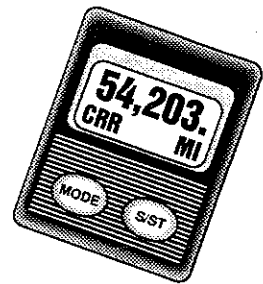


8-14-92



August 1992



RAT

Thanks Warren and Barb for another great RAT weekend!

ISTEA Presents Opportunities for Nonmotorized Transportation

In December of 1991, President Bush signed into law the most significant piece of federal transportation legislation since the creation of the interstate system. This new legislation, the Intermodal Surface Transportation Efficiency Act (ISTEA), known as "ice-tea" among government types, provides higher funding levels, new funding categories, and the opportunity for significant shifts in resources between the various transportation modes.

ISTEA represents a major policy shift in that it attempts to provide a "level playing field" for all surface modes: highway, transit, rail, and non-motorized, so that state and local agencies can make their own decisions about resource allocation. The highway funding categories now overlap state and local jurisdictions creating competition between state and local roads for the same improvement funds. A large percentage of these funds can also be spent on other things, such as mass transit or nonmotorized facilities, at the discretion of the transportation agencies.

Massive new planning requirements were developed to facilitate this "cooperative" process of allocating federal-aid to state and local projects. The Metropolitan Planning Organizations (MPOs) which are multi-jurisdictional agencies for each urban area over 50,000 population, are given a bigger role in developing plans and

selecting projects.

ISTEA requires development of a state long-range transportation plan (LRP) and a transportation improvement program (TIP) which is a three year list of projects. Each MPO must also prepare a LRP and TIP which is consistent with the statewide plan. All of these plans are specifically required to have a bicycle and pedestrian component.

There are a number of significant changes for nonmotorized transportation in ISTEA. The act does not provide the "3 percent solution," a mandatory three percent expenditure for bike and pedestrian facilities that had been proposed by Congressman Joe Kennedy, but it removes previous caps on spending. The law generally uses the terminology of "bicycle and pedestrian," not "nonmotorized" which highlights an ongoing inconsistency between state and federal law. In Michigan, nonmotorized transportation has been defined by the Attorney General as specifically excluding pedestrians.

...continued on third page

NEXT MEETING:

Monday September 7, 1992, 7:00pm
at the Mount Clemens Recreation Center
300 Groesbeck at Lafayette.

- President: Bill Duemling 752-6310
- Ride Director: Doug MacDermaid 774-0295
- Secretary: Dennis Audet 777-0837
- Treasurer: Bob Goebel 286-0384
- Editor: Vicki Malloch 979-4076
- Assistant Editor: Mike Kiefer 884-1052
- HOTLINE: 792-4670

Ride Schedule

Call the hotline (313) 792-4670 for updates.

Recurring rides for August

Tuesdays, 6:30pm. Meet Warren Berthelsen at the original Pavlat's Bike Shop (Mt. Clemens) for a ride to Metro Beach. Pace 14-16, 20-25mi.

Tuesdays, 6:15pm. Meet Gary Haelewyn at the original Pavlat's Bike Shop (Mt. Clemens) for a "Sprinkle Sprint" ride to Metro Beach regrouping after sprints. Pace 20+, 30mi.

Wednesdays, 6:30pm. Meet Rick & Sue Moorman 17 Mile/Garfield behind doctors office for a ride out to Stony Creek. Pace 16-18, 38mi.

Thursdays, 6:00pm. Meet Rich & Pam Dyer at Water Tower in New Baltimore. Pace 18-20, 35mi. **Call Rich 949-0183.**

Thursdays, 6:30pm. Meet Jackie Kray at Pavlat's Two Wheel Authority in Royal Oak for a beautiful ride towards Cranbrook. Afterwards hang-out for ice cream. Pace 14-16, 30mi.

Fridays, 6:30pm. Meet Kirk & Katie Carolan at Jefferson & Marter (8 1/2 Mile) for a ride to Grosse Pointe and back. Pace 16-18, 22-25mi.

