



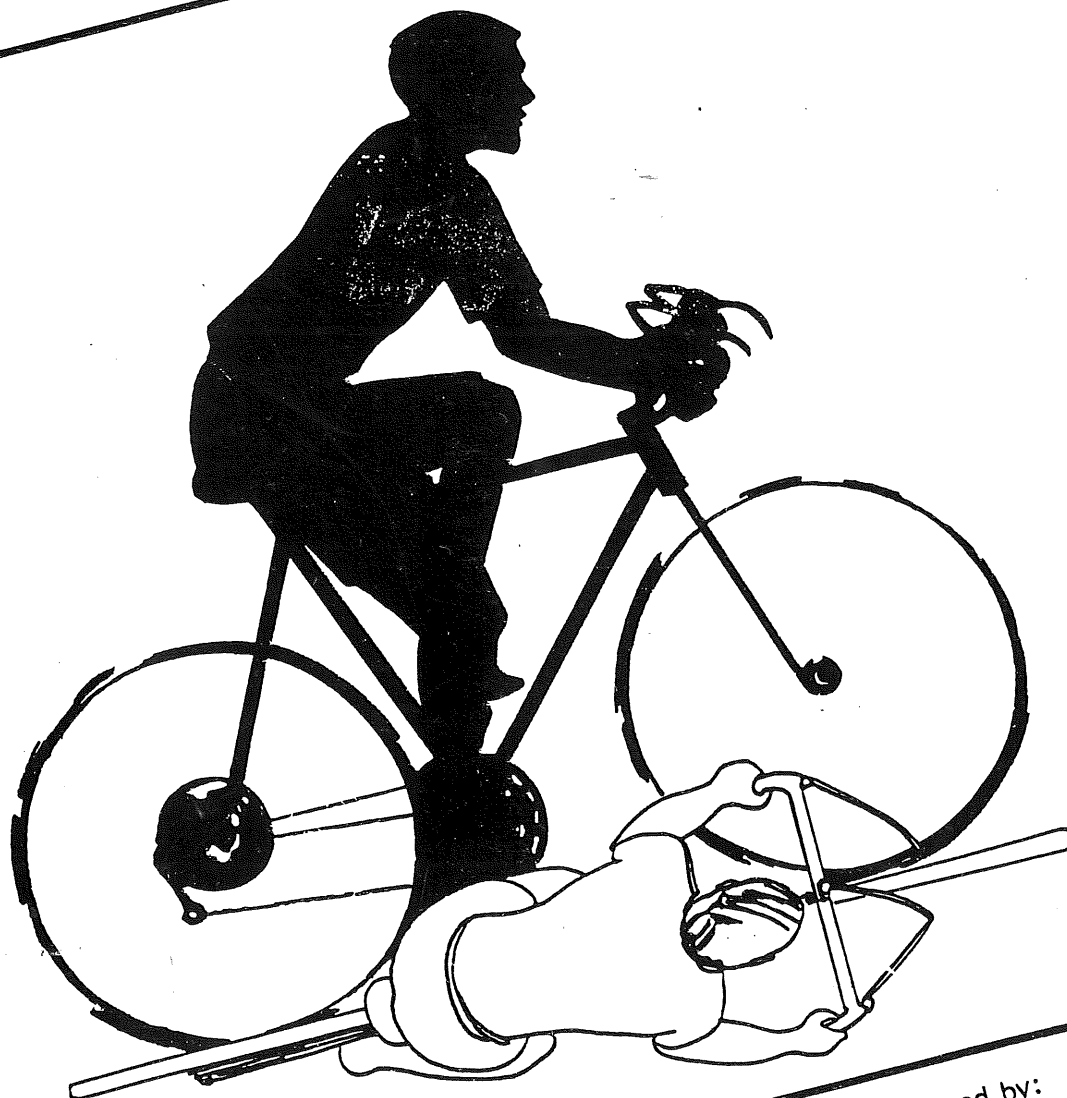
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BICYCLE CONFERENCE '86

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RAGUN'S RESORT AND CONFERENCE CENTER
BRainerd, MN

Friday, February 7 thru 9



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1986

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and The State Bicycle Advisory Board

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INTRODUCTION

1986 State Bicycle Conference

The seventh annual bike conference was held at Craguns Resort near Brainerd.

A record 142 participants helped make this years conference the most successful to date.

Unlike conferences in the past, this year's didn't establish bike safety as its basic theme. Instead, it broadened the scope of bicycle topics to include funding, promotion, touring, bikeway design and maintenance.

Special guest speakers Katie Moran (Executive Director, Bicycle Federation of America), and Gary MacFadden (Executive Director Bikecentennial), discussed national trends in bicycle promotion and touring.

This was the first year the conference was organized through the State Bicycle Coordinates Office.

Jim Dustrude, State Bicycle Coordinator, along with Mike Dornfeld and Tim Mayasich coordinated the conference.

Planning for the conference began in September.

Planning Committee Members

Kirby Beck - State Bicycle Advisory Board Member
 Alison Fuhr - State Bicycle Advisory Board Member
 Dave Gabrielson - State Bicycle Advisory Board Member
 Dan Gray - State Bicycle Advisory Board Member
 Bobbi Hendrickson - State Bicycle Advisory Board Member
 Marjorie Thies - State Bicycle Advisory Board Member
 Angela Angerson - State Bicycle Advisory Board Member
 Pat Bursaw - State Bicycle Advisory Board Member
 Kathy Swanson - State Bicycle Advisory Board Member
 Sherri Wagner - State Bicycle Advisory Board Member
 Cynthia McArthur - Program Assistant, MN Bike Safety Project

The following people are recognized for their special contributions in the development of the 1986 Bike Conference.

Paula Gustafson - Mn/DOT, Graphic Design

Doris Olson - Mn/DOT, Graphic Design

Gary Andrist - Mn/DOT, Audio Visual Services Supervisor

Mike Weber - Mn/DOT, Highway Maintenance Worker Sr.

Kathy Swanson - Department of Public Safety

Mike McNeally - Mn/DOT, Business Administration

Mary Hartfiel - Mn/DOT, Word Processing

Renee Lang - Mn/DOT, Word Processing

Debbie Pena - Mn/DOT, Word Processing

Dan Fitch, Granite City Schwinn - Organized the winter bike events.

Park Schwinn - Prize donations

Cycle Goods - Prize donations

Sherri Wagner held a bike project workshop on February 8th and a bike registration workshop on February 7th, both at Craguns.

The workshops and general sessions were excellent. The time and effort spent on each is evident in the high percentage of positive responses on the evaluation form.

EVALUATION FORM



1986 Conference Evaluation Responses

Out of 139 conference participants only 34 returned evaluation forms. The over all response to the conference was positive. Program content, format, and relevance of information all were over 90% positive. Accommodations were 87% positive. Response to the 10 general sessions was also positive with only 2 rated lower than 75%. The workshops were very positive with 7 workshops rating 100% positive. Those responding to the questions pertaining to where and when the conference should be held, felt it should be outstate 89%, and over a weekend 69%. Workshops offered more than once was the most popular response for improving the conference. Publicity was the most popular response in attracting more participants to the conference in the future.

General Conference Evaluation

	n=	Poor		2	%	Excellent		4	%	% Positive
		1	%			3	%			
1. Program Content.....	34	0		3	(9)	14	(41)	17	(50)	91
2. Conference Format.....	34	0		3	(9)	17	(50)	14	(41)	91
3. Accommodations.....	31	0		4	(13)	12	(39)	15	(48)	87
4. Relevance of information.....	31	0		1	(3)	6	(52)	14	(45)	97

General Sessions

	n=	Poor		2	%	Excellent		4	%	% Positive
		1	%			3	%			
1. The Bicycling Renaissance.....	24	0		2	(8)	9	(38)	13	(54)	92
2. Intro to Conference and State Bike Plan.....	25	1	(4)	5	(20)	12	(48)	7	(28)	76
3. The Minnesota Bicycle Market.....	20	0		4	(20)	15	(75)	1	(5)	80
4. Poster Session.....	29	0		3	(10)	15	(52)	11	(38)	90
5. Winter Bike Race.....	21	3	(14)	1	(5)	7	(33)	10	(48)	81
6. "Bicycle Touring: The American Experience".....	26	0		3	(12)	5	(19)	18	(69)	88
7. "Bicycles to the Max".....	29	18	(62)	6	(21)	4	(14)	1	(3)	17
8. "Civility on the Road".....	26	1	(4)	4	(15)	11	(42)	10	(39)	81
9. Panel Discussion: Bike Action in Mn..	19	0		5	(26)	10	(53)	4	(21)	74
10. Money for Bikes.....	20	1	(5)	3	(15)	12	(60)	4	(20)	80

Workshop Sessions

	n=	Poor		2	%	Excellent		4	%	% Positive
		1	%			3	%			
1. The Bicycle Promotion Organization....	7	0		1	(14)	4	(57)	2	(29)	86
2. Bikeway Maintenance.....	5	0		0		2	(40)	3	(60)	100
3. Bikeway Design.....	8	0		1	(12)	3	(38)	4	(50)	88
4. Minnesota Bike Tour Routes.....	14	0		0		8	(57)	6	(43)	100
5. Economic Potential Bike Tourism.....	6	0		1	(17)	3	(50)	2	(33)	73
6. All Terrain Bicycles.....	7	0		0		5	(71)	2	(29)	100
7. Peddling Pedaling.....	10	0		1	(10)	2	(20)	7	(70)	90
8. Enforcement.....	14	0		0		6	(60)	4	(40)	100
9. New Directions in Bicycle Education...	14	0		0		6	(43)	8	(57)	100
10. As the Wheel Turns.....	9	0		3	(33)	2	(22)	4	(45)	67
11. Everything about Bike Racing.....	3	0		0		3	(100)	-	0-	100
12. High Tech Touring for Light Weights...	14	0		0		6	(43)	8	(57)	100
13. Putting a New Kind of Rush into Rush Hour.....	7	0		3	(29)	3	(42)	2	(29)	71
14. Bike Organizations' Roles.....	7	0		1	(14)	4	(57)	2	(29)	86

The most useful session to me was:

All Sessions.....	4
As the Wheel Turns: Bike Safety.....	4
New Directions in Bike Education.....	4
Bikeway Design - Common Problems.....	3
Enforcement - Vital Part of Bike Renaissance.....	3
Bicycling Renaissance - Katie Moran.....	2
The Bicycle Promotion Organization.....	2
Minnesota Bike Tour Routes.....	2
All Terrain Bicycles.....	2
Peddling Pedaling.....	2
High Tech Touring for Lightweights.....	2
Bicycle Touring - Gary McFadden.....	1
Bikeway Maintenance.....	1
Economic Potential of Bike Tourism.....	1
Bike Racing.....	1
New Rush into Rush Hour.....	1
Bike Project Workshop - Sherri Wagner.....	1

