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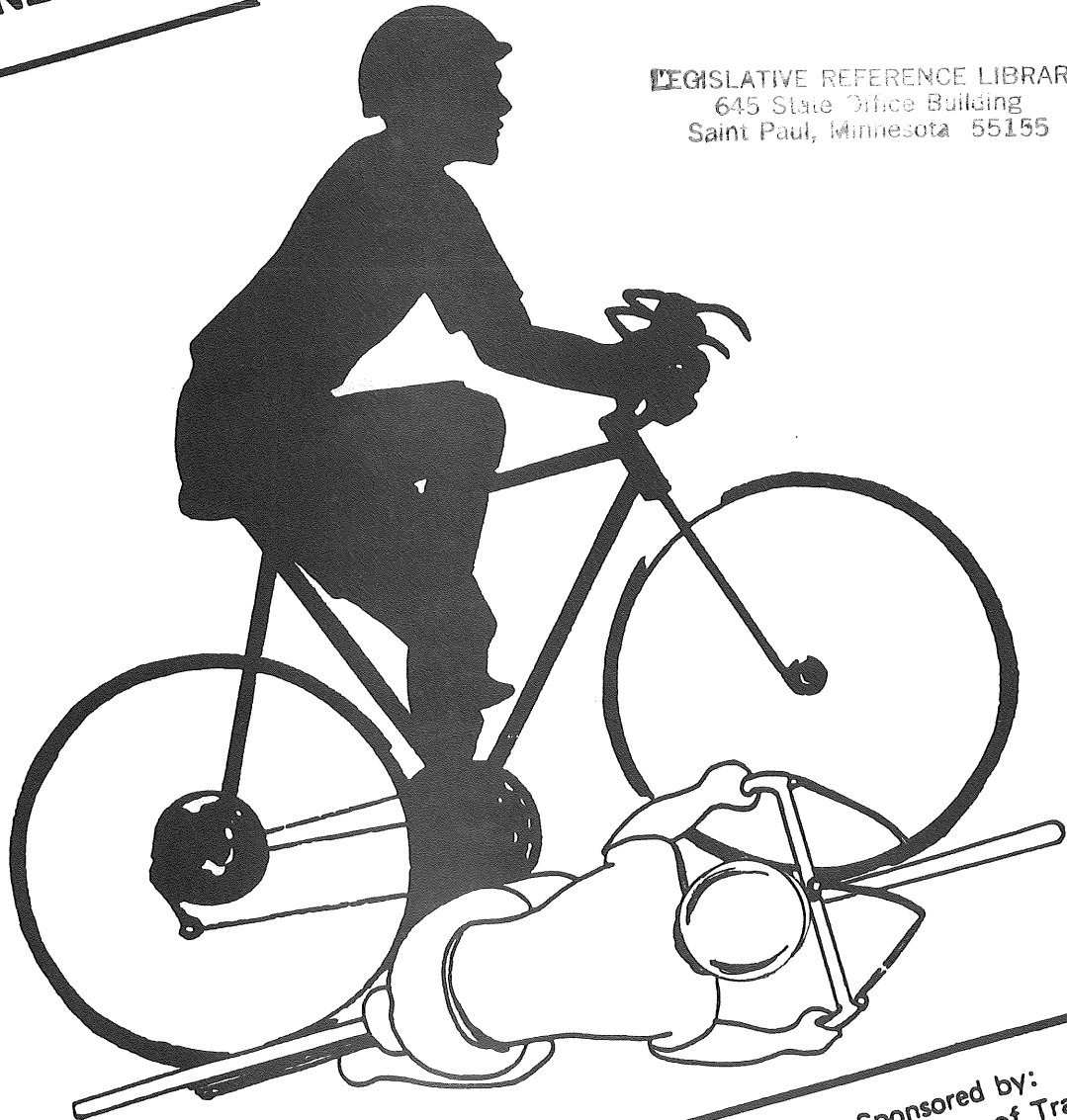
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# STATE BICYCLE CONFERENCE '87

CRAGUN'S RESORT AND CONFERENCE CENTER  
BRainerd, MN

Friday, February 6 thru 8

LEGISLATIVE REFERENCE LIBRARY  
645 State Office Building  
Saint Paul, Minnesota 55155



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Sponsored by:  
Minnesota Department of Transportation  
and The State Bicycle Advisory Board

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REPORT PREPARED BY:  
TIM MAYASICH  
Mn/DOT, TRANSPORTATION PLANNER

# INTRODUCTION

## 1987 STATE BICYCLE CONFERENCE

The Eighth Annual State Bicycle Conference was held February 6-8th, at Cragun's Resort near Brainerd, Minnesota.

Attendance at the conference this year equaled last years record of 143 participants. A broad range of cycling interests were represented including; racing, touring, promotion, funding, law enforcement, facilities development, safety, and education.

Mn/DOT Commissioner Leonard Levine opened the conference speaking about the challenge of creating well-supported, successful bicycling programs. Don Smith, President of Don Smith Associates, a sports marketing and relations firm in New York, addressed the need to unite all of the diverse bicycling interests into one group, in order to make the bicycle more competitive in securing corporate sponsors. Steve Clark, bicycle coordinator for Boulder, Colorado, discussed the process of implementing, maintaining, and advancing a community bicycle program.

The conference is sponsored by the Minnesota Department of Transportation and the State Bicycle Advisory Board. The conference was coordinated by Tim Mayasich, Mn/DOT, and Jim Dustrude, State Bicycle Coordinator.

Planning for the conference began in September.

### Planning Committee Members

Kirby Beck - State Bicycle Advisory Board Member

Ken Buckeye - Mn/DOT, Agency Rep.- State Bicycle Advisory Board

Jim Dustrude - State Bicycle Coordinator

Brian Erickson - DPS, Agency Rep.- State Bicycle Advisory Board

Dan Gray - State Bicycle Advisory Board Member

Tim Mayasich - Mn/DOT, State Bicycle Conference Coordinator

Cynthia McArthur - Dir. Pedal Power Camp; Asst. MN Bike Safety Project

Dr. Garry Peterson - Chair, State Bicycle Advisory Board

Bob Williams - President, Minnesota Cycling Federation



In addition to all of the speakers and workshop leaders, the following people are recognized for their special contributions in the development of the 1987 State Bicycle Conference.

Paula Gustafson - Mn/DOT, Graphic Design

Barb Cermack - Typesetter

Pam Christian - Typesetter

Shawn Chambers - Mn/DOT, Bikeways Unit

Michelle Korf - Mn/DOT, Public Affairs Coordinator

Gary Andrist - Mn/DOT, Audio Visual Services Supervisor

Tom Heiningner - Mn/DOT, Audio Visual Services

Mike Miller - MN DNR, Appraiser

Dorian Grilley - MN DNR, Forestry Division

Margie Dederling - MN Coalition of Bicyclists

Betsy Rauenhorst - Bicycle Enthusiast

# EVALUATION FORM



## 1987 BICYCLE CONFERENCE EVALUATION RESPONSES

Out of 140 conference participants, only 33 returned evaluation forms. The over all response to the conference was positive. The general sessions and the workshops were competing against record high temperatures and thus the number of participants at the afternoon sessions was down from last year. Response to the question pertaining to where the conference should be held was; different outstate location 65%, Cragun's 19%, within the Twin Cities metro area 16%. Sending out conference materials sooner was the most popular response for improving the conference.

A. General Conference Evaluation

	n=	Poor		2	%	3	Excellent	
		1	%				%	4
1. Program Content -----	32	0		2	6	24	75	6
2. Conference Format -----	32	0		4	13	20	63	8
3. Accommodations -----	31	0		2	6	12	39	17
4. Relevance of Information -----	30	0		5	17	22	73	3

B. General Sessions

	n=	Poor		2	%	3	Excellent	
		1	%				%	4
1. The Bicycling Challenge -----	27	0		1	4	19	70	7
2. Bicycling Visions -----	26	0		3	12	15	58	8
3. State of MN Biking -----	27	1	4	7	26	16	59	3
4. The Vital Link -----	31	0		6	19	12	39	13
5. Boulder Success Story -----	33	0		2	6	9	27	22
6. Child & Youth Safety -----	29	1	3	8	28	16	55	4
7. Funding Hurdle -----	30	5	16	8	27	11	37	6
8. Funding Forum -----	25	3	12	10	40	8	32	4
9. State Bike Board -----	24	0		9	38	13	54	2

C. Workshop Sessions

	n=	Poor		2	%	3	Excellent	
		1	%				%	4
1. I-694 Project -----	6	0		0		2	33	4
2. Enf. Off. Roundtable -----	12	0		1	8	4	34	7
3. Wheels of Fortune -----	16	0		1	6	7	44	8
4. U of M Bike Plan -----	3	0		0		3	100	0
5. MN Bike Education -----	10	0		0		6	60	4
6. Trail Explorers Club -----	12	0		2	17	6	50	4
7. Dakota Co. Bike Plan -----	7	0		2	29	1	14	4
8. Racing with Law Enf. -----	9	0		2	22	5	56	2
9. Bike Driving Skills -----	7	0		1	14	5	72	1
10. Madison Helmet Camp. -----	5	0		0		4	80	1
11. Integrating Bicycles -----	7	2	29	3	42	2	29	0
12. Cannon Valley Trail -----	14	0		0		3	21	11
13. Bike Prog. Funding -----	18	2	11	6	32	6	33	4
14. Hosteling in the USA -----	12	0		0		3	25	9

# D. Commentary

The most useful session to me was:

Wheels of Fortune -----	8
Enforcement Officers Roundtable -----	6
The Boulder Success Story -----	5
The Cannon Valley Trail -----	3
Bicycling Visions -----	2
Minnesota Bicycle Education -----	2
Bicycle Driving Skills -----	2
Hosteling in the USA -----	2
Slide Shows -----	2
Funding Forum -----	1
I-694 Project -----	1
Madison Helmet Campaign -----	1
Contacts Made at Conference -----	1

## Conference Improvements

Mailing Conference Info. Earlier ---	4
Keep to Time Schedules -----	2
Get the Off. of Tourism Involved ---	2
Fewer Workshops -----	2
More Free Time -----	1
Schedule Too Tight -----	1
Slide Shows During the Day -----	1
Participants Input on Format -----	1
Full Discussion of Comp. Plan -----	1
Use Sunday-Tuesday Format -----	1
Presentation of Different Tours ----	1
Don't Have 3 Films in 1 Room -----	1
Funding Forum Board Not Prepared ---	1
More Focus on Law Enforcement -----	1
Repeat Sessions -----	1
Qualified Workshop Presenters -----	1
Start Conf. Later on Friday -----	1
Keep All Workshops On One Floor ----	1
More Brainstorming Sessions -----	1

## Future Conferences Should Be Held:

A) Within the Twin Cities Metro Area -----	16%
B) Different non metro location each year ---	65%
C) Cragun's -----	19%

## Additional Comments

Too much rush at Sat. PM Dinner ----	4
Clark & Smith interesting Speakers -	1
Don't Hold Conference on Weekend ---	1
Pioneer Room Poor for Workshops ----	1
Sleigh Ride was Great -----	1
Slides on Bike Tours Great -----	1
Video Cafe in Separate Room -----	1
Rosemount Teachers Give Workshop ---	1
Workshop for Bike Enthusiasts -----	1

# GENERAL SESSION SUMMARY



OPENING REMARKS: "THE BICYCLING CHALLENGE", LEONARD LEVINE

People in Minnesota and all around the world are showing how useful the bicycle can be for recreation and transportation. More and more people are rediscovering how bikes can be part of a healthy, efficient, and attractive future.