Saturdays, 8:00am. Meet Gary Haelewyn, Oscar or Bill at the Stony Creek boat launch for a 46mi. ride stopping halfway in Armada for breakfast. Pace 16-18.

Sundays, 8:00am Sharp! Meet John Payne at Derby Jr. High (corner of Adams and Derby Rd., just N. of 15 Mile in Birmingham). Different ride each week to a restaurant. Pace 14-16, 20mi. **Call John 755-0730.**

Sundays, 8:00am. Meet Rich & Pam Dyer and Mike & Vicki Malloch at Water Tower in New Baltimore. Pace 18-20, 50mi.

Scheduled rides for August

Sunday, August 23, 8:00am. Meet Dave Switney and Sharon Wiseman at the Stony Creek boat launch for a tandem led ride (singles welcome) to breakfast overlooking Lake St. Clair in New Baltimore with a return stop at the Wolcott Metro Park. Pace 16-18, 55mi.

DALMAC Training Rides: (Double check these with the Hotline or call the ride leaders)

Saturday, August 15, 7:00am. Meet Rick Moorman at Square Lake & Crooks for the first of three consecutive Saturday DALMAC training rides. Ride 1 to Lake Orion. Pace 18+, 70mi. Bill and Christopher Duemling will lead a slower paced ride. Pace 14-16.

Sunday, August 16, 8:00am. Meet John Edry at 19 Mile & Crooks for a Pre-DALMAC ride through Waterford, Clarkston, and Lake Orion. Pace 16-18, 56mi.

Saturday, August 22, 7:00am. Meet Rick Moorman at (call Hotline) for the second of three consecutive Saturday DALMAC training rides. Ride 2 to Milford. Pace 18+, 80mi.

Saturday, August 29, 7:00am. Meet Rick Moorman at (call Hotline) for the third of three consecutive Saturday DALMAC training rides. Ride 3 Romeo to Otisville. Pace 18+, 110mi. Bill and Christopher Duemling will lead a slower paced ride. Pace 14-16.

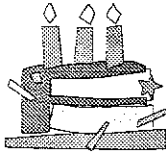
Sunday, August 30. Meet Rich Dyer and Doug MacDermaid at the Water Tower in New Baltimore for a Pre-DALMAC ride. Rich will take a fast group and a longer route. Pace 18+. Doug will take a slower group. Pace 14-16, 50mi.

Other Recommended Rides: Sun., Aug. 16. Assenmacher 100 / Sun. Aug. 30. The JAC Ride (Just A Century)

Looking ahead to September

Wednesday, September 2, 7:00am. Meet Oscar Balmaceda and Rick Moorman at the hamburger joint at 18 Mile & VanDyke for a DALMAC pre-ride to Lansing stopping for lunch in Howell. Pace (easy), 100mi. **Call Oscar or Rick for more info.**

Birthdays



Susan Bennett 7/4, Christi Loehr 7/5, William Crowley 7/6, Matt Barton 7/9, Shirley Bayne 7/10, Steve Angst 7/11, Gary Szostak 7/11, Teri Prestis 7/14, Doug MacDermaid 7/16, Emmett Mulligan 7/17, Rebecca Duskey 7/18, Peter Shamaly 7/18, Sandra Matusik 7/19, Robin Barton 7/20, Paul Smith 7/20, Patrick Sheehy 7/22, Wes Nichols 7/23, Linda Morrison 7/24, Peggy Ondre 7/26, Kristin Berthelsen 7/27, Donna Pearson 7/30, Larry Leksutin 7/31, Sebastian Matusik 8/3, Linda Ostrowski 8/3, Gena Dyer 8/4, David Heck 8/11, Blake Bennett 8/13, Warren Berthelsen 8/14, Michael Ondre 8/21, David Bowen 8/28.