Future Conferences should be held:

A) Within Metro	B) Out State	n=28
11%	89%	

Future Conferences should be scheduled:

A) Over a Weekend	B) During the Work Week	n=32
69%	31%	

The conference could have been better if:

- Some workshops offered twice.....4
- I could have attended entire program.....1
- All conference participants stayed in same resort area...1
- My room mate was a human being.....1
- Last sessions didn't run so long.....1
- Provide note paper.....1
- Have a session on teaching kids bike maintenance.....1
- Less food.....1
- More organized.....1
- Earlier start time.....1
- More displays.....1
- Opportunity to see all slide shows.....1
- More participation from dealers.....1
- Teachers and Police Officers from other states give workshops.....1
- Improve workshop abstracts.....1
- Resort with better food, service was good.....1
- Have a workshop strictly on bike promotion.....1
- Not held on weekend.....1
- Too many non-conference people at resort.....1
- Better evening entertainment for youthful souls.....1
- Scheduling was more open.....1
- Workshops were more dynamic than general sessions.....1

The conference would draw more participants if:

- More publicity.....5
- More publicity to teachers and school officials.....3
- Create a controversy.....1
- Stress bike planning, touring, not safety.....1
- Conference changed more from year to year.....1
- Number of participants improves every year, keep it up...1
- Promote statewide to all bike groups.....1
- Held in early spring.....1
- More commercial topics.....1

GENERAL SESSION SUMMARY



Opening Address: The Bicycle Renaissance, Katie Moran

Katie Moran is the Executive Director of the Bicycle Federation of America which was formed in 1977. It is a non profit organization that does research for State and Federal Governments, organizes bike events for corporations, and publishes Pro Bike News.

According to the National Sporting Goods Association there were 78 million bicyclists in 1984, second only to swimming with 103 million. Half of the 78 million cyclists are adults, 55% of which is women which makes bicycling the number one participant sport for women. In 1984, 7 out of 10 new bikes sold were purchased by women.

Cycling today is a 2 Billion dollar industry. Bicycle functions are very popular today and many corporations are now supporting these functions. An example is 7-11's sponsorship of the National Bicycle Education Consorcium which will develop a set of educational materials about bicycling for all ages. It is to be used by the National Safety Council, Red Cross, AYH, 4-H and schools across the Country. It will consist of 3 brochures and a video guide.

Although corporations are now sponsoring more bicycle functions it is important to keep two things in mind. One is that corporations are fickle, they like to see results from their efforts. The second is to be honest with a sponsoring corporation, let them know that large bike races, the size of a large marathon are not possible.

In order to keep bicycling on the forefront of recreational activities several issues need to be addressed.

The population of the United States is aging, the youths of America must be kept interested in bicycling in order to assure continued support for bicycling in the years to come.

More coalitions need to be established to insure bicyclists are not neglected in state or federal highway projects.

Finally, normalize bikes, make it a key part of the nations transportation system by educating the public on the health benefits and fun of bicycling.

Panel Discussion - "Bicycle Action in Minnesota Communities"

Steve Holm, Crystal Police Dept.
Larry Billmeyer, Eagan Police Dept.
Ivan Fossen, Glenwood Police Dept.
Darryl Bulzomi, Granite Falls Police Dept.
Curtis Gullickson, Cloquet Police Dept.
Mike Donfald, Ramsey County 4H.

The Minnesota Community Bike Safety Project was funded by a grant from the Department of Public Safety and was administered through Sherri Wagner, the State Bicycle Safety Coordinator. The police departments hired temporary summer help to enforce the laws as they pertained to bikes and to deal with violators. The bike officers were students for the most part and were provided with bikes and in most cases a uniform.

In the communities with the bike patrols, there was a reduction in bike accidents along with an increased awareness of bike safety.

Bicyclist who were ticketed for violations were sent to either a training class for safe bike riding or to court.

In the City of Crystal, violators are ticketed on the first offense. In Glenwood violators are given a warning and repeat offenders are referred to a bicycle training class.

During the summer when school is out the number of bikes on the streets increases. Not only are there more children riding, but there are more adult cyclists too. The summer months also have heavy tourist traffic added to the regular traffic volume.

An increase in traffic volume, coupled with a large increase in cyclists greatly increases the need for enforcement of traffic laws to reduce the number of bicycle accidents.

Full time law enforcement officers don't always have the time or the manpower to patrol each community completely. The use of the part time bike patrol offers another set of ears and eyes to aid full time officers. In each community where they have been used, the police departments have had very few complaints about the program. The majority see it as an excellent way to promote bike safety and thus reduce the number of bicycle accidents.

"Bicycle Touring: The American Experience" Gary MacFadden

Gary MacFadden is the Executive Director of Bikecentennial.

Bikecentennial started 12 years ago as a mass ride across America to celebrate the 200th anniversary of the country and the 100 year anniversary of the bicycle in America.

The idea of the mass ride was done away with, the large number of riders would disrupt too many small towns along the route. Efforts were then concentrated on smaller routes for 10 to 12 riders to cross America in the summer of 1976.

In 1974-75, there was a staff of 35 people planning for the bike routes. The youngest person to ride was 12 years old, the oldest was 83, he had to stop half way at his doctors request. In all 4,000 cyclists showed up to ride all or part of the Trans-America Trail over a 12 week period.

After the ride, it was decided to continue the Bikecentennial/Organization. It changed from an event to a resource and research organization. It was a member supported non profit educational organization with 1,200 members in 1976, 12,000 in 1980, and 18,000 in 1985. It peaked at 20,000 members a year and a half ago. Today there are nine routes to choose from. The Trans-America Route, the first route created, the Great Parks Bike Route - connects National Parks in the U.S. and Canada, the Great River Bike Route, the Iowa to Maine route, Washington to Minnesota, Virginia to Florida, Canada to California, Maine to Virginia, connects to Florida and Iowa to Maine. Finally the California coast route.

The routes are research shared roadway routes, using set criteria to evaluate the proposed route. The routes are updated every 2 to 3 years.

Mapping of the routes is quite extensive. Since 1975 approximately 15,000 miles of bike tour routes have been mapped. Today's maps list bikeshops, eating establishments, some topographic lines, average weather conditions and some cultural background of each area.

The following is a Bikecentennial Survey done over a 2 year period using 3 separate surveys, showing who's touring today.

The average person touring is a male, 36 years old with a household income of \$30,000. 33% of the households had 2 regular cyclists. 25% of the households had 3 regular cyclists. 10% had 4 and 10% had 5 regular cyclists.

The average day trip length was 57 miles. Of those surveyed 48% used camping accommodations, 22% used Inn's, Hotels etc., and 30% used church basements, backyards, etc.

The type of touring preferred was fully self contained camping 59%, 30% light touring using hotels and Inns, 5% using baggage shuttled and indoor accommodations. The favored touring destinations were; the Northwest Mountain States 30%, California Southwest Region 19%, Midwest 19%, Northeast 18%, Mid Atlantic and Southeast 11%, and Alaska 2%.

Of those surveyed 46% preferred to tour alone, 47% preferred a group, 7% said anybody, anytime. The perfect trip length is 10 to 14 days.

Touring today is a flat or saturated market. Bikecentennials membership is holding steady.

There were 10 million bikes sold last year according to industry which shows there is a huge market for touring. More people can be attracted to bike touring through promotion and educating cyclists on touring.

The Minnesota Bicycle Market Bill Becker

Bill Becker is supervisor of Research for the Minnesota Department of Natural Resources

According to Marion Clawson, (Resources for the future), there are 4 "fueling factors" to the recreation and leisure market. They are: population dynamics, income (measured as disposable income), leisure time, and ease of travel. The following is a description of Minnesota's bicycle market using those 4 fueling factors.

The population factor: Bicycling is the most important Minnesota activity with 3 million bicycle outings per week in the summer, the vast majority taken by people under the age of 25. Bicycling is also important to Minnesotan's over 25. They bicycle once every 2 weeks in the summer. By contrast they fish about once every 5 weeks.

Research has shown 2 reasons for recreational bicycling. They are a socialization motive and a commitment motive.

Committment includes the fitness boom that has strengthened cycling. The fitness ethic in bicycling incorporates the four basic motives of committment which are: enhances personal achievement, constructs a positive social image, reduces stress, and utilizes advances in technology. Because bicycling satisfies these 4 motives it has become one of America's fastest growing recreational pursuits.

Income: Though bicycling is not the most expensive recreation it does cost money to participate. The leading edge of the baby boomers are now into the high earning years, the public can more afford to take advantage of technological advances.

Leisure Time: Todays required work week remains the same as it was in 1955, but the real work week has grown, 40 hour work week professionals are hard to find. Services cost more and many people spend their leisure time doing their own repairs on cars or around the house. Dual Career marriages have left little time for recreation.

A study on leisure time by Lou Harris shows American's leisure time decreased from 27 hours per person per week to 18 hours in 1985.

The 1982 National Recreation Study showed 33% spent less time in recreation in 1982 than in 1980, only 18% increased their leisure time.

In the same study 37% thought they would spend more time in recreation in 1984 than they did in 1982, only 9% felt they would spend less time.

The demand for more leisure time remains strong, and bicycling can take advantage of that demand for more recreation.

Ease of travel: 57% of Minnesota households want more biketrails. Over 95% of Minnesota bicycling occurs within 25 miles of home. If trails are made available many of todays hurried dual career parents, single parents, may find bicycling a quick and rewarding recreation activity.

In the future, bicycling will maintain its strength as a recreation pursuit. Minnesotans will continue to spend about 20% of their summer recreation time bicycling.

There will be more people bicycling, but each one will be spending less time bicycling each year.

Bicycling will become a middle aged pursuit as the population will become middle aged through the year 2000. This will mean new bike designs, and less use of streets and more use of parks and trails if available.

In order to improve bicycling in Minnesota we must support all efforts to acquire linear strips of land in urban development areas for bike trails. This can be accomplished by letting city managers and legislators know that local bicycle trails are your first priority. If local trails are available, support will grow for longer improved trails.

"Money For Bikes, Five Expert Views"

Moderator: Al Anderson, Director of Development, Humphrey Institute of Public Affairs.

Phyllis Kahn, Legislator, Minnesota House of Representatives.

