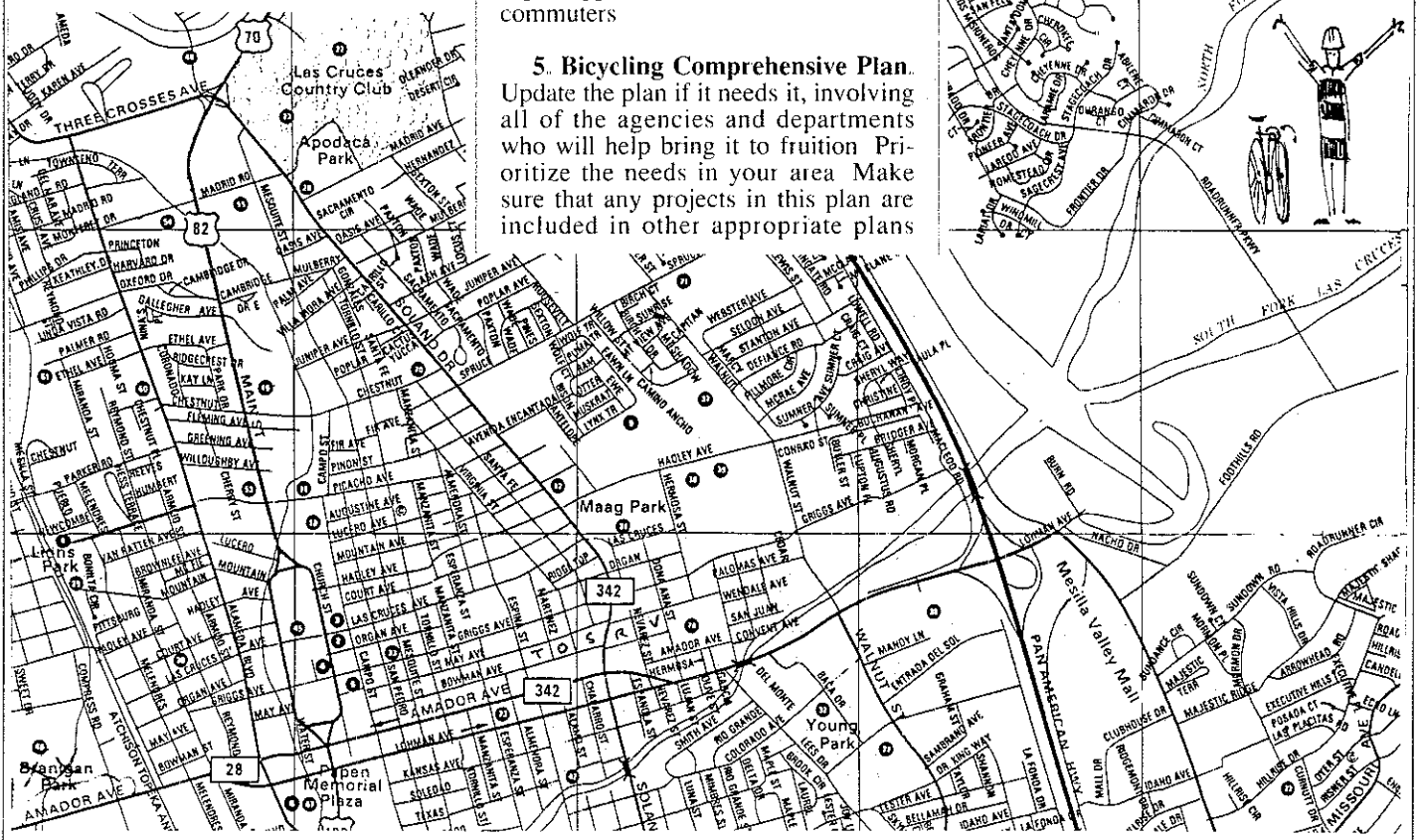
**5. Bicycling Comprehensive Plan.** Update the plan if it needs it, involving all of the agencies and departments who will help bring it to fruition. Prioritize the needs in your area. Make sure that any projects in this plan are included in other appropriate plans

(transportation, etc.) Realize that bicycling plans are not usually required reading for folks who do city planning; it is up to you and the Bicycling Advisory Committee to make sure it gets read and used

**6. Street and Trail Design Standards.** Review the design standards for lane widths, drain grate design, pole placement, etc. for compatibility with bicycling. Trail design should be included in the design standards. Many communities simply incorporate AASHTO's Guidelines for the Development of New Bicycle Facilities into their design manuals.