Welcome new members:

The Clinton River Riders proudly welcome the following new members:

James & Lisa Simpson, David Maxwell, Paul Korenkiewicz, and Jim Kraniak

We hope you will enjoy this and many future seasons cycling with us.

Club Mugs

Dennis Audet has announced that the club coffee mugs are in. Price is \$3.50 each. Bring your order to the next meeting.

More Jerseys

Club jerseys are in. Get in touch with Bob or Rose Goebel and pick up your jersey if you haven't already. There MIGHT be one XL jersey left, but will be sold to the first person that pays for it. It may be quite some time before another jersey order goes in.

Bob and Rose Goebel reported the Clinton River Riders were well represented on Shoreline this year. The first day out, fourteen (14) riders in club jerseys made quite a visual statement!

Anyone Hear Bells?

Steve Angst and Debi Capoferi announced their marriage around the campfire RAT weekend by asking if anyone wanted to join them for Champagne and Wedding Cake. Rose caught it first. Everyone was in shock.

Just a week later another couple sealed their love. Mike Holden and Becky Cumberow are wed.

And guys, "the fox has been caught." Jackie Kray is now engaged.

Our warmest thoughts go out to all of you.

Place Your Bets

Mike and Vicky Malloch have been practicing their speed work all summer. There's a rumor circulating. Someone recently overheard that \$100 or a week's housework is on the line to the winner of a lap around Stoney Creek. Hey, need any witnesses?

Another Good Publication

The Clinton River Riders Bicycle club is affiliated with LAW (League of American Wheelmen), and has an excellent magazine. Membership in a national organization with bicycling at heart can be a good way to apply leverage at the federal level, and get your voice heard on national transportation issues. They are looking for more members, and a membership application is enclosed with this month's newsletter. If you already are a member, pass it along to someone else.

Staff T-shirts

If you wish to receive the "staff" t-shirt for the 1992 BWR you must pre-register by signing up with one of the BWR committees.

Even if you always show up, there is no way we can have enough t's without being signed up. Jerry and Sue Pavlat are generously donating the staff t-shirts again this year.

ISTEA Opportunities continued...

Bicycle and pedestrian requirements are mentioned throughout the ISTEA in the context of the state and MPO long range plans; however, there are three significant sections that warrant separate discussion.

1) Section 217 is the old bike and pedestrian section of the previous legislation. It has been amended to drop all limitations on spending (previously a state could not spend more than \$4.5 million annually). There is a requirement for each state DOT to designate a bicycle and pedestrian coordinator. All nonmotorized facilities to be constructed under the act must be part of the state and MPO long range bicycle plans.

Nonmotorized projects are eligible for funding under all of the major federal-aid highway categories at 80 percent federal participation. Bicycle facilities funded under this section must be principally for transportation, not recreation.

2) A new project category has been created called "Transportation Enhancement Activities," as part of the Surface Transportation Program (STP) which is a major funding category of ISTEA. The STP can fund city and county road projects, some state trunkline projects, as well as public transit. The mix of funding is determined by local agencies in cooperation with MDOT.

The law requires that 10 percent of the STP funds appropriated to each state be spent on "enhancement" projects which include bicycle and pedestrian facilities and preservation of abandoned railroad corridors as nonmotorized trails. The purpose of the program is to go beyond mitigation of impacts and to use practical measures to harmoniously fit highway projects into the surrounding community/natural environment. Other enhancement categories include scenic easements,

France Tour '92

by Steve Morauski

The first thing I would like to do is thank all my Clinton River Rider friends who came to my surprise (never trust your stoker) birthday party and for all the gifts and money so I could fill my water bottles at the fountain of youth in France.

The France Tour was put on by Chris and Jan Marsh of the Houston Bicycle Club. There were 34 riders and a sag driver. We had riders from Texas, Colorado, Florida, Louisiana and of course Michigan.

Pennie and I decided to ride the tandem so our first chore was getting the (other bike) tandem to France. We wrapped the frame with pipe insulation, turned the handlebars, took the pedals off, let some air out of the tires, handed it over to Northwest Airlines and said a prayer.