Jon Lindgren, Mayor, Fargo, N.D. and Economics Professor NDSU.

Merritt Linzie, Director, Office of Highway Programs, Minnesota Department of Transportation.

George Orning, Administrator, House Transportation Committee, Minnesota House of Representatives.

Charles Smith, Park Planner Metropolitan Council.

Phyllis Kahn: stated a user fee must be used to insure funding for bicycles. Mandatory bike registration is one example of how to implement a user fee program. Registering only new bike purchases would make it easier for families to absorb the cost.

Jon Lindgren: Discussed the need for more economical modes of transportation to dominate the downtown sectors of major metropolitan areas. Cars are space consumers and space is expensive in downtown areas. Buses are more economical than cars in downtown areas for they don't take up space being parked for hours, they are almost always moving transporting people.

Bikes are the most economical mode. They take up very little space, needed fuel, and they don't pollute. Buses and bikes are natural allies. There is a need for more bike racks on buses to better accommodate the urban cyclist. If more people ride their bikes, there will be less car traffic in the downtown areas. This will mean less demand for parking space and also cleaner air.

Merritt Linzie: Financing bikeways, Trunkway use by bikes. Trunk highways are not ideal for bike use. They have very heavy traffic, 58% of the traffic in the state is on trunk highways. The Department of Transportation considers all users of the highways and strives to accommodate each one.

There are 2 million dollars to use on bike improvements. There is a definite need to tap the private sector to help improve bicycling in Minnesota. An example is having a corporation provide lockers and showers for those employees who ride their bike to get to work.

George Orning: Keep bikeways localized, short rides are the most popular, only 1% of bikes are willing to go on long tours.

Start with programs that are easy for existing bikers to pursue, try to win converts.

Start with trails that are close to home, or trails in vacation areas. Trails such as these would satisfy the needs of the majority of bikers who don't want to ride long distances and want easy access to safe bike trails.

With the majority of bikers wanting to go on short rides, it is hard to justify trunk highway improvements to accommodate bikes. The use of these highways by bicyclists is minimal when compared to the majority cycling on trails and city streets close to their homes.

Charles Smith: The basis for taxing and charging.

- 1) Equity: ability to pay and pay for Benefit Received
- 2) efficiency and neutrality: how does it effect behavior? example, would excise tax decrease consumption.
- 3) administrative characteristics: how difficult?, how costly?
- 4) incidence, who really pays
- 5) yeild and stability - how much, how stable is the funding.

Approach:

- 1) Document a case of needs.
- 2) Be ready with your plan
- 3) Make your plan realistic, too large a plan will scare people from getting started.
- 4) Know what you can do without if your plan is scaled down.

Problems to be aware of are internal bickering and keeping a reasonable distribution of money.

Evan Fulton
Anthropology Grad. Student - U of M

"Bicycle to the Max - The Socio-Cultural Context for Change

There are two primary aspects to change.

Fundamental Revolutionary change is change which transforms a whole system of life.

Developmental change maintains a system of enlarging it.

People will resist fundamental Revolutionary change for it is much too radical.

They will, however, except developmental change for it strengthens or maintains its present system.

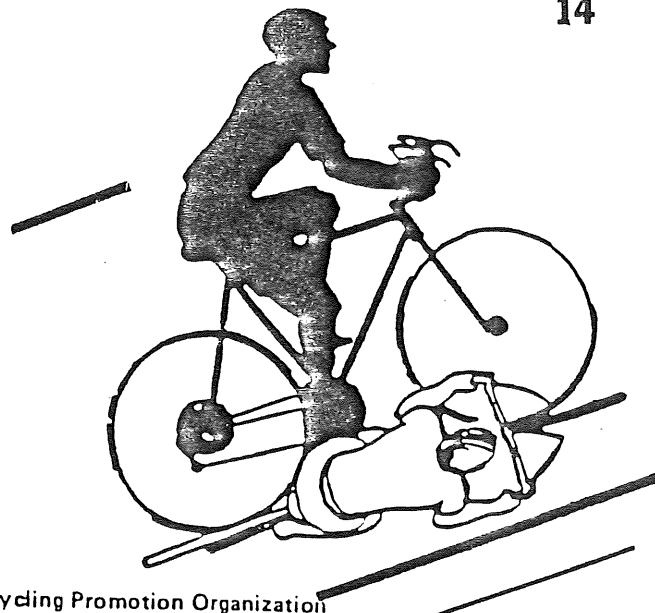
Transcripts available upon request. Send to:

Tim Mayasich
Room 820
Transportation Building
St. Paul, Minnesota 55155

WORKSHOP SUMMARY



WORKSHOP SUMMARIES



The Bicycling Promotion Organization
Katie Moran, Executive Director, Bicycle
Federation of America

Workshop Session A: Saturday 10:15 - 11:45 AM

High Tech Touring for Lightweights

Bill Gervais, Member, State Bicycle Advisory Board
Jayne Bichel, Member, American Youth Hostels

Enforcement: A Vital Part of the Bicycle Renaissance

Kirby Beck, Coon Rapids Police Dept., Member, SBAB
Leland Wenzel, White Bear Lake Police Dept.

The Economic Potential of Bicycle Tourism

Susan Busse, Executive Director, Chamber of Commerce, Sparta, WI
Dan Gray, President, Spokesongs
Gary MacFadden, Executive Director, Bikecentennial, The Bicycle Travel Assn., Missoula, MT

Bikeway Maintenance: Problems & Solutions

Ron Bray, Mn/DOT Preliminary Design Engineer, Brainerd, Dave Novitzke, Manager, Fort Snelling State Park, Mike Polehna, Park Supervisor, Washington Co. Public Works

Workshop Session B: Saturday 1:15 - 2:30 PM

Putting a New Kind of Rush into Rush Hour: On Your Bike!

Mark Tessmer, Member, Minnesota Coalition of Bicyclists
Marjorie Thies, Member, State Bicycle Advisory Board
— Paul Bunyan 3

The Minnesota Bike Tour Routes

Angela Anderson, Landscape Architect, MnDNR, Trails & Waterways
Pat Bursaw, Sr. Transportation Planner, Mn/DOT Bikeways
Dan Collins, Trail Planning Supervisor, MnDNR
Dan Gray, Member, State Bicycle Advisory Board
Joan Hummel, Communications Specialist
Minnesota Office of Tourism

Workshop Session C: Saturday 2:45 - 4:00 PM

Bikeway Design: Common Problems

Ken Buckeye, Sr. Transportation Planner, Mn/DOT Bikeways, Wally Marusenko, Traffic Geometrics Engineer, Mn/DOT

Bike Organizations' Roles

Dorian Grilley, Vice President, Minnesota Coalition of Bicycling, and representatives of other bicycle organizations

As the Wheel Turns: Everything You Wanted to Know About Teaching Bike Safety

Rose M. Griep, Blaine Police Dept.
Cliff Koski, Minnesota State Patrol

Workshop Session D: Sunday 8:00 - 9:15 AM

Everything You Wanted to Know About Bicycle Racing but Were Afraid to Ask the Person Flying By in the Black Shorts

Dan Casebeer, former USA National team member
Melanie Thies, USA National Team Member

All Terrain Bicycling: Minnesota's Future Forte?

Dorian Grilley, MnDNR Division of Forestry
Ray Phillips, Trip Leader, American Youth Hostels
Denny Thompson, State Park Planner, MnDNR

New Directions in Bicycle Education

Kirby Beck, Coon Rapids Police Dept., Member, SBAB
Cynthia McArthur, MN Community Bike Safety Project

Peddling Pedaling: Organizing Successful Large Rides

Bobbi Hendrickson, MN-AYN Coordinator, Grape Nuts American Bike Festival, Member SBAB

THE BICYCLE PROMOTION ORGANIZATION

The Bicycle Industry Group has just formed a new organization to sponsor an industry wide promotion campaign, and has hired the Bicycle Federation to implement it. This new organization, the Bicycle Promotion Organization, includes buyers and sellers of bike related products. Katie Moran will explain the organizations goals, and its effects on the industry.

Katie Moran is the Executive Director of the Bicycle Federation of America. She received a Bachelors Degree in Political Science from Trinity College, Washington D.C. and a Masters Degree in Political Science from Boston College.

Summary:

Objectives of the Bicycle Promotion Organization (BPO).

- 1) Create a powerful 'PR' campaign, get the press and broadcast medium to communicate the benefits of cycling to every American.
- 2) Increase consumer understanding of the many different types of bicycling and bicycles, equipment, products and fashions. The consumer then becomes more sophisticated in the types of accessories he/she is buying.
- 3) Project cycling as a fun sport for recreation, competition and fitness.
- 4) Join with Corporate America in supporting and sponsoring bicycle activities, promote a health, family and fitness image.
- 5) Get more people on more bikes more often.

This year the BPO budget is \$150,000 for the following 1986 BPO Projects.

- 1) Media hotline - a toll free number for editors and writers.
- 2) Bicycle kit for the media, get them involved in bicycle activities. Kit will contain press releases, demographics, photos for a story, and a list of all the national organizations and what they do.
- 3) Sponsor an editor's bicycle tour, get editors from top newspapers and magazines to participate in the tour. After the tour do a followup to be sure an article gets printed about the tour, so far this promotion tactic has an 80% success rate.
- 4) Cycling news service, monthly press releases on developments in bicycling.

- 5) Public service announcements, one in the spring and one in the fall to 100 major radio markets, pertaining to bike safety and promotion.
- 6) Consumer information, 2 brochures to be printed this year. Working with the National Bike Dealers Association to get the brochures out to bike shops and schools.
- 7) Corporate sponsorship kit showing background demographics to stimulate their interest. Show them the large number of people bicycling today.
- 8) National Calendar of bike events by region for use by Corporate Sponsors or the media.

PUTTING A NEW KIND OF RUSH INTO RUSH HOUR: ON YOUR BIKE!

More and more people are commuting by bicycle because its healthy, economical, and fun. This workshop will prepare you for bicycle commuting. Topics to be covered will be what to wear, how to choose a safe route, and how to handle rush hour traffic. Bicycle park and ride options will be discussed.

Mark Tessmer is a freelance bicycle consultant, a member of the Minnesota Coalition of Bicycles, and a bicycle commuter.

Marjorie Thiess is a Workers Compensation Specialist. Marjorie is also a USCF Racer and President of the Minnesota Coalition of Bicycles.

Summary:

The first step in commuting by bike to work is to choose the safest route. Look for streets with low traffic levels and not many hills. Make sure it doesn't take you far out of the way from your normal route to work. Check local bike clubs, they are usually a great source of information on bicycle commuting.