Gallup and other polls have consistently shown that bicycling is the #2 recreational activity among American adults, and has increased in popularity nearly 30% in the last 6 years alone. In Minnesota, biking is the #1 recreational activity among all Minnesotans and well over half of all bicycling serves a transportation function. Statewide surveys show that Minnesota has almost twice the number of active adult cyclists per capita as there are nationwide: 33% of all American adults bicycled in 1985, 59% of all Minnesotans 16 and over used a bicycle in 1985, that's 66% of all Minnesotans.

Who is responsible for the growth of bicycling in Minnesota? People in all levels of government who have helped create a better environment for bicycling. People in the bicycling organizations and clubs and all bicycling Minnesotans. When Minnesotans bike, Minnesota wins. If the numbers keep growing, it won't be long before we might start to see the impact of bicycling in terms of some decrease in the cost of our overall transportation system, saving us all congestion, land, construction, and maintenance costs. Many of these cost savings are difficult to quantify. But in just one year, 1985, we estimate that Minnesotans bicycling for transportation saved over \$20 million in operating costs alone.

There is also a challenge connected with the growth of bicycling, and it's a 3 part challenge. First, the challenge of accommodating this growth in the popularity of bicycling by providing a safe bicycling environment. Second, there is still a lot of growth potential in bicycling. Although Minnesotans are bicycling in record numbers, they are still barely making a dent in the overall transportation picture. Third and perhaps the most important part of the challenge is that most biking takes place close to home (96% of biking takes place within 25 miles of home). If Minnesota is to truly realize the full potential that bicycling has to contribute to the welfare of its citizens, local units of government all over the state have a major role to play. Problems and opportunities are generally best addressed by the level of government closest to the people affected. The state should do those things that are more efficiently and effectively done once, rather than 855 times, (the number of cities in Minnesota, or 87 times, (once by each county). A questionnaire coordinated at the state level is more efficient and effective than many cities doing their own independently. The role of the local units of government is in program implementation, local facility development, and promoting how much bicycling is done in Minnesota, and how it's a win-win situation for all of us.

Leonard Levine is the Commissioner of the Minnesota Department of Transportation (Mn/DOT). Before being appointed Commissioner of Mn/DOT, Levine served as Commissioner of the Department of Human Services.



KEYNOTE ADDRESS: "BICYCLING VISIONS, REALITIES, & PROMISING SIGNS"

The bicycle was thought of as the lowest form of transportation in the United States during the 1960's and 70's. Bicycle manufacturers saw the ten speed as a European trend, it wasn't for Americans, our bikes were supposed to be big and bulky. It was this attitude towards the bicycle that suppressed its growth and kept it from achieving its potential as a viable transportation alternative to the automobile.

Who pays their way in transportation? The myth is that the automobile is the only mode that pays for itself, all others are seen as freeloaders. In reality, 20-35% of the cost of driving an automobile is picked up by others not using the automobile as a form of transportation. Huge subsidies are caused by the automobile in the form of property taxes and bonds for parking facilities.

Another myth is that the bicycle is not practical. Many see it as a seasonal mode of transportation requiring an assurance of fair weather before riding to work. It may also require a change of clothes when they arrive at the work place.

Our jobs are to confront these myths and promote the bicycle as a mode of transportation that is not heavily burdened with externalities. The automobile is heavy with them, so is the transit system, every mode of transportation other than walking or bicycling is suffering from externalities. The cost imposed upon the public in the form of air and noise pollution, and the cost of facilities development such as parking ramps and new freeways could all be reduced if more people rode bicycles or used public transit to commute to work.

Public transit and the bicycle are natural allies and should be working together in promoting the benefits of leaving the car at home and commuting to work by an alternate mode of transportation. Also, with public budgets getting tighter, the bicycle will be one of the few modes of transportation to escape budget cuts.

Jon Lindgren is the Mayor of Fargo, ND and an economics professor at North Dakota State University.

## "THE VITAL LINK: WORKING TOGETHER", DON SMITH

Diversification is bicycling's greatest strength and weakness. Bicycle shop owners, competitors, promoters, manufacturers, educators, safety officers, and touring clubs, all different elements of the same sport, all under the same umbrella, but all with different interests and concerns. A person who owns a small bike shop is not much different from a chairman of the board for a major bicycle manufacturer. If the sport of cycling grows, everybody grows with it. Everyone involved in cycling needs to consider the long range goals, how do we push bicycling ahead, and not be concerned only with how to sell more bikes or how to get a sponsor for a race. There is a need to study the overall direction of bicycling and to determine how to make it better.

After the victories of Connie Carpenter and Mark Gorski at the Olympic games in Los Angeles, bicycling should have seen a dramatic increase in the number of youths joining bicycle programs. The United States Cycling Federation (USCF) is inadequately focused on youth development, a vital part of developing a strong foundation for future United States racing teams. Six months after Olga Korbut won four olympic gold medals in women's gymnastics, one million American mothers had signed their young daughters up in gymnastic programs in this country. Bicycling should have recieved the same reaction. The growth of bicycling depends on everyone pushing it ahead, and that means a lot of self sacrafice.

In the early years of the NFL, teams like the New York Giants were very successful in marketing their club. There were other teams like the Greenbay Packers that were not as successful and were not making a big profit. The NFL stepped in and made a ruling that all the teams in the NFL would be treated equally. The successful teams suffered from this but in the long run it paid off, for today the NFL is the most successful sports entity in the history of the world.

Bicycling in America is waiting for something to happen, and it won't happen unless cycling is marketed. There is a need to get people in different areas of the sport to look towards the long range benefits of bicycling. Bicycling needs a plan to attract more media attention, more youth joining bicycle programs, and to attract corporate sponsors. A corporation needs to see a plan or a benefit from sponsoring an event. Bicycling is a very diversified sport, yet there is a need to come to an agreement on how to best market the sport so everyone will benefit. It all starts at the bottom, at the local level, with the grass roots organizations. The sport of cycling today has no true leadership at the top so it must start at the bottom. The single biggest challenge facing bicycling today is "getting organized".

Don Smith is president of Don Smith Associates, a sports marketing and relations firm based in New York, NY.



## "THE BOULDER SUCCESS STORY AND BEYOND", STEVE CLARK

The first Bicycle Citizen Committee was organized in Boulder, CO in 1966. In 1976 the first Comprehensive Bicycle Plan was approved. The citizens on the committee were relentless in their pursuit of having the plan approved. For ten years they promoted the importance of having a bicycle program and it was their positive attitude that made the program a reality.

Today Boulder is a bicycle success story. The city had 1,100 riders participate in bike to work day last year, the largest turn out in the country. Also, 55% of its citizens ride a bike once a week, 30% ride a bike once a week during the winter months.

Boulder has an excellent enforcement program which last year issued over 800 tickets to cyclists. Running a red light on a bicycle will cost the rider \$100.00, and \$50.00 for riding at night without a light.

For a city to achieve a level of success such as Boulder enjoys, it needs to implement, maintain, and advance a bicycle program.

Implementing a strong program begins with recognizing the importance of a bicycle program and the benefits it will bring to the community. One of the keys to implementation is securing documentation to support the plan. Gather all the facts and figures kept on record for bicycling in the community. If none exist, that alone could be used as an argument for having a program to monitor the safety of bicyclists. Is the community providing enough service to ensure the safety of its cyclists?

One way to describe how to maintain a program is an example using an acronym for the word RECORD. Responsibility, what is the purpose, respond to the needs of the community. Expertise, must show credibility, there is a need to have knowledge, the committee will be working with state and local officials. Creativity, keep the program lively and interesting, get media attention. Opposition, your program is successful when you have critics, use them to your advantage, it may bring more recognition. Relentless, don't give up, continue to stress the importance of the program to the community. Documentation, the committee must have facts and figures which show the need for the program.

The citizens of the community are responsible for the advancement of the program once it is in place. They will decide which direction it will go and what changes if any will become part of the plan.

Before the bicycle reaches its full potential as a viable mode of recreation and transportation in a community it will pass through a theoretical framework of five distinct stages. In stage 0, the bicycle is perceived as a burden or a nuisance and does not belong on the roadway. In stage 1 it is seen as a legitimate vehical and funds are made available for bicycle education and enforcement programs. In stage 2 the bicycle is seen as a benefit to the community and it puts money towards encouragement programs such as bike week and bike to work day. In stage 3 the bicycle is seen as a solution to transportation problems and incentives are given

to those who use a bicycle. The final stage is stage 4 in which a "sane" transportation system has been developed, with "sane" being an acronym for: safe, accessible, nonviolent, ecological. No city in the United States has achieved stage 4 status.

Steve Clark is the Bicycle Coordinator of Boulder, CO. Steve is originally from Minnesota, where he co-founded the Minnesota Coalition of Bicyclists.

"CHILD AND YOUTH SAFETY FOCUS IN 1987: COMMUNITY RESPONSE AND RESPONSIBILITY", RINA McMANUS

The Minnesota Department of Public Safety is responsible for several bicycle related activities. One of its activities is to track and compile accident statistics. Only those accidents which involve a car and a bike are recorded. Boys between the ages of 5-19 make up 65% of the total injured or killed on bicycles each year in Minnesota. The bicycle is their primary means of transportation and recreation. They often lack the skills to ride safely in traffic due to inexperience and poor judgement. This demonstrates the need to educate these young cyclists how to ride bikes safely.

The Department of Public Safety has coordinated the Pedal Power Camp and funded the State Bicycle Conference through its first 6 years.

The department also maintains the bicycle registration system which was started approximately 2 years ago. The registration system benefits cyclists who use it in several ways. The registered bicycle is more likely to be returned if stolen. Money from the sale of registrations goes toward bicycle programs. Perhaps the most important benefit is that the registration sticker can help identify an injured cyclist. The department is promoting bicycle registration to cover more kids and to make bicycling safer.