The flight over was smooth, the food was good and we arrived in Paris at 10:30 a.m. (Paris time--). We were lucky that the sag driver was on our flight because the van was waiting for us at the airport. The tandem took the flight just fine. We loaded the van and headed for downtown Paris to find our hotel. Tom, our driver, was an experienced truck driver who had spent a lot of time studying his map of Paris. He knew where the hotel was and how to deal with the crazy French drivers. When we got to the hotel we found out there was no place to store the bikes. The riders with single bikes loaded them into the elevator to take them up to their rooms. There was no way to get the tandem in the elevator and we didn't dare leave something as valuable as a "Schwinn" unguarded in Paris. We decided to take it up to our room by way of the circular stairway. Of course our room was on the top floor.

The next morning at 8:00 a.m. we carried it back down and rode over to the St. Lazare train station where we met the rest of the tour. The square in

front of the station was covered with bikes, bike boxes and bikers trying to reassemble their bikes. We started getting acquainted and looking for people to ride with. I quickly located Lisa, an honors French professor who had lived in Paris for 11 years. I figured if



anyone could lead us out of Paris it would be her. Our first challenge was getting from downtown Paris to Versailles, about 15 miles away. The map lead us through two large parks, over the Seine River to Versailles. It sounds simple. About 11 of us took off with Lisa in the lead. We passed the Arc de Triomphe and soon located the first park. We were on our way. Five minutes later we were totally lost in the park. Since we were in France, the most logical thing to do was look for a knight in shining armor to rescue us. Lisa spotted a young French biker with a shiny blue helmet (close enough). Lisa quickly explained to him of her plight trying to get the American bikers out of Paris. Sir Claude, our knight, immediately mounted his bike and took the lead. Claude lead us through the park, over the river by way of a walking bridge, through a tunnel, and over an expressway to the next park aiming us straight for Versailles. He wished us good luck and rode away, just like in a fairy tale.

We reached Versailles and had our first authentic French lunch, which consisted of a baguette (a long loaf of French bread), lunchmeat, assorted local cheeses and our very first French pastry. Pennie then made a pledge to sample every type of French pastry ever made.

There wasn't enough time to tour the palace as we still had 64 miles to ride to our hotel in Chartres.

By the end of the first day our riding group had narrowed down to five, Lisa, Sarah, Paul, Pennie and I. This turned out to be our riding team for the rest of the tour. As the days passed by, we found that each of us had a specialty we could contribute to make a super efficient touring team. Lisa was our translator, interpreter and historian (her doctorate was in French history). Paul was our official map reader as he could read the map while riding and his sense of direction was fantastic. Without Paul, Pennie and I might still be in France, because I couldn't even see the map with my old eyes. Sarah, (also known as Crash), was our comedienne. She kept us laughing and on our toes with her squeaks and squeals. To Sarah on your left could mean turn left. Pennie and I had the job of setting the pace, pulling the group in headwinds and on long flats.

The first three days were sunny and

hot. The route was very hilly and quite challenging which made getting water a high priority. This was sometimes difficult. Each day's mileage turned out to be 10 to 20 miles farther than expected. The scenery was beautiful riding



through each village with their narrow streets and quaint, ancient buildings. The castles, chateaus and of course the local patisseries (bakeries) and charcuteries (deli-type stores) were very interesting.

At the end of the third day Pennie got sick with a sore throat and deep chest cold and announced that she wouldn't be riding until she felt better. All of a sudden it hit me, without your stoker you aren't a captain of anything! Maybe I should give my stoker a little more respect!! I went down to the lobby with a sad face and a tear in my eye telling of my plight. Lisa quickly volunteered to be my stoker. Pennie said it was okay so I raised the seat and put Lisa's pedals on the Schwinn. I gave Lisa a few basic instructions, she put on her helmet and then noticed it felt larger than it did the day before. I just couldn't pass that up (feeling like a captain again), I told her that her helmet was just fine, but when you become a stoker your head shrinks a little.