While riding your bike to work, always give the driver of a motorized vehicle the benefit of a doubt. Eye contact is very important to obtain with motorists at intersections.

Necessities to carry on your bike include a tube, patch kit, frame pump, and a good lock. When you park your bike don't leave a lot of equipment on it, remove front tire and lock it with the rear tire. If you can, bring the bike in the building, or if left outside, park it in an area with high visibility to detour vandals.

THE ECONOMIC POTENTIAL OF BICYCLE TOURISM

Bicycle tourists spend money on food, lodging, maps, and ice cream. This workshop will explore the economic impact bike tour routes have on a community. Learn how chambers of commerce can use bike tour routes to promote tourism.

Susan Busse is Executive Director of the Sparta Chamber of Commerce. She has a degree in communication from the University of Wisconsin at Stevens Point. Susan is also on the Board of Directors for the Elroy-Sparta Bike Trail.

Dan Gray is an art teacher at Mahtomedi Middle School and head of the Art Department. He has a B.A. in Art from Mankato State University, and further art credits from the College of St. Thomas, St. Paul. Dan is the Director of Spokesongs and a member of the State Bicycle Advisory Board, and American Youth Hostels.

Gary MacFadden is the Executive Director of Bikecentennial, the Bicycle Travel Association based in Missoula Montana. He has a B.A. in Journalism from the University of Montana.

Summary:

Gary MacFadden provided the following touring data from Bikecentennial. 500,000 adult cyclists took overnight tours in 1985. 100,000 took longer tours of one or more weeks.

Using the Oregon Trail segment of the Bikecentennial network of routes the following data was collected.

750 cyclists rode the trail in a 6 week period. There are 35 towns along the route, each one receives approximately \$18,000 into their local economy from the trail.

Susan Busse introduced the Sparta-Elroy trail. On the average 60,000 people use the trail each year. The trail was purchased in 1965 for \$12,000 and was open to the public in 1967. There have been \$250,000 spent on improving the trail.

The following is a breakdown of who uses the trail and where they came from.

Chicago - 13%, Milwaukee 16.5%, Madison - 10.5%, Twin Cities - 10%. The estimated income from the trail each year is \$1.5 million.

Dan Gray is founder of Spokesongs, a bicycle touring organization based in Stillwater, Minnesota.

In Minnesota there is a need for an effective statewide plan to organize more local bike routes and to establish a statewide marketing effort to promote the economic potential of bike tour routes to communities.

When planning the bike tour routes, the needs of cyclists must be considered. Camp sites or lodging must be available. Restaurants, showers and bike lockers are also necessities in considering route location.

NEW DIRECTIONS IN BICYCLE EDUCATION

To be truly effective we have to break from some of the "traditional" ways of teaching bike safety and begin using new methods and reaching new audiences. This workshop will point out reasons for change and identify those groups that must be better trained (police, teachers, adult drivers, etc.) if the bicycle is ever to be operated safely and legally on the roadway. New methods of instruction will be discussed.

Cynthia McArthur is a program assistant for the Minnesota Community Bicycle Safety Project. She has a B.A. in Social Service from Moorhead State University and a M.S. Degree in Experimental Learning from Mankato State University. Member - American Youth Hostels and Association for Experimental Education. Instructed bicycle courses with Outward Bound schools, led national AYH bike trip, and conducts community education class on bike repair.

Summary:

One of the first presentations of the film Children in Traffic was shown. The film provided information on childrens reactions to various traffic situations through the eyes of a child. An example is a ball rolling out into the street, the child is concentrating on retrieving the ball and not on checking for traffic.

Intersections and driveways are two of the most dangerous areas for young bicyclists. Walking the bike down the driveway is one way to prevent the child from racing out onto the street without first checking for traffic. At intersections the child must be taught to come to a complete stop and check all directions for traffic before proceeding.

HIGH TECH TOURING FOR LIGHTWEIGHTS

If you've ever had a problem with Bike Touring this is the workshop for you! Topics to be covered include: how to get started, where to go, where to get maps, and how to dress and pack. A touring and a racing bike will be on display to show the structural differences. Other topics to be covered are touring needs of women and how to take your bike with you on overseas tours.

Bill Gervais is an Attorney at Law practicing in Woodbury, Minnesota. He received a B.A. in English Lit. History from Providence College. He received a LLB-JD from William Mitchell College of Law. Bill is a member of the State Bicycle Advisory Board. He has lectured on bike touring for the Minnesota DNR, was president of the American Youth Hostels for three years, and is currently a member of the League of American Wheelman and Bikecentennial.

Jayne Bichel is a trip leader for the American Youth Hostels. She has led a trip on the California Coast and one down the Mississippi to the Iowa Border. Her present position is a clerk accountant for Webb Printing Company.

Summary:

Bicycle touring is an activity which can be enjoyed by anyone wishing to pursue it. Touring is not an expensive activity, how much equipment to purchase and the quality of it is entirely up to the individual.

It is important to be physically and mentally prepared for a tour. Anticipate what could go wrong, then establish a plan to solve each problem should it arise.

Physical training should begin about 2 months before the tour if you haven't been on a recent tour. The first month should be normal riding, the type you would do to prepare for an average bike season. The second month should contain some bike tours fully equipped to get the feel for the bike with the extra weight added.

Mental preparation consists of motivating yourself for the task ahead. Prepare yourself for setbacks that may occur while on a tour, days of bad weather for example.

The actual costs while on the tour are relatively low. Tent sites at campgrounds range from \$3 to \$7 per night. The cost of food for each day is entirely up to the individual, but one would easily get by on \$10.00 per day or less.

The following is a list of tips for bike tourists.

- Get weather conditions of the tour area in advance. Find out the pre-dominant wind direction, is there a rainy season to contend with?

- Break the handles of toothbrushes and razors in half to save space. Using diapers for towels also saves space and they dry more quickly.
- Line the panniers with plastic bags for most are not water resistant. Store clothes in large zip-lock freezer bags.
- Buy bulk food from grocery stores and create your own meals. Cheaper than buying packaged dehydrated meals at camping outlets.
- Incorporate some free time into the tour for sightseeing or visiting friends or relatives.
- When transporting your bike by rail or by air ask for a plastic bike bag so handlers can see what their working with. If a bag is not available, Amtrak may have bike boxes for sale for \$4 to \$6.
- Check with bikeshops for places to stay overnight when on a tour, the police are also helpful.

BIKEWAY MAINTENANCE: PROBLEMS AND SOLUTIONS

Bikeways are the number one requested recreation facility in Minnesota. A small panel discussion will focus on maintenance (or lack of it) of bikeway facilities and the annoying and sometimes dangerous situations that can arise. They will discuss how maintenance can be incorporated into a design and will give examples of how various agencies deal with the problem.

Mike Polehna is a Park Supervisor for the Washington County Public Works Department. He is also a member of the National Recreation and Park Association and the Minnesota recreation and Park Association.

David Novitzki is the manager for Fort Snelling State Park. He is responsible for the maintenance of the bikeway system at Fort Snelling State Park and the Center Avenue and I-494 bicycle/pedestrian bridges.

Ron Bray is a Preliminary Design Engineer with Mn/DOT. His work in Pre-Design includes bikeway investigation on all projects.

Summary:

The public needs to become more involved in identifying problems in maintenance in the community they bicycle in. Once a problem is identified, a new problem arises, who to notify to make the necessary repairs on the bike route or roadway.

Bikeway maintenance should be included in budgeted maintenance items.

Seasonal (springtime) debris has to be removed from the roadway, this could be accomplished by installing brushes on various highway maintenance trucks. Safer bridge decks to separate the bicycle rider from other traffic by a physical barrier. Bikeways need to be identified specifically for bike use only. This can be done by using bike route signs, a different colored pavement, or different colored striping on the roadway.

PEDDLING PEDALING: ORGANIZING SUCCESSFUL LARGE RIDES

How the First Annual Acquaintennial Bike Tour of Minneapolis with 300 participants in 1984 became the Grape Nuts American Bike Festival with 1800 participants in 1985. Tips on planning, organizing, and executing a mass bicycling event whether its for 100 or over 1,000 participants.

Bobbi Hendrickson has a B.S. Degree in Elementary Education from the University of Wisconsin at Madison and teaches in the Bloomington School District. She is also a member of the State Bicycle Advisory Board and AYH. She served as the local coordinator for the Grape Nuts Amercian Bike Festival last summer.

Summary:

A key element in a successful ride is obtaining a corporate sponsor willing to spend time and money on the event. The organization which created the event must be willing to promote a sponsor's product. This will benefit the sponsor by giving his product recognition.

A successful ride must also have committed volunteers and community support.

A permit to hold the event must be secured and police support is also necessary to control traffic and make the route safe for the participants.

BIKE ORGANIZATIONS ROLES:

The title says it all; the workshop will discuss and evaluate organization and club roles with leaders of those groups from around the state. Promotion, lobbying, safety, tourism, commuting will be discussed. The workshop will provide awareness of Bicycle organizations around the state.

Dorian Grilley is a Recreation Planner with the Minnesota Department of Natural Resources. His job involves planning for Minnesota's State Forest Recreation Facilities. He is also Vice President of the Minnesota Coalition of Bicycles. Dorian has a Bachelors Degree in Landscape Architecture from the University of Minnesota, Minneapolis.

Summary:

Bike organizations must become more visible to the people of Minnesota. Greater visibility will likely attract more members in supporting bicycle issues as they arise within the state. There is a need for more communication between bike organizations in order to delegate bicycle problems to organizations best suited to deal with them. An example would be the Minnesota Coalition of Bicycle (MCB) assuming the role of bicycle lobbyists for they have done extensive lobbying for bicycles in the past.

MINNESOTA BIKE TOUR ROUTES

This workshop is a must for bike tour enthusiasts in Minnesota. Topics to be discussed are national trends in bike touring, Bikecentennial and how Minnesota fits into their plans. Also covered is how local communities can capitalize their resources to attract/serve bicyclists. A discussion on Mn/DOT's system plan for bicycles and mapping efforts; the DNR's Role in bicycling; why tour in Minnesota.

Angela Anderson has a Bachelors Degree in Landscape Architecture from Technische University, Munich, West Germany and is a Senior Staff Specialist for the Minnesota Department of Natural Resources. Angela is also a Bicycle Advisory Board member.

Pat Bursaw is a Senior Transportation Planner with the Minnesota Department of Transportation. She has a B.A. in American Studies from the University of Minnesota. Pat is an agency representative for the State Bicycle Advisory Board.