Community Bike Safety Projects are also supported by the department. The community projects were first funded by the federal government and the communities had enough money to fund their individual safety projects. In 1981 the federal government decided it would no longer fund the safety projects unless the states could demonstrate a critical need for them. Minnesota recieved federal funds for two years past that date. Today only state funding is available.

Although there has been a cut back on services, bike safety projects are still being funded and the Safety Education Officers of the Minnesota State Patrol are still functioning. Communities should use them for their bike activities in order to promote safe bicycling. Local police departments should work with schools, 4H clubs, and other youth organizations in promoting safe bicycling. Local businesses or civic groups such as the Kiwanis or the Jaycees could be asked to contribute to local bike safety programs. Local bike organizations should also be involved. It has been proven that an integrated community effort to promote safe bicycling will with stand the test of time.

In 1987-88, the Department of Public Safety will increase efforts in the area of child and youth safety. This will be a department wide campaign looking for new ways to extend the message of bike safety throughout the state. Minnesota has a strong safety foundation to build on. Local bike organizations need to get more children riding safer for they will become the future members of the organization. As bicycling continues to grow, so does the need for more bicycle safety education.

Rina McManus is Deputy Commissioner of the Department of Public Safety.

## "FUNDING: THE IMMEDIATE HURDLE", PHYLLIS KAHN

Representative Kahn introduced several bicycle funding programs which could help the bicycle become more self sufficient. These programs were discussed in more detail at the Funding Forum which followed this presentation.

### FUNDING FORUM

Moderator: Phyllis Kahn, Legislator, Minnesota House of Representatives. Member of the American Youth Hostels and the League of American Wheelman.

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

Paul Swenson is Director of the Trails and Waterways Unit, Minnesota Department of Natural Resources.

Tom Boerner is Director of the Office of Highway Safety, Minnesota Department of Public Safety.

Phyllis Kahn: There are approximately 2.6 million bicycles in Minnesota. If all were registered under the bicycle registration system, well over \$4 million dollars would be available to fund bicycle programs. Mandatory bike registration for new bike purchases is one example of how a user fee could be assessed.

Merritt Linzie: The Department of Transportation considers all users of the highways and strives to accommodate each one. Trunk highways in Minnesota carry 58% of the traffic. The Office of Highway Programs manages a process of allocating \$350 million dollars per year in highway construction. There are \$2 million dollars allocated for bicycle improvements.

Paul Swenson: The snowmobile and the motorcycle both have established successful user fee programs in Minnesota. The network of snowmobile trails in the state is due in part to the willingness of snowmobilers to agree on a user fee program that will assure a source of funding that will meet the financial requirements of maintaining and expanding the sport. While the number of bicycles is far greater than the number of snowmobiles, the bicycling community has yet to adopt a successful user fee system. Such a system would give the bicycle credibility, it would no longer be thought of as a free loader. The off road bike trails developed by the DNR are very expensive, and it's hard to justify the cost for the trail when the main user (bicyclists) are not providing an adequate contribution. The difference between the success of the snowmobiler and the bicyclist is that snowmobilers are organized and are willing to pay a price for using the trails built for their use.

Tom Boerner: State money allocated for bike safety has been decreasing every year. The present bicycle registration system is not providing an adequate level of funding to support bicycle programs in the state. The majority of bicyclists are willing to pay some sort of user fee if it is distributed evenly to all bicyclists. The bicycle would gain credibility as the general public recognizes bicyclists' commitment to paying their fair share of the services provided to them by the state.

THE STATE BICYCLE ADVISORY BOARD, DR. GARRY PETERSON

The function of the Bicycle Advisory Board is to advise and make recommendations to the legislature and to appropriate agencies to assist in the State's efforts to better serve those who use bicycles in various manners within the State of Minnesota. The purpose of the Board is to assess and identify needs in the total social and physical bicycling environment. To develop plans for improvements in the areas of indentifiable needs. To work toward the goal of making the bicycle a viable transportation and recreation option available to the citizens of the State of Minnesota.

The voting membership consists of 12 citizen representatives of the State of Minnesota, appointed by the Commissioner of the Minnesota Department of Transportation. The Board can include a maximum of 8 representatives of State agencies which impact on the bicycle environments which include the following: Department of Public Safety, Department of Education, Department of Natural Resources, Department of Energy and Economic Development, Department of Transportation, and the State Planning Agency. The representatives of the agencies shall act as resource people and liaisons between the Board and the agencies. The agency representatives do not have the power to vote.

The Bicycle Advisory Board has been the sponsor of the State Bicycle Conference in 1986 and 1987. The board has worked with the bicycle coordinator in the development of the State Comprehensive Bicycle Plan and testified on the Commission on Minnesotans Outdoors. The board worked on the development of a signed bike route at the Minneapolis-St. Paul International Airport. The board worked with the bicycle coordinator to secure a proclamation from the Governor for Bike Week May 3-9th of every year.

The Board is required to meet for a minimum of four quarterly meetings per year. The meetings are held in room 817 of the Transportation Bldg. located in St. Paul, Minnesota.

The following is a list of the present members of the Bike Board:

		<u>Agency Representatives</u>
Dr. Garry Peterson (Chair)	Bill Gervais	Angela Anderson
Barb Schmidt (Vice-Chair)	Dan Gray	Ken Buckeye
Jim Dustrude (Bike Coord.)	Dick Hanson	Brian Erickson
Kirby Beck	Bobbi Hendrickson	Chris Gilchrist
Kathy Craddock	Doug Lairdrickson	Charles Hawkins
Alison Fuhr	Marjorie Thies	Joe Meyerring
		Sherri Wright

Dr. Garry Peterson is Chair of the State Bicycle Advisory Board and the Chief Medical Examiner of Hennepin County.

## THE STATE COMPREHENSIVE BICYCLE PLAN, JIM DUSTRUDE

Bicycling has a measureable value to our state, and that it has measurable, defineable needs, is critical to bicycling's future. It is necessary, it seems, to translate statements like "biking is fun and we'd like more paved shoulders and bike trails and safety education in the schools" to statements like:

- "In 1985 Minnesotans bicycled an estimated 99 million miles for transportation for savings in operating costs alone of over twenty million dollars", and
- "Bike trails are the single most requested (recreation) facility, by 59% of Minnesotans", and
- "Approximately 67% of all urban roads and streets, where travel demand and bicycling demand are highest, are rated poor or unsatisfactory for bicycling", and
- "despite remarkable advances in bicycle safety within the past ten years, the bicyclist fatality rate is still over 5 times that for motor vehicles in Minnesota", and
- "only 20-30% of eligible students per year receive any bike safety education contact at all, with the public investment being a staggering 11-40 cents per eligible student per year", and
- "despite bicycling increasing 30% in the last 6 years alone, the percentage of trips 2 miles or less in length (30% of all car trips) taken by bicycle is only 5%."

These statements represent the beginning of a new chapter in bicycling in Minnesota. Drawing upon the results of Minnesota's strong bicycle programs and piecing these together with the few available bicycle statistics, we are finally able to start talking the language of the rest of the transportation system. And the managers of that system are taking notice.

The state's chief transportation executive, Mn/DOT Commissioner Len Levine, not only opened this year's bike conference, but embraced bicycling as an integral part of transportation and recreation in Minnesota that has the very real potential of helping to "...decrease the cost of our overall transportation system, saving us all congestion, land, construction, and maintenance costs." And he concluded, "Minnesota wins when Minnesotans bike."

If we continue to do our homework in laying the most basic foundations for telling the winning bicycle story, those statements will be only the beginning. The members of the State Bicycle Advisory Board and myself are committed to doing just that.

It's what the Comprehensive State Bicycle Plan is all about.

Jim Dustrude the Bicycle Coordinator for the State of Minnesota.



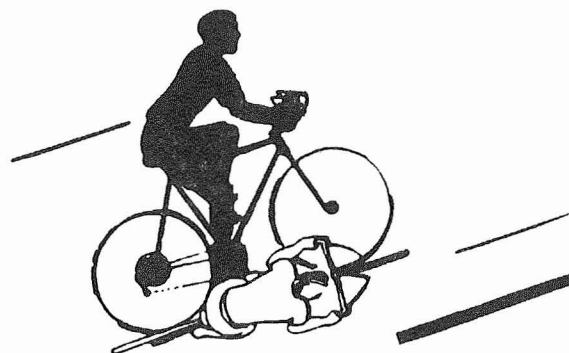
# WORKSHOP SUMMARY



# STATE BICYCLE CONFERENCE '87

## The Vital Link: Working Together

FRIDAY, FEBRUARY 6 thru 8



## WORKSHOPS

Session A (Saturday, 10 15 - 11 45 a.m.)

### **Cooperative Bikeway Planning: A Case Study, I-694 Mississippi River Bike-Pedestrian Crossing**

Ken Buckeye, Sr. Transportation Planner, Mn/DOT Bikeways;  
State Bicycle Advisory Board member  
Bob Brown, Transportation Analysis Engineer, Mn/DOT  
District 5

### **Enforcement Officers Roundtable: Breaking Down Barriers to Bicycle Enforcement**

Moderator: Brian Erickson, Safety Education Officer, Minn.  
State Patrol; State Bicycle Advisory Board member

### **Wheels of Fortune: The Art of Producing Successful Bicycle Events**

Bobbi Hendrickson, State Bicycle Advisory Board member;  
Coordinator, Grapenuts American Bike Festival; Minn. AYH  
Board  
Jon Ridge, Director of Environmental Treks, American Lung  
Assoc. of Hennepin County

### **Going for The Gold: The University of Minnesota Bicycle Plan**

Matt Welbus, Chair, MPRG; Coordinator, U of M Bicycle Safety  
Campaign, U of M Bicycle Advisory Committee member

Session B (Saturday, 1 15 - 2 30 p.m.)

### **Minnesota Bicycle Education: New Approaches to the ABC's of Bicycle Driving**

Cynthia McArthur, Director, Pedal Power Camp; Assistant,  
Minn. Community Bike Safety Project  
Sherri Wright, Coordinator, Minn. Community Bike Safety; Minn.  
AYH Board

### **Trail Explorers Club: Soon to Bicyclists and Local Communities?**

Dan Collins, Trail Programs Supervisor, MnDNR  
Angela Anderson, Trail Planner, Landscape Architect,  
MnDNR; State Bicycle Advisory Board member; Editor, Trail  
Explorers Club  
Barb Koth, Asst. Extension Specialist, Tourism Development,  
Minn. Extension Service  
Jim Dustrude, State Bicycle Coordinator, Mn/DOT

### **Dakota County Bikeway System Route Planning & Evaluation**

Allen Moe, Program Manager, Dakota County Planning and  
Program Management

### **Racing With The Law**

Bob Williams, President, Minnesota Cycling Federation Chris  
Gilchrist, Ironman Coordinator MN AYH Minnesota State Bicy-  
cle Advisory Board Member

Session C (Saturday, 2 45 - 4 00 p.m.)