When bicycling is considered and included in your city's plans and policies, you have won the war, not just the battle. If every new drain grate in town has to be one that bicyclists can't fall into, you don't have to pay any more attention to grates on new projects. You can spend your time working on more interesting stuff

And here's one tip that your mother could have given: say thank you (very publicly) anytime something goes well for cyclists at city hall. They like it, and it will help next time you want something.



## Paris-Brest-Paris

It has been announced that one final method of qualifying for entry in the 1991 running of P-B-P has been approved.

Those persons who were unable to complete the 1990 qualifying series can still have an opportunity by finishing the series created by the organizers of Boston-Montreal-Boston in 1991.

This will be very difficult, as stated in the announcement. The dates for the series are:

200 KM May 4, 1991  
300 KM May 18, 1991  
400 KM June 1, 1991  
600 KM June 15-16, 1991  
1,000 KM June 28-30, 1991

If interested in further details, contact me at 319-355-8350.

**Joe Jamison**

## Welcome New Members

### From Bettendorf:

Teresa Allen  
Marilyn & Jerry Fisher  
Mary & Mitch Ruffcorn  
Rudy Claussen  
Bev & Geoff Cromer  
Patti & Mike Kirley  
Karen & V.J. Gontarek  
Marion Russow  
Joanne Beine

### From Davenport:

Gary Pearson  
Betty Lewis  
Mary Meyer  
Paula Ricchia  
John Gallup  
Julie & David Scott  
Nancy Schricker  
Rebecca Togman  
Jeff Borden  
Dan Fritz  
Luan & Richard Schlung  
Becky Davis  
Kent Klauer  
Diana & John Zogg

Greg Frazier  
Janis & John Lonergan  
Francie & Bill Lovewell  
Paula & Gary Dean  
Rev. David Brownfield

### From Rock Island:

Brian Flaherty  
Dennis Stroh  
Lisa Conner

### From Moline:

Robert Brenstrom  
Connie & Bernie Dowsett  
Craig Humphreys  
Phillis Woodward  
Linda & Steven Fenton  
Darlene Parker

### From Clinton:

Dave McCoy  
Michael Filitti  
Corey Gluesing

### From Eldridge:

Linda & Charles Moeller  
Dave Sarafin  
Peggy Friederichs

Tom West, Norwalk, CT  
Maureen & Robert Moorer,  
Moorestown, NJ  
Lily & Phil Hill, Sisterville, WV  
Richard Henry, Tallahassee, FL  
Leon Simpkins, Tallahassee, FL  
Judy & Edd Scheer, Maquoketa, IA  
Gary Ackerman, LeClaire, IA  
Janet & Douglas Morrell, Long  
Grove, IA  
Darlene & Gerald Neff, Pleasant  
Valley, IA  
Terry Giebelstein, Walcott, IA  
Joseph Polaschek, Des Moines,  
IA

Terry Schmidt, Donahue, IA  
Pamela Pulliam, Wilton, IA  
Kathy & James Stomberg,  
Georgia, IL  
Brian Heist, E. Moline, IL  
Laura Lorenson, Orion, IL  
Terry Spencer, Port Byron, IL  
Jackie & Max Bunting,  
Prophetstown, IL  
Donna & Robert McMurray, Taylor  
Ridge, IL  
Carroll & Leo Slife, Knoxville, IL  
Daeng & Gerald Stomberg, Pekin,  
IL  
Jane & Nick Weede, Peoria, IL  
Anne McKendry, Westminster, CO

Edie & Sam Kelsall, Phoenix, AZ

## Ride Report

**Wednesday, September 12, 1990**

You have to be away from the Quad City Bicycle Club schedule to really appreciate how lucky all of us are in this area to have such a great club and a great ride schedule. This report speaks from being exposed to an area that doesn't have either of those things.

The Wednesday group met for the preliminary breakfast at McDonald's. The group consisted of Mary Blessin, Fred Blessin, Pat Bolton, Mike Middlemiss, Leon Van Camp, Gayle Campbell, Earl Strupp, Judy Karr and Fred Carmen. We had our real breakfast at the Clark's Landing in Buffalo, and then Fred C. became our leader and suggested we explore the new extension of the Butterworth bike path. It is really a well designed path and drops you onto Campbell's Island. The thing that intrigued us was that while we only did 50 miles, by the time we got back, practically 80 percent of the ride was along the Mississippi River. This truly was a real "Ride the River." The ride concluded at McClellans' Stockade in East Davenport, where we had some real beverages, popcorn, and lots more socializing. That's what bicycling is all about as far as this writer is concerned.

It was a beautiful day, and we all said we would look forward to meeting next Wednesday.

**Carter LeBeau**

**"Tour of the  
Islands"**  
**Saturday, 1/5/91**  
**9:00 a.m.**  
Depart from parking lot  
by Case IH on Moline Ben  
Butterworth Parkway.