Dan Collins is supervisor of the Trail Programs Section of the Minnesota DNR. Dan has a Bachelors Degree in Psychology from DuPaul University and a Masters in Park and Recreation Administration from the University of Minnesota, Minneapolis.

Dan Gray is a teacher and head of the art department at Mahtomedi Schools. He has a Bachelors Degree in Art from Mankato State. Dan is the Director of Spokesongs, and a Bicycle Advisory Board member, and an American Youth Hostels member.

Joan Hummel is a communication specialist with the Minnesota Office of Tourism. Joan has a B.A. in English from St. Theresa and a Masters Degree from the University of Minnesota.

Summary:

Angela Anderson introduced the Minnesota Department of Natural Resources explorer club. The club features 3 bike route selections each season and also sponsors rides.

Pat Bursaw described Mn/DOT's role in reviewing trunk highway projects for bicycle consideration.

Pat also reviewed the state bicycle map which is produced by Mn/DOT. The map shows both on and off road bike routes. It also contains historical, social and cultural attractions, public parklands and facilities, and a bicycle touring equipment list.

Dan Collin's stressed the need to promote the wide variety of landscapes in Minnesota. A cyclist touring in Minnesota can ride through prairieland, northern forests, the rocky north shore of Lake Superior and valley areas of Southeastern Minnesota.

Dan Gray stressed the fact that the tourist has to feel welcome in Minnesota. The needs of the cyclist must also be considered in providing an attractive image of cycling in the state. These needs are road safety, mapped routes, varied distances of routes, showers, and bike storage.

There is a need to create more local bike routes and to intensify a statewide marketing effort to promote bicycle touring within the state.

Joan Hummel stated bike trails must be made easily accessible to tourists. They should offer a variety of terrain and the route should offer some appeal. An example of appeal is the Hinkley Fire Museum which anchors the Hinkley Trail. Camping and lodging facilities must be provided along the route.

Finally publicity and promotion of the bike tour routes. People have to know the trails exist. Adds in the Minnesota Explorer Newspaper is one example of promoting the trails.

AS THE WHEEL TURNS - EVERYTHING YOU WANTED TO KNOW ABOUT TEACHING BIKE SAFETY

The workshop will cover ways of presenting bicycle safety education programs to various audiences from kindergarten to adult and from a group of 10 to a group of hundreds.

Rose Griep has been the Bicycle Safety Coordinator of Blaine for seven years. During that time Blaine has received two bicycle safety grants.

Cliff Konski is a Corporal with the Minnesota State Patrol specializing in safety education. His professional organizations consist of Masons, VFW, Legion, Moose, Dakota County Vo-Tech, Public Safety Section, Board Member.

Summary:

Most bicycle accidents occur between the hours of 3-6 p.m.. Boys, ages 10-14 make up the highest percentage of accident victims.

The key to being successful at teaching bike education is getting the audiences attention and keeping it. This can be done through audience participation. Have 5th graders competing against 6th graders in a bicycle quiz for example. The competition between the two groups gets the entire audience involved and they begin to listen closely to the questions and answers.

ENFORCEMENT: A VITAL PART OF THE BICYCLE RENAISSANCE

Education by itself is not enough for a bicycle safety program to be effective. Enforcement must play a vital role. Two police officers, with many years of experience in bicycle safety, education, and enforcement, will direct a discussion on problems and solutions of enforcement programs.

Leland Wenzel is a crime prevention officer with the White Bear Lake Police Department. He attended Lakewood College in White Bear Lake. Leland is a member of the Minnesota Crime Prevention Officers Association, Minnesota Police Officers Association, and VFW Post 1782. He has been a police officer for 22 years and has organized bike safety programs and bike rodeos in his community. He also created an enforcement program for the community in 1983.

Kirby Beck is a Police Officer for the City of Coon Rapids and a member of the State Bicycle Advisory Board. He is also an ATOM certified police instructor. He designed and instructed the Minnesota Bicycle Registration Seminar for police and co-wrote and designed the Minnesota Bicycle Registration Training Video Tape. He has attended bicycle related training conferences around the country.

Summary:

Education is not enough when dealing with bike safety. The traffic laws must also be enforced by law officials. This will help remove the image of bicycles being toys. There is a strong need for law officers to be more aggressive in enforcing bike regulations. The use of community service officers and police reserves in enforcing bike regulations. Make bike laws and enforcement a mandatory part of police recruit training.

ALL TERRAIN BICYCLING: MINNESOTA'S FUTURE FORTE?

Are ATB;s the next bicycle craze in Minnesota? Sales of ATB's have mushroomed the past few years. Marketing and sales will be discussed, other topics to be covered will be participation? Problems especially environmental, and the programs for ATB and their potential in the state.

Ray Phillips has a B.A. in English from Lancaster College in England, and a Masters Degree in American Studies from the University of Minnesota, Minneapolis. He is a member of Spokesongs and trip leader for the American Youth Hostels. Broadcaster on Radio Talking Book.

Dennis Thompson is a Park Planner for the Minnesota Department of Natural Resources. Dennis has a degree in Landscape Design and Environmental Planning from the University of Minnesota, St. Paul.

Dorian Grilley is a Recreation Planner with the Minnesota Department of Natural Resources. His job involves planning for Minnesota's State Forest Recreation Facilities. He is also Vice President of the Minnesota Coalition of Bicycles. Dorian has a Bachelors Degree in Landscape Architecture from the University of Minnesota, Minneapolis.

Summary:

The facilities to be used by mountain bikes already exist in the state. They must be identified and restrictions applied to their use. Bike dealerships will be notified when all terrain bike trails are identified. Conflict could arise between mountain bikes and back packers if using the same trail. Restricting trail use for bikes or back packers would eliminate this problem. The trail could be rated for degree of difficulty.

EVERYTHING YOU WANTED TO KNOW ABOUT BICYCLE RACING BUT WERE
AFRAID TO ASK THE PERSON FLYING BY IN THE BLACK SHORTS

This workshop will cover a wide range of racing topics. Everything from types of bikes to types of races. Other topics to be covered are off season and in season training, clothing and crashing. If you have any interest in racing a bicycle or bringing a bike race to your community attend this workshop.

Dan Casebeer has a B.S. Degree in Recreation and is working as the manager for Grand Performance Bike Shop in St. Paul. He has international bicycle racing experience as a member of the USA National Team. In 1980 and 1984 he participated in the Olympic Cycling Trials.

Summary:

The workshop centered on the different types of racing and the special equipment used by todays bike racers. The types of races available to cyclists today include road racing, stage racing, track and criterion racing. All the races regardless of their distance demand that the racer be in top physical condition and also make use of the latest racing equipment to improve performance. Extensive training is essential in both distance and sprint racing. A sprint racer may train 20 to 30 miles a day while a distance racer may train 50 to 70 miles a day.

Todays racer would probably wear a licra or rubber suit and ride a bike with disk wheels and a special frame all designed to reduce wind resistance.

BIKEWAY DESIGN: COMMON PROBLEMS

A highway traffic engineer and a transportation planner will outline basic features which need to be considered in safe design. They will relate these features to bicycle transportation and with audience participation will discuss possible solutions to specific problems.

Wally Marusenko is a traffic geometrics engineer with the Minnesota Department of Transportation. He has both a B.S. and M.S. in Civil Engineering from the University of Minnesota. He attended the 1982 Pro Bike Conference and served on the State Bicycle Safety Committee.

Ken Buckeye has a M.S. in Planning and is a Senior Planner for the Mn/DOT Bikeways Unit. He is involved with bicycle transportation planning, mapping, and reviewing of Trunk Highway projects for bicycle consideration.

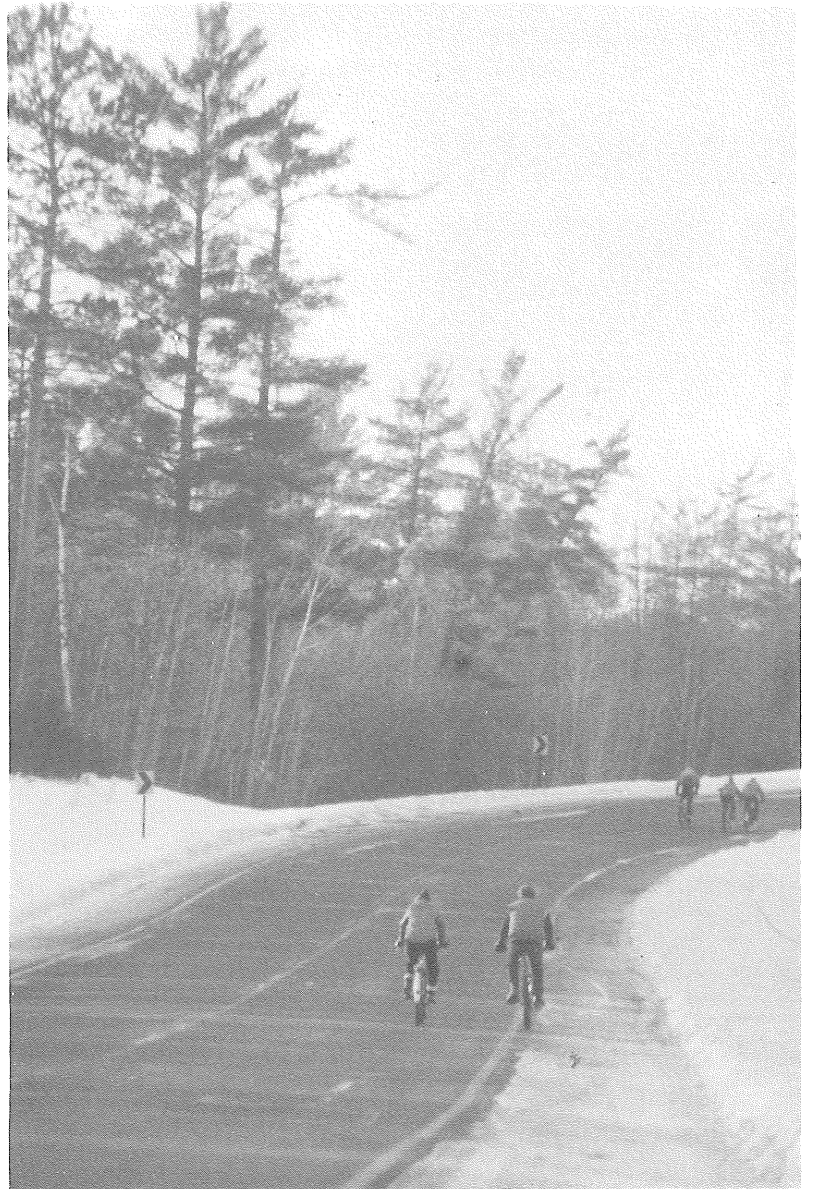
Summary:

Roads should accommodate both motorized vehicles and bikes. Bicycles have a legal right to be on the roadways.