### **Bicycle Driving Skills: From Rodeos to Real Life - Ideas for Application and Implementation**

Cynthia McArthur, Director, Pedal Power Camp,  
Assistant, Minn. Community Bike Safety Project  
Sherri Wright, Coordinator, Minn. Community Bike  
Safety Project, State Bicycle Advisory Board member, Minn.  
AYH Board

### **A Star of the North: The Madison Helmet Promotion Campaign**

Steve Berchem, former Bicycle Coordinator, Madison, Wisc.

### **Getting Bicycles Integrated: The Transportation Planning Mystique Unveiled**

Kathy Briscoe, Outstate Urban Transportation Planning Coor-  
dinator, Mn/DOT  
Dave Carlson, Secretary, Minn. Coalition of Bicyclists

### **The Cannon Valley Trail: Where There's a Will**

Tom Drake, Public Works Director and  
City Engineer, City of Red Wing  
Charles Richardson, President, Cannon  
Valley Trail Board  
Bruce Blair, Manager, Cannon Valley Trail

Session D (Sunday, 8 30 - 9 30 a.m.)

### **Community Bike Programs: The New Minnesota Possibilities \$\$\$\$**

Dorian Griley, Division of Forestry, MnDNR; Vice President,  
Minn. Coalition of Bicyclists  
Steve Clark, Bicycle Coordinator, Boulder Colo.; President,  
League of American Wheelmen/Bicycle U.S.A.

### **Hosteling in the U.S.A.**

Melanie Cregar, Minn. AYH Office Manager,  
AYH Trip Leader  
Phyllis Mostrom, Vice President, Minn. AYH,  
AYH Trip Leader



COOPERATIVE BIKEWAY PLANNING: A CASE STUDY, I-694 MISSISSIPPI RIVER  
BIKE-PEDESTRIAN CROSSING

The proposed reconstruction of the I-694 Mississippi River Bridge presents an opportunity to provide an important crossing for bicyclists and pedestrians. This workshop will explore the Mn/DOT planning process, and the involvement of counties and communities in developing adjacent and connecting bikeways. The project development process will be examined as well as needs evaluation, use projections, and design considerations.

Ken Buckeye is a Senior Transportation Planner with the Mn/DOT Bicycle Planning Unit. Ken recieved a MS in Planning from Southern Illinois University and is a member of both the Minnesota and the American Planning Associations. Ken is also the Mn/DOT agency representative on the State Bicycle Advisory Board.

Bob Brown is a Transportation Analysis Engineer in Mn/DOT District 5, Golden Valley, MN. He is the preliminary design project manager for the I-694 reconstruction project. Bob recieved a Bachelor of Civil Engineering Degree from the University of Minnesota, and is a registered Civil Engineer.

Summary: This workshop presented a facilities study which exemplified intergovernmental cooperation between cities, counties, and Mn/DOT. It was recognized early in the process that solid citizen and governmnetal support was necessary in order to justify expenditure for an attached bicycle/pedestrian facility on the interstate bridge. Methodologies for evaluating bridge design, service areas, employment, and population were presented.

A forecast model was developed which used the Travel Behavior Inventory and previous studies to predict potential user demand in the study area. A benefit/cost analysis showed an economic justification for the project.

## ENFORCEMENT OFFICERS ROUNDTABLE: BREAKING DOWN BARRIERS TO BICYCLE ENFORCEMENT

This workshop is designed to stimulate the interest and motivation of law enforcement officials in order to improve their level of performance in enforcing bicycle laws. Without consistent enforcement of bicycle laws, bicyclists will continue to ride unlawfully, thus endangering their lives as well as the lives of others sharing the road with them.

Brian Erickson is a Safety Education Officer for the Minnesota State Patrol, West Metro District in Golden Valley, MN. Brian is a member of the Chanhassen Public Safety Commission, the Minnesota Police and Peace Officers Association, Uniformed Safety Education Association, and is the Department of Public Safety agency representative on the State Bicycle Advisory Board.

Summary: Problems recognized for the lack of bicycle enforcement:

1. Officers feel it isn't cool to write tickets to bicyclists.
2. Parents feel writing children tickets is a waste of tax dollars.
3. Traffic violations not seen as serious crimes.
4. Peer pressure from other officers, bike violations are trivial.
5. Bicycles are still seen as toys.
6. Fines for bike violations are less than those for cars.
7. No uniformity, too many communities make their own bike laws.
8. Bike is called a device in the statutes, should be a vehical.

Solutions for improved enforcement:

1. Need a system of recording hospital admissions of bike accidents.
2. Raising fines for bike violations will make them legitimate.
3. More bikes on the road, more accidents, recognized as a problem that deserves more attention.
4. DPS only gets bike accident information if a motorized vehical is involved, all bike accidents should be recorded.
5. Prosecutors need to be educated about bicycle violations.
6. Two levels of tickets, one a warning, the other a fine or a court appearance.
7. Use the media, educate the public on what the police will be ticketing cyclists for and why it is necessary.
8. Bike patrols should be posted at high bicycle density areas such as schools and ball parks.
9. MN should produce a video on enforcing bicycle laws, similar to the one produced in FL.

#### WHEELS OF FORTUNE: THE ART OF PRODUCING SUCCESSFUL BICYCLE EVENTS

Bobbi Hendrickson is Coordinator of the Minneapolis Grape Nuts Bike Festival. Jon Ridge is the Director of Bicycle Treks with the American Lung Association of Hennepin County. Together they share backgrounds in producing successful bicycle events. Stage and design your own successful event through effective promotion, use of volunteers, community involvement, media support, use of sponsors and much more! Their enthusiasm will overwhelm you!

Bobbi Hendrickson has a Bachelor of Science Degree in Elementary Education from the University of Wisconsin at Madison and teaches in the Bloomington School District. She is a member of the State Bicycle Advisory Board and the Minnesota Chapter of the American Youth Hostels.

Jon Ridge has a Bachelor of Science Degree in Health Education from the University of Minnesota, and for the last five years has been the Director of Environmental Treks for the American Lung Association of Hennepin County.

Summary: Securing a sponsor for the event may be most important. There will be costs involved in putting together a successful event. A major cost will be publicity. People need to know about the event when and where it will be held, how much does it cost, and who to contact for more information. Radio and television commercials, ads in newspapers or bicycle magazines, printing and distributing brochures, all of these are expensive. The sponsor will want to give the event as much exposure as possible, for they will also benefit from the publicity. If the event is successful, the sponsor will benefit and may be willing to sponsor the event the following year. While sponsors and publicity are important, the volunteers working the event are the ones who do most of the work to insure a successful event. Choosing volunteers who are energetic, friendly, and committed to ensuring a successful event will make the coordinators job much easier.

#### GOING FOR THE GOLD: THE UNIVERSITY OF MINNESOTA BICYCLE PLAN

The University of Minnesota campus has one of the highest densities of bicycle traffic in the state. Prior to 1986, there were no uniform guidelines for bicycles. Riding a bike on campus was at times more difficult than an upper level physics class. This workshop will inform participants on how the present bicycle plan was developed, how it will be implemented, and the future plans for bicycles at the University.

Matt Welbus is a student at the University of Minnesota. Matt is chair of the Minnesota Public Interest Research Group (MPIRG), Coordinator of the U of M Bicycle Safety Campaign, and a member of the University of Minnesota Bicycle Advisory Committee.

Summary: The University of Minnesota will be hiring bike patrols and a student to teach a bicycle education program. The University Police are eager to work with bicyclists to improve the safety of cyclists, pedestrians, and motorists on campus. Cynthia McArthur, who works for the Minnesota Community Bicycle Safety Project will be instructing the new University of Minnesota bike patrols.

#### MINNESOTA BICYCLE EDUCATION: NEW APPROACHES TO THE ABC's OF BICYCLE DRIVING

This is the first of a two part workshop which runs concurrently from 1:15-2:30 & 2:45-4:00. This first session will introduce the new Complete Bicycle Safety Education Program video along with pamphlets, guides, rodeo kits and other audio-visual materials developed in 1986.

Sherri Wright has been Project Coordinator for the Minnesota Community Bicycle Safety Project for seven years. She is a member of the State Bicycle Advisory Board, AYH Board, Bicycle USA, Bikecentennial, and the Traffic Research Board (TRB). She has degrees in education and has taught in elementary education.

Cynthia McArthur has been involved in bicycling for 11 years as a mechanic, trip leader, and bicycle safety educator. She has worked with the National AYH, Outward Bound Schools, University Outdoor Recreation, and 4H Youth Development. She is the Director of the Pedal Power Camp and is a member of AYH. She has a Masters Degree in Experiential Education.

Summary: Participants of this workshop were introduced to the latest teaching aides available to instructors of safety education courses in Minnesota.

#### BIKEWAY SYSTEM ROUTE PLANNING AND EVALUATION

This workshop will describe the bikeway system planning process for Dakota County. Included in the workshop will be a brief review of the history of the planning process, a look at bikeway survey methodology and a description of survey results. Implementation of the final plan will also be discussed.

Allen Moe is Program Manager of Dakota County Planning and Program Management. Allen recieved a Bachelor Degree in Geography from the University of Oregon, and a Master Degree in Planning from Iowa State University. Allen is a member of the Urban and Regional Information System Association and the American Planning Association.

Summary: Dakota County saw a need for bikeway planning due to several factors. State bike routes did not tie cities together. City plans did not allow for crossing city boundries. The Met Council Trails Plan was too conceptual. Trails built with road construction did not provide a coordinated system. The goals of a county bikeway plan should be to: meet the needs for transportation & recreation, coordinate plans with other governmental units (city, county, and state), construct bikeways with road construction, enhance the safety of bicyclists and pedestrians, and provide a means of financing.

A bikeway survey can: substantiate level of use, be used to set priorities for future construction, clarify a need for multiple facilities, show preferred destinations and routes, trip distance and purpose.

#### TRAIL EXPLORERS CLUB: BOON TO BICYCLISTS AND LOCAL COMMUNITIES?

This workshop will explore a DNR initiative called the Trail Explorers Club. Its expressed purpose is to identify and promote use of the best long distance trails, regardless of administrative jurisdiction, within Minnesota's 13 unique regions. Routes are gradually introduced using a semi-annual periodical that anticipates the user's needs; physical, social, and cultural. As such, it has significant tourism implications. The program will be reviewed/critiqued from three different perspectives; the DNR, the bicyclists, and the local community.