There are 131,000 miles of roads in Minnesota. Enough to circle the earth 5 times. All state trunk highway projects have to be reviewed for bike consideration. The projects are evaluated by road design, shoulder type, traffic volume and type, % of heavy commercial traffic, and roadway hazards.

The ultimate goal is low cost facility improvement.

PRESS RELEASES



January 16

Date:

January 16

612/296-3531

To be Released:

WINTER BIKE CONFERENCE PLANNED

A bicycle weekend in the dead of winter -- that's what the State Bicycle Advisory Board is planning for February 7-9 at Cragun's Resort in Brainerd.

"We want to make Minnesota bicycle-friendly," said Dr. Garry Peterson, board chairman. The scope of the seventh annual conference will cover safety, touring, racing and facilities development. Funding for bike trails continues to be a major issue, according to Peterson.

Among activities scheduled are the first-ever winter bike race and a chance for bicyclists to react to the first draft of the Comprehensive State Bicycle Plan. All cyclists and interested parties are welcome.

For registration information, contact Mike Dornfeld, Minnesota Department of Transportation, (612) 296-1605.

#

Contact: Jim Dustrude
State Bicycle Coordinator
(612) 297-1838

or

Janet Ekern
Public Affairs Coordinator
(612) 296-1627



Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

January 24, 1986

Phone 296-1627

SPORTS NEWS ADVISORY

Here's a feature idea you may want to pursue: the first-ever winter bike race in Minnesota. The closed-circuit course will cover one to three miles of snow-packed trails and roads. About 30 entrants are expected with 4-5 bicyclists per heat. This could be a good photo opportunity too.

What: Winter Bicycle Race
 When: Friday, February 7, 9:00 p.m.
 Where: Cragun's Resort, Brainerd, Minnesota
 Race Organizer: Dan Fitch
 Granite City Schwinn
 St. Cloud, Minnesota
 (612) 251-7540

The recreational race will be held during Minnesota's State Bicycle Conference, Feb. 7-9, Cragun's Resort, Brainerd, Minnesota. For race information, contact Mike Dornfeld, Minnesota Department of Transportation (612) 296-1605.

Janet Ekern

Public Affairs Coordinator
 (612) 296-1627

Record Attendance At 1986 State Bicycle Conference

The seventh annual bike conference was held at Craguns Resort near Brainerd.

A record 142 participants helped make this years conference the most successful to date.

Unlike conferences in the past, this year's didn't establish bike safety as its basic theme. Instead, it broadened the scope of bicycle topics to include funding, promotion, touring, bikeway design and maintenance.

Special guest speakers Katie Moran (Executive Director, Bicycle Federation of America), and Gary MacFadden (Executive Director Bikecentennial), discussed national trends in bicycle promotion and touring.

Moran introduced the Bicycle Promotion Organization (BPO) which was recently established to promote bicycling in the United States. "It's a clearing house of cycling information from around the country," said Ms. Moran. The BPO provides this cycling information to the press in a coordinated public relations campaign through periodic press releases and media packets. The goal is to get more people on more bikes more often. The BPO is also involved in obtaining corporate sponsors to fund bicycle events such as tours and races.

MacFadden introduced Bikecentennial: The Bicycle Travel Association based in Missoula, Montana.

Bikecentennial has established a 15,000 mile network of bike tour routes, 9 in all, across the United States.

Among Bikecentennials 18,000 members, the Midwest is tied with California/Southwest as the second most appealing area of the United States for bicycle touring according to a 1983 member survey. The regions stack up as follows: Northwest 30%, Midwest 19%, California/Southwest 19%, Northeast 18%, MidAtlantic/Southeast 11%, and Alaska 2%.

Bill Becker, supervisor of research for the Minnesota Department of Natural Resources, discussed Minnesota's bicycle market. In his forecast for the bicycle in Minnesota, he predicted bicycling will remain strong as a recreational pursuit. Minnesotans will continue to spend 20% of their summer recreation time bicycling.

More Minnesotan's (59%) want bikeways more than any other recreational facility, according to a recent statewide survey conducted by the DNR.

Funding for bikes is an ongoing struggle that has frustrated cyclists for years. The issue was addressed by a pannel of experts who offered possible solutions.

Phyllis Kahn, Minnesota's patron saint of bicycling in the Minnesota House of Representatives, stated a user fee must be used to insure funding for bikes.

It may be necessary to consider bike registration in order for sufficient revenue to result. Mandatory registration at the point of sale of only new bicycles, might be one example of how to implement such a program.

Jon Lindgren, the Mayor of Fargo, North Dakota and Economics Professor at NDSU, discussed the need for more economical modes of transportation to be utilized in downtown areas. Bikes and buses are natural allies in minimizing the need for the car in downtown areas. The car would become less attractive to commuters if bike racks were added to buses.

A total of 14 workshops were offered which covered touring, racing, promotion, safety, education, enforcement, and the future role of ATB's in Minnesota's bicycle market. In addition to the workshops, a very popular poster session was offered for the first time in conference history. There were 20 displays in all including bikeshops, AYH, MCB, and State and local bicycle programs.

A winter bike race along with a winter bike tour were also firsts this year for the conference. Approximately 35 participants took advantage of this opportunity to try bicycling in the winter, and hopefully dispel the enigma that bicycling ends when winter comes to Minnesota.

This years conference was sponsored by the Minnesota Department of Transportation and the State Bicycle Advisory Board.

It is hoped next years conference will continue the tradition of improvement by offering a wider range of topics, more recreational activities, and above all, will continue to attract more people to learn and share ideas that can be used in the continuing effort to make Minnesota THE bicycle friendly state.

Tim Mayasich
Ass't. State Bicycle Coordinator

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Winter bike ride set for Cragun's

The State Bicycle Advisory Board is planning a bicycle ride Feb. 7-9 at Cragun's Resort in Brainerd.

"We want to make Minnesota bicycle-friendly," said Dr. Garry Peterson, board chairman. The scope of the seventh annual conference will cover safety, touring, racing and facilities development. Funding for bike trails continues to be a major issue, according to Peterson.

Among activities scheduled are

the first-ever winter bike race and a chance for bicyclists to react to the first draft of the Comprehensive State Bicycle Plan. All cyclists and interested parties are welcome.

For registration information, contact Mike Dornfeld, Minnesota Department of Transportation, (612) 296-1605.

FINANCES



1986 State Bicycle Conference Finances

Cragun's: housing/meals.....	\$ 7,451.91
Guest Speaker Expenses.....	1,036.00
Recreational Activities.....	295.00
Audio-Visual Equipment.....	159.00
Advertising/Printing.....	1,100.00
Photography.....	<u>298.19</u>
Subtotal.....	\$10,346.10
Less Conference Registration Fees.....	<u>4,001.00</u>
Total.....	\$ 6,345.10

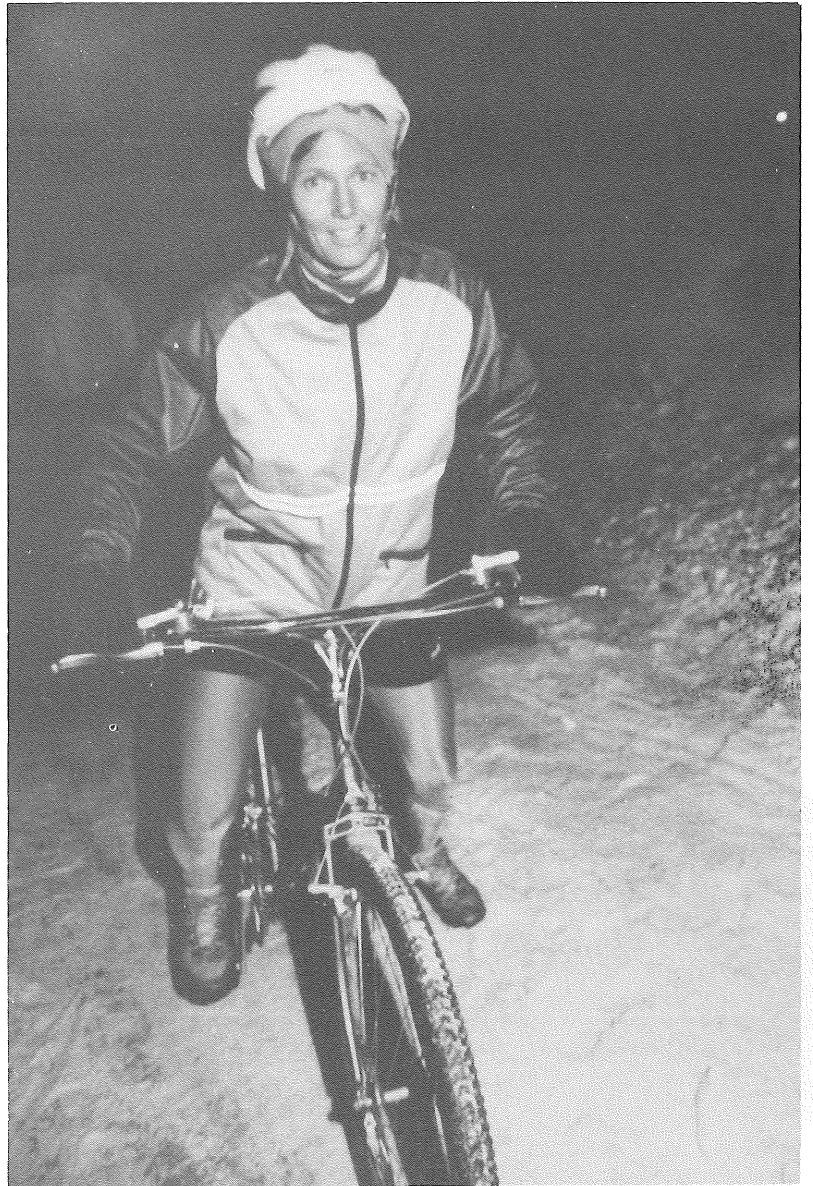
MAILING LISTS



1986 Bike Conference Mailing Results

<u>Organization</u>	<u># Notified</u>	<u># Attended</u>
4-H Agents	100	4
PTA -	272	0
Chambers of Commerce	94	1
Police Departments	520	28
Subtotal	986	33
MN Dept. of Transportation (Mn/DOT)	219	12
MN Dept. of Natural Resources (DNR)	3	3
State Bicycle Advisory Board	20	12
Subtotal	242	27
MN Recreation & Parks Assoc. (MRPS)	900	12
County & City Engineers	300	3
MN Planning Assoc./American Planning Assoc.	540	3
Subtotal	1,740	18
MN Coalition of Bicycles (MCB)	300	9
American Youth Hostels (AYH)	250	4
MN Bike Organizations	100	2
Sherri Wagner's General List (Including Bike Shops/Statewide)	600	8
Bike Dealers - Distributors	40	2
Subtotal	1,290	25
Bike Enthusiast/Citizen	425	29
Guest Speakers	10	10
Subtotal	435	39
Total	4,693	142