Dan Collins is Supervisor of the Trail Programs Section of the Minnesota Department of Natural Resources. Dan received a Master Degree in Park and Recreation Administration from the University of Minnesota.

Angela Anderson has a Bachelor Degree in Landscape Architecture from Technische University, Munich, West Germany. Angela is a Trail Planner for the MN DNR, and is the editor of the Trail Explorer Club periodical. She is the MN DNR agency representative of the State Bicycle Advisory Board.

Barb Koth is an Extension Specialist in Tourism Development for the Minnesota Extension Service. Barb regularly conducts educational workshops on community tourism development, hospitality, and marketing. Barb also works extensively with the Minnesota Office of Tourism.

Jim Dustrude is the Bicycle Coordinator for the State of Minnesota. Jim has a Bachelor Degree in Landscape Architecture from the University of Minnesota and is a past president of the American Society of Landscape Architects, MN Chapter.

Summary: Dan Collins introduced the panel members and gave a review of the Trail Explorers Club and the MN DNR's involvement with the club.

Angela Anderson discussed the Trail Explorer Club Publication with a brief summary of the time and money necessary to produce the publication. She requested comments or suggestions on how to improve and better market the publication to reach bicyclists in Minnesota and surrounding states. Participants reception of the publication was extremely positive.

Barb Koth discussed marketing techniques that could be used to sell bicyclists on touring Minnesota. Stress the varying cultures and the wide variety of landscapes the state has to offer.

Jim Dustrude reviewed the state of bicycling in Minnesota today and how a publication such as the Explorers Club, could be used to increase the number of people taking extended bike trips by offering them a route to follow, lodging and campsite information, as well as the history of the people and the land features of that particular area of the state.



### RACING WITH ENFORCEMENT

Successful coordination of bicycle events whether a race, tour, or promotional ride, requires a cooperative effort between the sponsoring bicycle organization and the local community in which the event is to be held. Why are some communities more receptive to bicycle events than others? What elements are needed to make the event safe and enjoyable for the participants, and not be a burden to the local community's law enforcement officials? Their services may be required to control traffic during the event. These issues and more will be discussed in this workshop.

Bob Williams has been active in bicycling for the past 25 years. He has raced in Europe and America and is the acting President of the Minnesota Cycling Federation. Bob is also President of the Twin City Cycling Club.

Chris Gilchrist is Supervisor of the State Energy Information Center, Energy Division, Department of Public Service. Chris is a member of the State Bicycle Advisory Board and has been an active member of the MN Council of the American Youth Hostels for the last 5 years. Chris has been on the AYH Ironman Committee for the last 2 years. The Ironman is an event that has been sponsored by the MN AYH for the past 21 years.

Summary: There is a need to change the perception of bicyclists as law breakers. Local officials need to be better informed about the bicycle event. Information on the number of riders, the time of day the event will be held, experience level of the participants of the event, and what duties is the community expected to perform. Checking with the police to choose the safest route through the community. Get the chamber of commerce involved, show them the benefits a successful event can bring to the community in the form of publicity and revenue brought in by participants and spectators spending money on food and lodging. Show the community leaders that you are willing to work with them in making the event safe and enjoyable for the community and the participants of the event.

### BICYCLE DRIVING SKILLS: FROM RODEOS TO REAL LIFE- IDEAS FOR APPLICATION AND IMPLEMENTATION

This second session of the 2 part workshop will discuss new approaches to application and implementation of the materials introduced in the first session. "Hands-on" experience with driving course set-up, plus community assessment, will give participants practical experience and information to take back to their community programs. This workshop is designed for experienced and inexperienced bicycle safety educators.

Sherri Wright, (See biography from first session).

Cynthia McArthur, (See biography from first Session).

### A STAR OF THE NORTH: THE MADISON HELMET CAMPAIGN

Several Madison bicycle clubs, health care providers, and local and state agencies organized a bicycle helmet promotion campaign that was implemented in May 1986. The campaign and associated research will be reviewed with particular emphasis on the cooperation of business, government, and community organizations in implementing the campaign.

Steve Berchem is the former Bicycle Coordinator of Madison, WI. Steve authored a research paper on the helmet campaign, which has been accepted by the Transportation Research Board for publication and was presented at its annual meeting in January, 1987. Steve is presently employed by Morgan & Meyers, as a Public Relations Associate.

Summary: Interest in bicycling has grown markedly over the last 20 years -- so have the numbers of accidents, injuries, and fatalities. In an effort to reduce the number of bicycle related head injuries in Madison, WI, a community campaign was conducted to increase the use of helmets among bicyclists.

Helmets were promoted through the mass media via news releases, public service announcements and advertising. Brochures and posters were distributed through schools, bicycle dealers, health and fitness centers and other outlets to supplement interpersonal communication channels. Helmet prices were discounted, and rebates and prizes were provided as incentives to purchase and wear helmets. The sales of helmets increased substantially. Field counts showed that helmet use increased significantly from 15.0% before the campaign to 19.2% after. These results show that public communication campaigns can change behavior in the area of traffic safety.

#### GETTING BICYCLES INTEGRATED: THE TRANSPORTATION PLANNING MYSTIQUE UNVEILED

The State of Minnesota has ten regional development commissions. Each is responsible for the coordination of local planning and development programs within each respective region. This workshop will explain the planning process used by the commissions and how bicyclists can benefit from an understanding of this process. Hear how the Minnesota Coalition of Bicyclists became involved in the planning process and scored a victory for bicyclists who wished to keep historic Summit Avenue a safe bicycle route.

Kathy Briscoe is the manager of Outstate Urban Planning for the Office of Highway Programs, Mn/DOT. Kathy is a member of the Institute of Planning Engineers and the Transportation Research Board Committee. She has conducted training sessions on various transportation issues for the Federal Highway Administration.

Dave Carlson is Secretary of the Minnesota Coalition of Bicyclists and is also a board member of the coalition. Dave is currently working on the development of a St. Paul Task Force of MCB members who live in the city to deal with issues related to bicycling. Dave works for the Hennepin County Library System as manager of the audio-visual department.

Summary: Regional Development Commissions (RDC) evolved around 1969 and are state mandated. The Federal Government developed Metropolitan Planning Organizations (MPO) in communities with a population of 50,000 or more. The MPO has authority in the metro region, and the RDC has authority in the remainder of the region. Metropolitan planning involves highways and transit, funds come from the Federal Government. All planning within the MPO area has to be coordinated. The MPO and RDC are good places to give input on the planning process in the early stages. Transportation Improvement Programs (TIP) lists all of the projects that will be done within the metropolitan area within the next 3 years. MPO is the only organization that can approve a TIP for Federal Funding.

When trying to get involved in the planning process in your community, it is important to find people in city government who are sympathetic to your cause. Get support from special interest groups and your neighbors. Become familiar with your community's planning structure and get the proper city agencies involved, inform them on what you are trying to accomplish and why. Be persistent, it may be a long process.



THE CANNON VALLEY TRAIL: WHERE THERE'S A WILL...

This workshop will focus on the success story of the Cannon Valley Trail. In a time of tight budgets, the trail should have never made it off the drafting table. Instead, it was supported by private fund raising drives and welcomed by the cities of Redwing and Cannon Falls and also Goodhue County. Working together the cities and the county created a joint powers board to develop and manage the 19.1 mile bike trail which ran between the two cities.

Tom Drake is the Public Works Director and City Engineer of Redwing, MN. Tom recieved a Master of Science Degree in Engineering from South Dakota State University. Tom is a member of the Minnesota Society of Professional Engineers, City Engineers Assoc. of MN, and the Goodhue County Safety Council.

Charles Richardson is an Attorney and is President of the Cannon Valley Trail Board which is a joint powers board created by the cities of Redwing and Cannon Falls and Goodhue County.

Bruce Blair is the manager of the Cannon Valley Trail.

Summary: The money for the trial was raised primarily in Cannon Falls and Redwing through solicitation of local people. Redwing, Cannon Falls, and Goodhue County decided upon a Joint Powers agreement with all three taking responsibility for the trail. A joint Powers Board agreed to operate and maintain the trail. Goodhue County accepted 49% of teh operating expenses, Redwing 34%, and Cannon Falls 17%. The Board meets monthly and has a budget of \$40,000 from which a full time trail manager is paid.

The trail opened in May of 1986 and is 19.2 miles in length with 5 miles paved and the remainder crushed limestone. Bridge work on the trail has been done by inmates of the Redwing Correctional Facility at a cost of \$200.00 per foot.

#### HOSTELING IN THE U.S.A.

The purpose of the American Youth Hostels is to help all, especially young people, gain a greater understanding of the world and its people through outdoor activities. Educational and recreational travel related programs help develop fit, self reliant, well informed citizens. Typical Youth Hostels are simple overnight accommodations in scenic cultural areas. This workshop will explain how an individual can get involved in hosting and the benefits of becoming an AYH member.

Melanie Creger is a National Hostel Manager and has been a member of AYH for 10 years. Melanie is a national trip leader and has led various trips through World Adventure. She's the office manager of the Minnesota Council of the American Youth Hostels.

Phyllis Mostrom is Vice President of the Minnesota Council of the American Youth Hostels. Phyllis is a National World Adventure Leader and a Minnesota AYH trip leader.

Summary: Hosting began in the early part of this century in Germany. Its purpose was to bring young people of different nationalities together. Hosting began in the United States in 1954. It is a non profit organization. The funding comes from membership dues, corporate and foundation grants and individual contributions. Today there are 32 councils across the nation which are located in such a way as to show the diversity of America. Some are near state or national parks, ranches or urban areas.

COMMUNITY BIKE PROGRAMS: THE MINNESOTA POSSIBILITIES \$\$\$

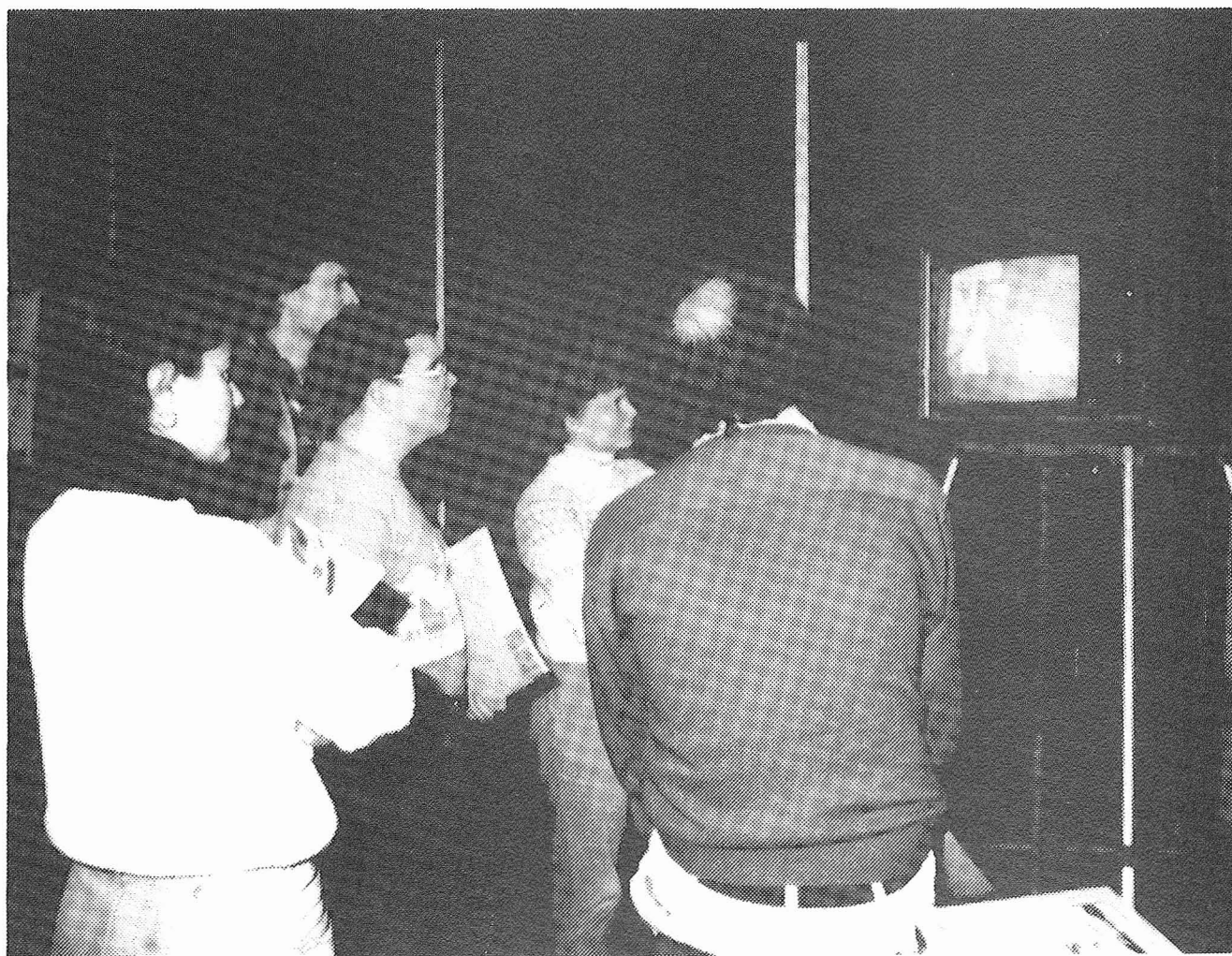
This workshop will take an in depth look at the Department of Energy and Economic Development Grant Program. The Community Energy Initiatives Fund will be reviewed to determine how it relates to bicycle programs as well as an exploration of other potential funding programs. If your community or bicycle organization is trying to secure funding for a bicycle program, this workshop is a great place to start.

Dorian Grilley is a Recreation Planner with the Forestry Division of the Minnesota Department of Natural Resources. Dorian has a Bachelors Degree in Landscape Architecture from the University of Minnesota. Dorian is Vice President of the Minnesota Coalition of Bicyclists.

Steve Clark is the Bicycle Coordinator of Boulder, Colorado. Steve is President of the League of American Wheelmen/Bicycle USA and is co-founder of the Minnesota Coalition of Bicyclists.

Summary: For a program to qualify for the Exxon Grant money, it must prove it will save energy. The decision to fund the program is made by a review committee. Some ideas for bike programs that could be funded are: bike to work day, community bicycle programs, promotion of bicycle projects, printing of maps and bicycle brochures, and bicycle education programs for schools. There can only be one grant proposal per city. Work with city officials who are in favor of your proposal. The program needs to have a 10% matching grant. There is a ceiling limit of \$30,000 for each proposal. More money could be made available, for example, if 3 cities joined together on a proposal, \$80,000 would be available, if a county joined, another \$30,000 would be available for a total of \$110,000. Contact local and national bike organizations and ask them to contribute toward the 10% matching grant.

## PRESS RELEASES



# Mn/DOT News



Date: January 30, 1987

612/297-3532

To be Released: January 30, 1987

## 1987 STATE BICYCLE CONFERENCE

Put a little summer into your winter this year by participating in a 10 mile Lake Wobegon winter bike tour at the 8th Annual State Bicycle Conference at Cragun's Resort and Conference Center in Brainerd.

The Conference which runs from February 6th - 8th, will feature the Minnesota premier of the Complete Bicycle Education Program. Cycling enthusiasts from all over Minnesota will attend workshops on bike trails, riding skills and safety.

Mn/DOT Commissioner, Leonard W. Levine, will open the Bicycle Conference speaking about the challenge of creating well-supported, successful bicycling programs.

Other guest speakers include: Don Smith, President of Don Smith Enterprises, a sports marketing and relations firm in New York, and Steve Clark, Bicycle Coordinator, Boulder, Colorado.

What: 8th Annual State Bicycle Conference

When: February 6-8, 1987

Registration begins at 1:00 on February 6th

Conference concludes with a "brunch" on February 8th

Where: Cragun's Resort and Conference Center - Brainerd, Minnesota

For registration information, contact Tim Mayasich, Minnesota Department of Transportation (612) 296-1657.

For more information, contact:

Mike Sobolewski  
Public Affairs Manager  
(612) 297-3532

Michelle Korf  
Public Affairs Coordinator  
(612) 296-1634

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DAILY DISPATCH  
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GAZETTE  
STILLWATER, MN.

FEB. 5, 1987

FEB. 4, 1987

## Bike conference is this weekend

The Eighth State Bicycle Conference, to take place at Cragun's Resort and Conference Center near Brainerd from Friday to Sunday, will include a 10-mile Lake Wobegon winter bike tour.

The conference will also feature the Minnesota premiere of the Complete Bicycle Education Program. Cycling enthusiasts from all over Minnesota will attend workshops on bike trails, riding skills and safety.

MnDOT Commissioner Len Levine will open the conference with a speech on the challenge of creating well-supported, successful, bicycling programs.

Registration begins at 1 p.m. Friday. The conference ends with a meal on Sunday morning.

For information, call 612-296-1657.

## INDEPENDANT

JORDAN, MN  
FEB. 4, 1987

## Bicycle conference in Feb.

Put a little summer into your winter this year by participating in a 10 mile Lake Wobegon winter bike tour at the 8th annual State Bicycle Conference at Cragun's Resort and Conference Center in Brainerd.

The conference, which runs from Feb. 6-8, will feature the Minnesota premier of the Complete Bicycle Education Program. Cycling enthusiasts from all over Minnesota will attend workshops on bike trails, riding skills and safety. Mn/DOT Commissioner, Leonard W. Levine, will open the Bicycle Conference speaking about the challenge of creating well-supported, successful bicycling programs.

Other guest speakers include Don Smith, president of Don Smith Enterprises, a sports marketing and relations firm in New York and Steve Clark, bicycle coordinator, Boulder, Colorado.

Registration begins at 1 p.m. on Feb. 6. Conference concludes with a "brunch" on Feb. 8. Cost is \$55 for five meals and workshops. Lodging is extra. For registration information contact Tim Mayasich, Minnesota Department of Transportation, 612-296-1657.

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PINE KNOT  
CLOQUET, MN.

STAR-GAZETTE  
MOOSE LAKE, MN.

JAN. 8, 1987

JAN. 8, 1987

Television station KCMT channels (7/12), of Alexandria, MN televised a portion of the 1987 Bike Conference for their evening news telecast of Feb. 7, 1987. This was the first time the conference recieved television coverage.

## Bike Conf. to be held

Put Your Life On Wheels! Attend the Minnesota State Bicycle Conference February 6-8 at Cragun's Resort in Brainerd. Learn how to set up bike rodeos, give maintenance workshops, bike hikes and more. This volunteer workshop is sponsored by the Minnesota Department

of Transportation and the State Bike Advisory Board. The 4-H Federation will pay the transportation and fees for the three-day conference. Registration due soon. For further information, contact the Carlton County Extension Service at 384-3511 or 1/800/862-3760.

# FINANCES





1987 STATE BICYCLE CONFERENCE FINANCES

Cragun's: Lodging/Meals.....	\$6,911.04
Guest Speaker Expenses.....	1,092.17
Audio-Visual Equipment.....	29.00
Printing.....	1,065.67
Van Rental.....	<u>123.86</u>
Subtotal.....	\$9,221.74
Less Conference Registration Fees.....	<u>\$4,270.00</u>
Total.....	\$4,951.74



## MAILING LISTS



# 1987 BIKE CONFERENCE MAILING RESULTS

<u>Organization</u>	<u># Notified</u>	<u>Attended</u>
4-H Agents.....	95	1
MN PTA.....	90	15
Chamber of Commerce.....	92	5
Police Departments.....	473	26
MN Department of Transportation.....	252	13
MN Department of Natural Resources.....	37	7
State Bicycle Advisory Board.....	21	12
Pedal Power.....	78	3
MN Recreation and Parks Association.....	945	2
MN Planning Association.....	367	0
American Planning Association.....	489	1
MN Coalition of Bicyclists.....	250	4
MN Chpt. American Youth Hostels (3 rides or more)....	325	5
Bike Dealers-Distributors.....	296	2
Bike Conference Coordinator.....	288	46
State Patrol, Safety Ed. Officers.....	<u>12</u>	<u>1</u>
Total Mailed.....	4110	
Total Attended.....		143