PARTICIPANTS LIST



1986 Poster Session Exhibitors

Anne Whitney
MN M.S. Society
2344 Nicollet Ave.
Mpls., MN 55404 (612) 870-1500

Marjorie Thies
MN Coalition of Bicyclists
2957 Garfield Ave. So.
Mpls., MN 55408 (612) 824-1363

Granite City Schwinn - Dan Fitch
2506 1st St. So.
St. Cloud, MN 56301 (612) 251-7540

Dan Casebeer
Grand Performance
1938 Grand Ave.
St. Paul, MN 55105 (612) 699-2640

Curtis P. Gullickson
Cloquet P.D.
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Cloquet, MN 55720 (218) 879-1247

Jon Ridge
American Lung Assoc. Hennepin County
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Pat McAllister - Am. Lung Assoc. of MN
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St. Paul, MN 55102 (612) 227-8014

Barbara Koth
Extension Service: Tourism
218 Classroom Office Bldg. 1994 Buford Ave.
St. Paul, MN 55108 (612) 373-1093

MN Historic Bed and Breakfast - Pam Thorsen
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Hastings, MN 55033 (612) 437-3247

Mike Budak
International Falls Voyager Bike Race
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 St. Paul, MN 55155 (612) 296-1251 - Pat

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 Granite Falls, MN 56241 (612) 564-2129

Steven P. Holm
 Crystal Bike Patrol
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 Crystal, MN 55422 (612) 537-8421 #173

Mike Caven
 Outdoor Empire Publishing
 511 East Lake Ave. East
 Seattle, WA 98109

Gary McFadden
 Bikecentennial - Executive Director
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 Missoula, MT 59807 (406) 721-1776

Jayne Bichel
 AYH - The Outdoor Experience
 30 S. 9th St.
 Mpls., MN 55402 (612) 375-1904

Dorian Grilley DNR
 Forest Rec. Planner
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 St. Paul, MN 55146 (612) 297-2445

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Andrie, Gregory	Coon Rapids P.D.	1313 Coon Rapids Blvd.	Coon Rapids, MN 55433	612-757-2633
Arends, Kevin	Minnesota DNR	Rt. 2 Box 597	Mahtowa, MN 55762	
Armbuster, Fred	Citizen	7101 Willow Rd.	Maple Grove, MN 55369	612-424-4354
Armbuster, Joanne	Citizen	7101 Willow Rd.	Maple Grove, MN 55369	612-424-4354
Bechtold, David J.	P & R Director	1367 E. 145th St.	Rosemount, MN 55068	612-423-4415
Beck, Kirby	State Bicycle Adv. Board	12396 Drake St. N.W.	Coon Rapids, MN 55433	
Becker, Bill	DNR Supervisor Res.	500 Lafayette Rd.	St. Paul, MN 55101	612-296-3093
Bichel, Jaye	Citizen	1543 Lincoln Ave.	St. Paul, MN 55105	612-690-7529
Bieri, Lynn	Traffic Safety Research Analyst	1863 Grand Ave. #1	St. Paul, MN 55105	612-296-6794
Billmeyer, Larry	Eagan P.D.	3830 Pilot Knob Road	Eagan, MN 55112	612-454-3900
Boerner, Tom	Dept. of Public Safety	207 Transp. Bldg.	St. Paul, MN 55155	612-296-3804
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Buckeye, Ken	Sr. Transp. Planner	Room 704 Transp. Bldg.	St. Paul, MN 55155	612-296-1650
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Bulzoni, Darryl	Granite Falls P.D.	895 Prentice St.	Granite Falls, MN 56241	612-564-2129
Bursaw, Pat	Sr. Transp. Planner	Room 704 Transp. Bldg.	St. Paul, MN 55155	612-296-1251
Busse, Susan	Executive Director	101 South Water St.	Sparta, Wis. 54656	608-269-4123
Casebeer, Dan	Manager, Grand Performance	936 Ashland Apt. 4	St. Paul, MN 55104	612-699-2640
Caven, Mike	Outdoor Empire Publishing	511 East Lake Ave. E.	Seattle, WA 98109	
Coleman, Eudell H.	Bike Safety Coord.	Box 323	Pipestone, MN 56164	507-825-4231
Collins, Dan	Minnesota DNR	Box 52 500 Lafayette Rd.	St. Paul, MN 55404	612-296-6048
Cornelison, John	Mn. Coalition of Bicyclists	1034 26th Ave. S.E.	Minneapolis, MN 55441	612-623-0644
Davidson, Mary Beth	Admin. Asst.	303 State Capitol Bldg.	St. Paul, MN 55155	612-296-4186
Dederling, Margie	M.C.B. Member	5031 Bloomington Ave. S.	Minneapolis, MN 55417	612-722-1754
Dethmers, Gordon	Civil Engineer	6132 Woodbine	Woodbury, MN 55125	612-738-9252
Devine, Richard	MN State Patrol	305 Laurel Ave.	Brainerd, MN 56401	218-828-2230
Differt, Doug	Asst. Commissioner	Room 413 Transp. Bldg.	St. Paul, MN 55155	612-296-8532
Dornfeld, Mike	Asst. Conf. Coord.	Room 820 Transp. Bldg.	St. Paul, MN 55155	612-771-6037
Drake, Rhonda	Rec. Program Supr.	110 Fulton St.	Mankato, MN 56001	507-387-5501
Dustrude, Jim	State Bike Coord.	Room 807 Transp. Bldg.	St. Paul, MN 55155	612-296-1838
Egly, Edward	School Resource Officer	2015 1st Ave.	Anoka, MN 55303	612-421-6630
Zwen, Russ	Ph. Ed. Specialist	14445 Diamond Path	Rosemount, MN 55068	612-452-6677
Fitch, Dan	Granite City Schwinn	2506 1st St. S.	St. Cloud, MN 56301	612-251-7540
Fossen, Ivan	Glenwood P.D.	137 E. Minnesota Ave.	Glenwood, MN 56334	612-634-4518
Fulton, Evan	Grad. Student	2220 Emerson Ave. S. #414	Minneapolis, MN 55405	612-377-7564
Gale, Roger	Silver Bay P.D.	Municipal Bldg.	Silver Bay, MN 55614	218-226-4486
Gervais, Bill	State Bicycle Adv. Board Member	10740 69th St. North	Stillwater, MN 55082	612-738-1411
Gilroy, William R.	Patrolman	611 Iowa Ave.	Staples, MN 56479	218-894-1841
Glander, Darold	Red Wing Police Dept.	520 E. Ave.	Red Wing, MN 55066	612-388-8261
Gray, Dan	State Bicycle Adv. Board Member	130 Fir Street	Mahtomedi, MN 55155	612-426-3211
Griep, Mike	Citizen	Rt. 1, Box 239	Zimmerman, MN 55434	612-784-6700
Griep, Rosie	Blaine P.D.	9150 Central Ave. N.E.	Blaine, MN 55434	612-784-6700
Grilley, Dorian	DNR Forest Rec. Planner	Box 44 500 Lafayette Rd.	St. Paul, MN 55146	612-297-2445
Gullickson, Curtis P.	Asst. Dir. of Public Safety	#2 5th St.	Cloquet, MN 55720	218-879-1247
Gunville, Larry	5th Grade Teacher	14445 Diamond Path	Rosemount, MN 55068	612-454-4134
Hendrickson, Bobbi	State Bicycle Adv. Board Member	4007 Blaisdale Ave. S.	Minneapolis, MN 55404	612-888-4069
Hipple, Jim	5th Grade Teacher	14445 Diamond Path	Rosemount, MN 55068	612-431-8380
Holm, Stephen P.	Crime Prevention Officer	4141 Douglas Drive	Crystal, MN 55422	612-537-8421
Hruska, Linda	Hennepin Parks	6809 Dulton Ave. N.	Brooklyn Park, MN 55428	612-535-5954
Hubert, Don	RTPC Mn/DOT	301 Laurel St.	Brainerd, MN 56401	612-828-2471
Hummel, Joan	MN Office of Tourism	419 N. Robert Room 240	St. Paul, MN 55101	612-297-4714
Husman, Michael	Student	1730 Manor Lane	Hastings, MN 55033	612-437-8489
Imbra, Christine	Planner	706 Minnesota Ave.	Bemidji, MN 56601	218-751-9266
Jaska, Lou	Eagan P.D.	3830 Pilot Knob Road	Eagan, MN 55112	612-454-3900
Joyner, Joy	Assnt. Professor	Box 36 Mankato State Univ.	Mankato, MN 56001	507-389-5930
Johnson, Barbara	Metro Parks & Rec. Commission	4550 Xerxes Ave. N.	Minneapolis, MN 55412	612-522-7873
Kahn, Donald	State Legislator	100 Malcome Ave. S.E.	Minneapolis, MN 55414	612-378-2591
Kahn, Phyllis	Bike Enthusiast	235 State Office Bldg.	St. Paul, MN 55155	612-296-4257
Keller, Marlyss		1401 4th Ave. S.	St. Cloud, MN 56301	612-252-6448
		550 Cedar Street		

Kiefer, Joan	Minnesota DNR	1559 Quebec Ave. N.	Golden Valley, MN 55427	612-593-0987
Kimball, Gordon	St. Louis Park	Box 52 500 Lafayette Rd.	St. Paul, MN 55146	
Klavins, John	Police Dept.	5005 Minnetonka Blvd.	St. Louis Park, MN 55416	612-924-2661
Korsgaard, Kay	Map Sales DOT	Room B-20 Transp. Bldg.	St. Paul, MN 55155	612-296-2210
Koski, Cliff	MN State Patrol	2795 Highway 55	Eagan, MN 55121	612-452-7034
Koth, Barbara	Ext. Specialist:	218 Classroom Bldg.	St. Paul, MN 55108	612-373-1093
	Tourism Ag. Ext.			
Laird, Doug	Service, U of M			
	State Bicycle Adv.	4105 Ewing Ave. S.	Minneapolis, MN 55410	612-349-3800
	Board Member			
Laird, Sara M.	Teacher	5232 Edenmoor St.	Edina, MN 55436	612-925-5185
Larson, Brent G.	Country Ext. Agent	112 Main St.	Preston, MN 55965	507-765-3896
	4H			
Lindgren, Jon	Mayor-Fargo, N.D.	200 3rd St. North	Fargo, N.D. 56102	701-241-1310
Linzie, Merritt	Dir. Highway Prog.	Room 807, Transp. Bldg.	St. Paul, MN 55155	612-296-1638
McKeever, Suzanne	M.C.B. Member	3201 Columbus Ave. So.	Minneapolis, MN 55407	612-822-7365
Marusenko, Judy	Citizen	1660 Duluth St.	St. Paul, MN 55106	612-296-4011
Marunsenko, Wally	Mn/DOT Traffic	Room 309, Transp. Bldg.	St. Paul, MN 55155	
	Geometrics Eng.			
Mayasich, Tim	Asst. Conf. Coord.	Room 820 Transp. Bldg.	St. Paul, MN 55155	612-296-1605
McArthur, Cynthia	Extension Fellow	340 Coffey Hall	St. Paul, MN 55108	612-373-1087
McFadden, Gary	Executive Director	P.O. Box 8308	Missoula, MT 59807	406-721-1770
	Bike Centennial			
Mccammon, Keene	Am. Youth Hostels	1768 Upper Afton Rd.	St. Paul, MN 55106	612-771-8540
Mettling, Bill	Red Wing Police	520 E. Ave.	Red Wing, MN 55066	612-388-8261
Moran, Katie	Exec. Dir. Bike Fed.	1818 R St. N.W.	Washington, D.C. 20009	204-332-6980
Muschler, Kay	MN Historical Bed	649 W. 3rd St.	Hastings, MN 55303	612-437-3247
	and Breakfast			
Muschler, Tom	MN Historical Bed	649 W. 3rd St.	Hastings, MN 55303	612-437-3247
	and Breakfast			
Novitzki, David	Dept. of Natural	Hwy 5 & Post Road	St. Paul, MN 55111	612-727-1961
	Resources			
Okeson, Neil	5th Grade Teacher	14445 Diamond Path	Rosemount, MN 55068	612-431-8370
Olson, Debra	Dept. of Public	Room 318 Transp. Bldg.	St. Paul, MN 55155	612-297-7175
	Safety			
Olson, Steve	Hennepin Parks	Rt. 1, Box 170-B	Southaven, MN 55382	612-236-7510
Orning, George	House Transp.	474 State Office Bldg.	St. Paul, MN 55155	612-296-5398
	Committee			
Page, Paula Peat	Hennepin Parks	6400 N. Sycamore Lane #310	Maple Grove, MN 55369	612-559-5605
Payne, Ernie	Hennepin Parks	7601 171st Ave. N.W.	Ramsey, MN 55303	612-753-1813
Petersen, Jim				507-388-7400
Peterson, Dr. Gary			Minneapolis, MN 55406	612-347-2125
Peterson, Kyle	State Bicycle Adv.	2940 West River Pkwy.	Rosemount, MN 55068	612-431-8350
Peterson, Mary Ann	Board		Minneapolis, MN 55406	612-721-4333
Peterson, Roger	5th Grade Teacher	14445 Diamond Path	Columbia Heights, MN 55421	612-788-9221
		2940 W. River Parkway		
	Columbia Heights	559 Mill St. N.E.		
	Police Dept.			
Phillips, Ray	Spokesongs, AVH	4708 Elliott Ave. S.	Minneapolis, MN 55407	612-824-1487
	Leader			
Pihaly, Robert	St. Louis Park	5005 Minnetonka Blvd.	St. Louis Park, MN 55416	612-924-2610
	Police Dept			
Pirk1, Jack	Maint. Pre Op. Eng.	2019 E. Clear Ave.	St. Paul, MN 55119	612-771-6037
Pirk1, Judy	Citizen	2019 E. Clear Ave.	St. Paul, MN 55119	612-771-3620
Polehna, Mike	Park Supervisor	11660 Myerson	Stillwater, MN 55082	612-439-6058
	Washington Co.			
	Public Works			
Rademacher, Lowell	Marshall P.D.	344 W. Main	Marshall, MN 56258	507-532-5775
Rauenhorst, Betsy	Landscape Architect	1667 Princeton Ave.	St. Paul, MN 55105	612-332-0421
Remington, Robert E.	Citizen	741 Silver Lake Rd.	New Brighton, MN 55112	612-633-0053
Rewitzer, Robert	CSO II	2015 1st Ave.	Anoka, MN 55303	612-421-6630
Reihe, Denny	School Resource	2015 1st Ave.	Anoka, MN 55303	612-421-6630
	Officer			
Sawyer, Cheryl		1770-102nd Circle N.W.	Coon Rapids, MN 55433	612-757-7316
Sawyer, Tom		1770-102nd Circle N.W.	Coon Rapids, MN 55433	612-757-7316
Schlemmer, John	Columbia Heights	559 Mill St. N.E.	Columbia Heights, MN 55421	612-788-9221
	Police Dept.			
Short, Mike	Community Service	4801 W. 50th St.	Edina, MN 55435	612-925-2242
	Officer			
Sienkiewicz, Suzanne	B.E. Teacher	14445 Diamond Path	Rosemount, MN 55068	612-431-8370
Skyberg, Dale	Parks and	Box 321	East Grand Forks, MN 56721	
	Recreation			
Smith, Charles K.	Met Council	300 Metro Square Bldg.	St. Paul, MN 55101	612-291-6522
Smith, Dan	Owner Outdoor Store	323 Main St.	Red Wing, MN 55066	612-388-5358
Smith, Judy				

Soucheray, Marsha	Citizen	5355 Hodgson Road	Shoreview, MN 55126	612-484-6059
Status, Guy	Spokesongs	2560 Dorothy Ave.	White Bear Lake, MN 55110	612-429-5992
Stempler, Dick	5th Grade Teacher	14445 Diamond Path	Rosemount, MN 55068	612-431-8370
Still, Vern	Maplewood P.D.	1380 Frost Ave.	Maplewood, MN 55126	612-777-8191
Studer, Gene	Crime Prevention Officer	1616 Humboldt Ave.	W. St. Paul, MN 55118	612-455-9683
Swanson, Kathryn J.R.	State Agency	207 Transportation Bldg.	St. Paul, MN 55155	612-296-9507
Swenson, Steve	5th Grade Teacher	14445 Diamond Path	Rosemount, MN 55068	612-431-8360
Telando, Thomas M.	Chief or Police	2801 Dewey Ave.	Scanlon, MN 55720	218-879-4578
Tessmer, Mark	MCB	5714 Adair Ave. N.	Crystal, MN 55429	612-535-4469
Tessmer, Mary	State Bicycle Adv.	4809 Emerson Ave. S.	Minneapolis, MN 55409	612-296-2445
Thies, Margorie	Board Member			
Thompson, Dennis L.	Park Planner	Box 39, Lafatette Rd.	St. Paul, MN 55146	612-297-1155
Thorsen, Pam	Mn. Historic Bed & Breakfast Assoc.	649 W. 3rd St.	Hastings, MN 55033	612-437-3297
Tweedale, Cliff	Planner	P.O. Box 906	Bemidji, MN 56601	
Ulen, Thea	Hennepin Parks Rec.	1560 97th Lane N.W.	Coon Rapids, MN 55423	612-757-4700
Wagner, Sherri	State Bike Safety Coordinator	240 Coffey Hall	St. Paul, MN 55108	612-373-1083
Wallace, Charles	Mpls. P.D.	210 1/2 City Hall	Minneapolis, MN 55415	612-348-6870
Wallace, Mary Ann	Bicycle Enthusiast	5542 Vincent Ave.	Minneapolis, MN 55410	612-922-3374
Wallin, Jerry	HCR2	Box 272	Pequot Lakes, MN 56472	218-963-4357
Wells, Steven	Coon Rapids P.D.	1313 Coon Rapids Blvd.	Coon Rapids, MN 55433	612-757-2633
Wenzel, Leland	White Bear Lake Police Dept.	4700 Miller Ave.	White Bear Lake, MN 55110	612-429-8539
Whitney, Anne	MN M.S. Society	2344 Nicollet Ave.	Minneapolis, MN 55404	612-870-8459
Wilkes, Loren	Citizen	1863 Grand Ave. #1	St. Paul, MN 55105	612-699-2847
Wilkes, Lin	N. Mankato Council	1001 Belgrade Ave.	North Mankato, MN	507-625-4141
		P.O. Box 255		
Wittner, Tim	Glenwood P.D.	398 N. Lakeshore Dr.	Glenwood, MN 56334	612-634-4301
Wocken, Charles B.	Stearns Co. Park Director	425 So. 72nd Ave.	St. Cloud, MN 56301	612-255-6172
Zepper, Mel	Moorhead P.D.	P.O. Box 817	Moorhead, MN 56560	218-299-5111

SUMMARY



1986 Winter Bike Race Results

A total of 25 people participated in the winter bike race, the first of its kind to be held at the bike conference.

There were 5 heats consisting of 5 racers per heat. A practice run was allowed before the final race. The course was approximately 1/2 mile in length and encircled the lodge.

The race was organized by Dan Fitch of Granite City Schwinn. Dan also provided bikes for the race. Prizes were donated by Park Schwinn and Cycle Goods.

The winners were Marjorie Thies, Dorian Grilley, Mike Baldwin, Jim Dustrude and Tom Arnold.

Congratulations to all the winners and a sincere thank you to all who participated and helped in organizing the race.

Through your efforts the race was a success and will likely be included in future bike conferences.

The success of this years bike conference supports the fact that bicycling is a popular form of transportation and recreation with Minnesotans.

Each year the number of people participating in some form of bicycling increases. As more Minnesotans and tourists discover bicycling in the state, the need for more bike facilities and programs becomes apparent.

Conferences such as this offer an excellent opportunity for bicyclist to meet and exchange ideas with state and local government agencies in the continuing effort to make Minnesota THE bicycle friendly state.

Report prepared by:
Tim Mayasich
Asst. State Bicycle Coord.