# PARTICIPANTS LIST



Anderson, Angela  
 Anderson, Bruce  
 Andrie, Gregory  
 Arends, Kevin  
 Beck, Kirby  
 Beck, Darlene  
 Berchem, Steve  
 Berg, Steve  
 Betcher, Allen  
 Betcher, Susan  
 Billmeyer, Larry  
 Blair, Bruce  
 Blake, Bruce  
 Blommer, Craig  
 Boerner, Doris  
 Boerner, Jody  
 Boerner, Tom  
 Briscoe, Kathy  
 Brown, Bob  
 Buckeye, Ken  
 Bulzoni, Darryl  
 Byrne, Dick  
 Carlson, Dave  
 Chambers, Roger  
 Chambers, Shawn  
 Cherrier, Cliff  
 Clark, Steve  
 Coleman, Del  
 Collins, Dan  
 Cowser, Susan  
 Craddock, Cathy  
 Crampton, Tim  
 Creger, Melanie  
 Dederling, Margie  
 De Gonds, Lois  
 Dethmers, Gordon  
 Drake, Tom  
 Dreden, Judy  
 Durgin, Darryl  
 Dustrude, Jim  
 Engbretson, Kathy  
 Erickson, Bernard  
 Erickson, Brian  
 Erikson, Joy  
 Ewen, Russ  
 Fossen, Ivan  
 Furr, Allison  
 Gale, Roger P.  
 Gervais, Bill  
 Gleseke, Marvin  
 Gleseke, Valora  
 Glichrist, Chris  
 Glichrist, Rachel  
 Glander, Darold  
 Glander, Julie  
 Goenner, Julie  
 Goode, Susan  
 Grilley, Dorian  
 Gunville, Larry  
 Haffner, John  
 Hannah, Del  
 Heilman, Martin K.  
 Heller, Shelly  
 Hendrickson, Bobbi  
 Highum, Dave  
 Hinkler, Jerry  
 Hipple, Jim  
 Hruska, Linda  
 Hull, Richard  
 Johnson, Mike  
 Kahn, Donald  
 Kahn, Phyllis  
 Keller, Marly  
 Koplin, Cheryl  
 Koski, Clifford  
 Koth, Barb  
 Laird, Doug  
 Laird, Sara  
 Levine, Leonard  
 Lindgren, Jon  
 Linzie, Merritt  
 Marcus, Sharee  
 Marusenko, Walter  
 Mayasich, Jennifer  
 Mayasich, Tim  
 Mayevski, Lee  
 McAllister, Pat  
 McArthur, Cynthia  
 McCommon, Keene  
 McCloud, Tom  
 McManus, Rina  
 Michaelis, Mildred  
 Miller, Mike  
 Mitchell, Craig  
 Hoe, Allen

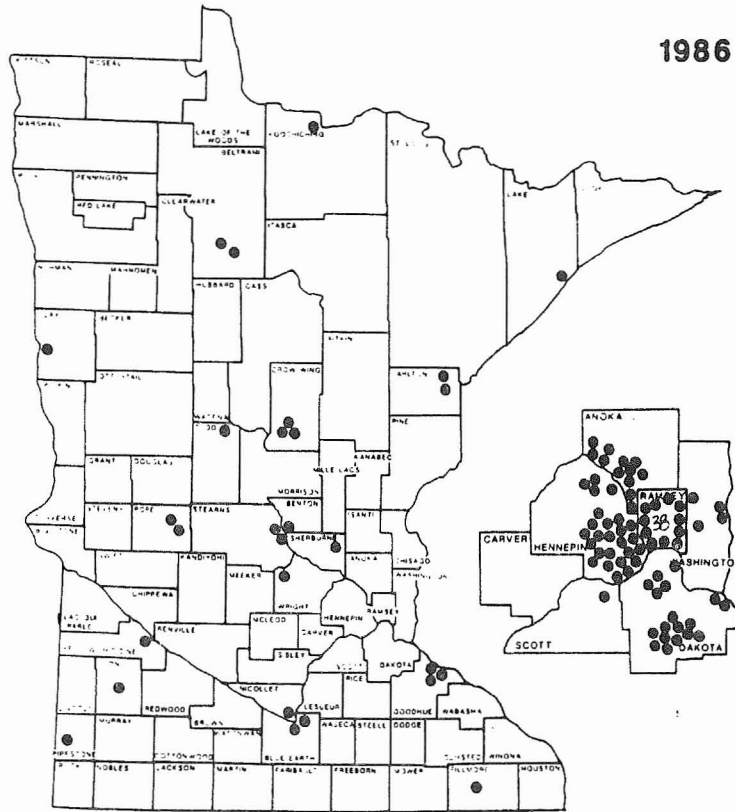
Senior Staff Specialist, DNR  
 Patrol Sergeant  
 Patrolman  
 DNR Trail Manager  
 Bicycle Advisory Board member  
 Bicycle Enthusiast  
 Public Relations Associate  
 Hennepin County Parks  
 Bicycle Enthusiast  
 Sparta Chamber of Com.  
 Investigator  
 Trail Mgr./C.V.T.  
 MCB Board Member  
 MnDNR Trails & Waterways Spec.  
 Bicycle Enthusiast  
 Student Bicyclist  
 Dir. Traffic Safety DPS  
 Mn/DOT Outstate Urban Planning  
 Mn/DOT Dist. 5 Traffic Eng.  
 MnDOT Bikeways, Bike Board Member  
 Granite Falls, PD  
 Bicycle Enthusiast  
 Secretary, MCB  
 MN AAA  
 Mn/DOT Bikeways  
 Hopkins PD  
 Bike Coordinator, Boulder, CO  
 Police Officer  
 DNR, Trail Programs Supervisor  
 Dir. Bike Treks, Am Lung Assoc.  
 Bicycle Advisory Board member  
 MCB member  
 MN Chapter AYH  
 MCB member  
 Teacher  
 Civil Engineer  
 City Eng./Pub. Wks. Dir.  
 Mn/DOT Asst. Comm. Prog. Mgt.  
 MN State Bicycle Coordinator  
 Teacher  
 Bicycle Safety Officer  
 DPS Bike Board Agency Rep.  
 Teacher  
 Teacher  
 Police Chief, City of Glenwood  
 Bicycle Advisory Board member  
 Bicycle Safety Officer  
 Bicycle Advisory Board member  
 DOT Asst. Dist. Eng.  
 Bicycle Enthusiast  
 Bicycle Advisory Board member  
 Bicycle Enthusiast  
 Police Officer  
 Bicycle Enthusiast  
 Bicycle Enthusiast  
 Bicycle Enthusiast  
 Bicycle Enthusiast  
 Recreation Planner/DNR  
 Teacher  
 Police Sergeant  
 Police Officer, St. Cloud  
 Patrolman  
 Student Bicyclist  
 Bicycle Advisory Board member  
 Teacher  
 Bicycle Enthusiast  
 Teacher  
 Bike Club Member  
 State Patrol/Safety Ed. Coord.  
 Crime Prevention Officer  
 U of M, Math Prof.  
 Legislator, MN House of Rep.  
 Bicycle Enthusiast  
 Bicycle Enthusiast  
 State Patrol/Safety Ed. Coord.  
 Extension Specialist, Tourism  
 Bicycle Advisory Board member  
 Twin City Tandem Club  
 Commissioner, Mn/DOT  
 Mayor, Fargo, ND  
 Director, Mn/DOT OHP  
 Bicycle Enthusiast  
 MnDOT Traffic Eng  
 Teacher  
 Mn/DOT, Bike Conference Coord.  
 Police Officer, St. Cloud  
 Am. Lung Assoc. of MN  
 Project Asst. MN Ag. Extn.  
 Bicycle Enthusiast  
 Deputy Comm., DPS  
 Mayor, Brainerd, MN  
 MnDNR  
 Dakota Co. Planning Mgr.

Box 52 500 Lafayette  
 303 E. Third St PO43  
 1313 Coon Rapids Blvd.  
 Rt. 2 701 S. Kenwood  
 12396 Drake St. NW  
 12396 Drake St. NW  
 146 Milwaukee St.  
 9750 Egret Blvd.  
 1311 1/2 Jefferson  
 101 South Water St.  
 3830 Pilot Knob Rd  
 City Hall  
 2635 Aldrich Ave. S. 3  
 2300 Silver Creek Rd. NE  
 941 Russell St.  
 941 Russell St.  
 Rm 207 Transportation Bldg.  
 Rm 807 Transportation Bldg.  
 2055 N Lilac Dr.  
 Rm 807 Transportation Bldg.  
 895 Prentice St.  
 2957 Garfield Ave So.  
 7 Travelers Trail  
 Rm 807 Transportation Bldg.  
 1010 1st St. So.  
 Box 791 Boulder Transp. Div.  
 522 4th St. SW  
 Box 52, 500 Lafayette Rd  
 1829 Portland Ave  
 101 N Main  
 2957 Garfield Ave So.  
 30 S 9th St.  
 5031 Bloomington, Ave So  
 5844-44th Ave., So  
 6132 Woodbine Ave.  
 Box 34, City Hall  
 Rm 413 Transportation Bldg.  
 Rm 807 Transportation Bldg.  
 14445 Diamond Path  
 417 S Court  
 8043 Elrie Ave.  
 14445 Diamond Path  
 14445 Diamond Path  
 130 E MN Ave  
 6609 Brittany Rd  
 Municipal Bldg.  
 10740 69th St. N  
 1231 15th Ave. NW  
 1231 15th Ave. NW  
 1529 E. 3rd St.  
 1529 E. 3rd St.  
 139 Carol Lane  
 139 Carol Lane  
 Route 1  
 121 Otis Ave  
 Box 44/500 Lafayette Rd.  
 14445 Diamond Path  
 704 Broadway  
 310 St. Germain St.  
 1313 Coon Rapids. Blvd.  
 941 Russell St.  
 4007 Biesdell Ave So  
 14445 Diamond Path  
 11301 NE Terrace Rd  
 14445 Diamond Path  
 6809 Dutton Ave.  
 RR2 Box 21-A  
 5005 Minnetonka Blvd.  
 100 Malcolm Ave SE  
 Rm 235 State Office Bldg.  
 1401 4th Ave So.  
 168 Johnson Ave.  
 3671 250 St. W.  
 218 Classroom Bldg.  
 5232 Edenmoor St.  
 5232 Edenmoor St.  
 Rm 411 Transportation Bldg.  
 200 3rd St. N  
 Rm. 807 Mn/DOT  
 3129 Harriet Ave So.  
 1660 Duluth St.  
 3415 Federal Dr  
 Rm 807 Transportation Bldg.  
 310 St. Germain St.  
 614 Portland Ave  
 340 Coffey Hall  
 1768 Upper Aften Rd.  
 Rm 211 Transportation Bldg.  
 501 Laurel St.  
 500 Lafayette Rd  
 7300 W. 147th St. 503

St. Paul, MN 55146  
 Redwood Falls, MN 56283  
 Coon Rapids, MN 55433  
 Moose Lake, MN 55767  
 Coon Rapids, MN 55433  
 Coon Rapids, MN 55433  
 Jefferson, WI 53549  
 Coon Rapids, MN 55433  
 Sparta, WI 54656  
 Sparta, WI 54656  
 Eagan, MN 55122  
 Cannon Falls, MN 55009  
 Minneapolis, MN 55408  
 Rochester, MN 55903  
 St. Paul, MN 55106  
 St. Paul, MN 55106  
 St. Paul, MN 55155  
 St. Paul, MN 55155  
 Golden Valley, MN 55155  
 St. Paul, MN 55155  
 Granite Falls, MN 56241  
 Minneapolis, MN 55408  
 Burnsville, MN 55337  
 St. Paul, MN 55155  
 Hopkins, MN 55343  
 Boulder, CO 80306  
 Pipestone, MN 56164  
 St. Paul, MN 55146  
 Minneapolis, MN 55404  
 Park Rapids, MN 56470  
 Minneapolis, MN 55408  
 Minneapolis, MN 55402  
 Minneapolis, MN 55417  
 Minneapolis, MN 55417  
 Woodbury, MN 55125  
 Red Wing, MN 55066  
 St. Paul, MN 55155  
 St. Paul, MN 55155  
 Rosemount, MN 55068  
 Fergus Falls, MN 56537  
 Channahassen, MN 55317  
 Rosemount, MN 55068  
 Rosemount, MN 55068  
 Glenwood, MN 56334  
 Edina, MN 55435  
 Silver Bay, MN 53614  
 Stillwater, MN 55082  
 Willmar, MN 56201  
 Willmar, MN 56201  
 St. Paul, MN 55106  
 St. Paul, MN 55106  
 Red Wing, MN 55066  
 Red Wing, MN 55066  
 St. Cloud, MN 56301  
 St. Paul, MN 55104  
 St. Paul, MN 55146  
 Rosemount, MN 55068  
 Alexandria, MN 56308  
 St. Cloud, MN 56301  
 Coon Rapids, MN 55433  
 St. Paul, MN 55106  
 Minneapolis, MN 55409  
 Rosemount, MN 55068  
 Blaine, MN 55434  
 Rosemount, MN 55068  
 Minneapolis, MN 55428  
 Winnebago, MN 56098  
 St. Louis Park, MN 55416  
 Minneapolis, MN 55414  
 St. Paul, MN 55155  
 St. Cloud, MN 56301  
 Red Wing, MN 55066  
 Farmington, MN 55024  
 St. Paul, MN 55108  
 Edina, MN 55436  
 Edina, MN 55436  
 St. Paul, MN 55155  
 Fargo, ND 58102  
 St. Paul, MN 55155  
 Minneapolis, MN 55408  
 St. Paul, MN 55106  
 Eagan, MN 55122  
 St. Paul, MN 55155  
 St. Cloud, MN 56301  
 St. Paul, MN 55102  
 St. Paul, MN 55108  
 St. Paul, MN 55106  
 St. Paul, MN 55155  
 Brainerd, MN 56401  
 St. Paul, MN 55101  
 Apple Valley, MN 55033

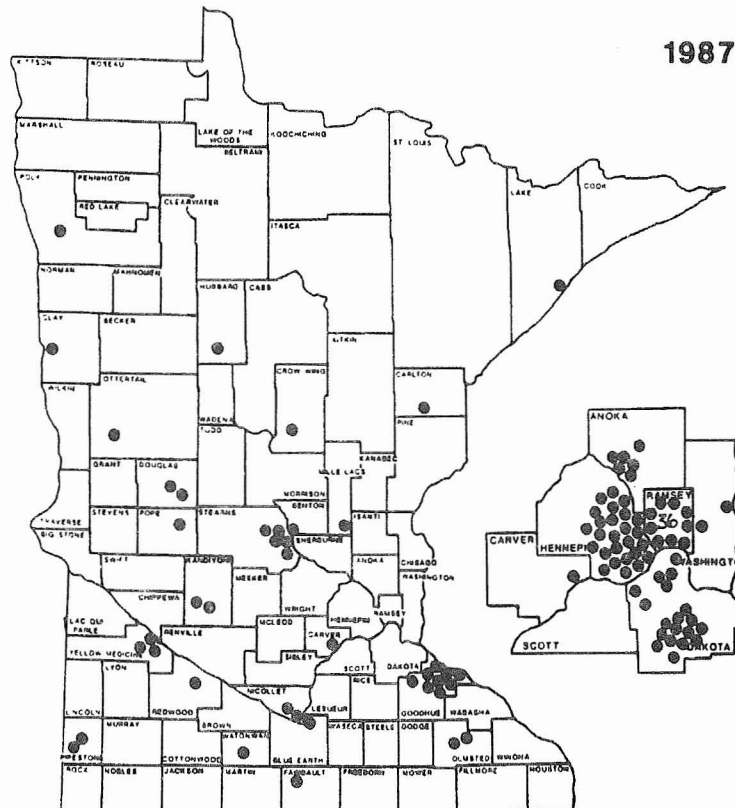
Moström, Phyllis	AYH/V, President	343 Grand Ave.	St. Paul, MN 55102
Mulrooney, James	Asst. to the Commissioner	Rm 408 Transportation Bldg.	St. Paul, MN 55155
Nettestad, Charles	Police Chief	704 Broadway	Alexandria, MN 56308
Oleson, Neil	Teacher	14445 Diamond Path	Rosemount, MN 55068
Onnen, Jaunita	Community Service Dir.	505 1st Ave	St. James, MN 56081
Petersen, Kyle	Teacher	14445 Diamond Path	Rosemount, MN 55068
Peterson, Garry	Chair, Bicycle Advisory Board	2940 W River Pkwy	Minneapolis, MN 55406
Peterson, Mary Ann	Tandem Stoker	2940 W River Pkwy	Minneapolis, MN 55406
Petrovich, Brian	Jr. Leader	4712 Zenith Ave. S.	Minneapolis, MN 55410
Pirkil, Robert	Bike Program Coord.	5005 Minnetonka Blvd.	St. Louis Park, MN 55416
Pirkil, Jack	DOT/Asst. Maint. Eng. 9	2019 E. Clear Ave.	St. Paul, MN 55119
Pirkil, Judy	Bicycle Enthusiast	2019 E. Clear Ave.	St. Paul, MN 55119
Quannrud, Robert	Patrolman	600 Bruce St.	Crookston, MN 56716
Rauehorst, Elizabeth	Landscape Architect	1667 Princeton Ave	St. Paul, MN 55105
Remington, Bob	Pedal Power Resource Person	741 Silver Lake Rd.	New Brighton, MN 55112
Richardson, Charles	President, C.V.T. Board	521 Summit Ave.	Red Wing, MN 55066
Ridge, Jon	Dir. Env. Traks. Am. Lung Assoc.	1829 Portland Ave.	Minneapolis, MN 55404
Ross, Jerry	Granite Falls PD	895 Prentice St.	Granite Falls, MN 56241
Ruble, Shirley	Dir., Mankato Convention Bureau	Box 999	Mankato, MN 56001
Scannell, Kim	Metro State University	121 Metro Square Bldg.	St. Paul, MN 55101
Schmidt, Barb	Bicycle Advisory Board member	1538 Lone Oak Road	Eagan, MN 55121
Schwartz, Connie	Co. Ext. Agent	Box 218	Pipestone, MN 56164
Sisson, Al	Lieutenant, Rochester P.D.	515-2 St.	Rochester, MN 55902
Smith, Dan	Outdoor Store, Inc.	323 Main St.	Red Wing, MN 55066
Smith, Dean	Granite Falls Bike Patrol	895 Prentice St.	Granite Falls, MN 56241
Smith, Don	Don Smith Consultants	40 E 49th St.	New York, NY 10017
Smith, Judy	Outdoor Store, Inc.	323 Main St.	Red Wing, MN 55066
Stock, Kathy	Teacher	14445 Diamond Path	Rosemount, MN 55068
Stromback, Steve	Police Officer	Peplin Woods Trl. Ct.	Red Wing, MN 55066
Studer, Gene	Police Officer	1616 Humboldt Ave.	West St. Paul, MN 55118
Swenson, Paul	Director, Trails & Waterways DNR	Box 52 500 Lafayette Rd	St. Paul, MN 55146
Thies, Marjorie	Bicycle Advisory Board member	4809 Emerson Ave So	Minneapolis, MN 55409
Thies, Melanie	USCF member	4809 Emerson Ave So	Minneapolis, MN 55409
Thomsen, Ann	Teacher	14445 Diamond Path	Rosemount, MN 55068
Turk, Tom	Teacher	14445 Diamond Path	Rosemount, MN 55068
Vollmer, Ann	Tour of Saints	3268 321st St.	St. Cloud, MN 56301
Vollmer, Warren	Tour of Saints	3268 321st St.	St. Cloud, MN 56301
Wagner, Jennifer	Bicycle Enthusiast		
Wallin, Rod	Bicycle Enthusiast	Route 3, Box 351	Princeton, MN 55371
Welbes, Matt	U of M Bicycle Advisory Comm.	500 Ridgewood, #12	Minneapolis, MN 55403
Wenzel, Leland	Police Officer	4700 Miller Ave	White Bear Lake, MN 55110
Wilker, Linda	N. Mankato City Council	833 Nicollet Ave.	North Mankato, MN 56001
Wilker, Roger	Bicycle Enthusiast	833 Nicollet Ave	North Mankato, MN 56001
Williams, Bob	President, MN Cycling Federation	4711 Zenith Ave So.	Minneapolis, MN 55410
Windom, Al	Teacher	14445 Diamond Path	Rosemount, MN 55068
Wright, Sherri	State Bike Safety Coord.	340 Coffey Hall	St. Paul, MN 55108
Zepper, Mel	Patrol Officer	915 9th Ave N, Box 817	Moorhead, MN 56560

## 1986 STATE BICYCLE CONFERENCE Participants Per County



● Conference Participant

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● Conference Participant



# SUMMARY



## CALL FOR PROPOSALS FOR 1988 STATE BICYCLE CONFERENCE

Minnesota is one of the few states in the country that sponsors a Bicycle Conference. Each year, people representing a broad range of bicycling interests, meet to share information from their agency or organization. Through the exchange of this information it is hoped the bicycle will move closer toward achieving its potential as a safe and viable mode of transportation and recreation throughout Minnesota.

The Minnesota Department of Transportation and the State Bicycle Advisory Board welcome all proposals for workshops and general sessions, in order to enhance the conference format by addressing the important issues which have a direct affect on bicycling in Minnesota.

Guidelines for Submittal: Each proposal must contain the following:

1. A written description of the proposed program.
2. A statement of the goals and objectives of the presentation.
3. Background information on the speaker or panel.

### I. General Sessions

Submittals should include the name of the speaker, suggested topic, speaker's qualifications and a rationale of why the presentation is of interest to bicyclists in Minnesota.

### II. Workshops

Workshops range in duration from 1 to 1 1/2 hours. They are interactive sessions which allow activities such as "hands-on" learning, audience participation, case studies, etc. Presentations must allow for question and answer period.

### III. Deadline Information

Proposals should arrive at the coordinators office no later than September 1, 1987. They will then be submitted to the conference planning committee for review. The final program selections will be made no later than September 18, 1987. At that time all who submitted proposals will be notified of the results.

Submit to: Jim Dustrude, Rm 807 Transportation Building,  
St. Paul, MN 55155

Please contact Jim Dustrude at (612) 297-1838 with any questions.