Chris had promised that days 4, 5 and 6 would be flat. He said, "all the hills are behind you and the mileage will be more accurate". WRONG! Days 4, 5 and 6 were just as challenging as the first three days. The temperature dropped a little and we had some rain. Of course the mileage was higher than expected. My new stoker did an excellent job and we never walked a hill. Lisa really enjoyed passing other bikes at 25 plus m.p.h. and yelling grab on. I missed the back-rubs Pennie always gave me on the long hard rides.

On the 6th day we ran into a farmers' blockade. The French farmers are mad because the Americans were dumping wheat at cheap prices in Europe. There were tractors blocking the road and a bunch of mad looking farmers in front of them. We approached slowly hoping that they would let the bikes pass through. All of a sudden I realized I was wearing pants with USA in red, white and blue down the sides. I could just see a farmer sticking a pitch fork into my leg. I told Lisa and she reached down and pulled my pant legs UP. I was now wearing short shorts. Lisa asked if we could pass and at first they said "no" and then changed their minds saying there

was no reason we should have to go an extra 12k on our bikes.

Day 7 was a rest day in Angers. Pennie was getting better and we did some sight seeing and found a French laundromat. Days 8, 9, 10 and 11 were still cool with some on and off showers. We finally found our flat riding in the Loire Valley. We spent nights at Chinon, Blois, Orleans and Fontainebleau. The scenery was farmlands with fields of sunflowers, vineyards and woodlands. The area is known for its chateaus and castles. We toured many of them. It felt good to have my stoker back.

Day 12 we loaded our bikes into the van, carried our luggage to the train station and rode the train into Paris, so we could have the whole day to tour Paris. We tried to do it all. The Arc de Triomphe, Eiffel Tower, the Louvre, Notre Dame and finishing off that night with dinner in the Latin Quarter on the Left Bank. The next morning it was time to say good-bye to all our friends who were about to set off in different directions. Lisa went to England, Sarah went to Louisiana, Paul to Texas, Tom to Southern France, Pennie and I to Germany and the Tour de France.



To help fit stretching into a busy schedule, here's a 10-minute program that can be done in your cycling clothes before, after and midway through a ride, using your bike as an aid. It's one more way to get ready for a super century or DALMAC.

Stretching Techniques

It's best to stretch for about 10 minutes at a time. Stretching before a ride will circulate more blood through the muscles and prepare them for the tasks ahead. Stretching at a rest stop during a long ride will relieve muscle tension and help postpone fatigue. Stretching after cycling will assist your body in cooling down and may prevent soreness.

Before riding, concentrate on those areas that tend to tire first, but always use caution when stretching cold muscles. If possible, walk, jog or ride briefly first. A cold muscle, like a dry sponge, can experience tiny tears. Conversely, a warm muscle, like a wet sponge, is flexible and supple.

Don't stretch when the areas involved are injured, because stretching can further harm torn muscles or tendons. And be careful with extremely loose joints. Some people have a condition known as "ligament laxity," or joint looseness. It's characterized by frequent dislocation, and sufferers should consult a doctor before starting to stretch.

In general, the key to correct technique is to be relaxed while concentrating on the areas being stretched. Your breathing should be slow, deep and rhythmical.

Use a static, not ballistic, technique. The bouncing of ballistic stretches is ineffective and can cause injury. When you bounce, the muscle responds by contracting to protect itself from overextension. Thus, internal tension develops, preventing a complete and effective stretch. Also, the ballistic method may cause microscopic muscle tears that result in scar tissue and reduced flexibility.

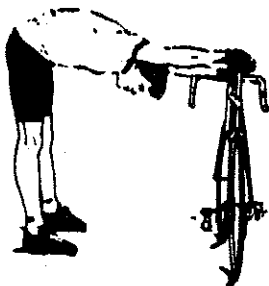
To do a proper stretch, work each area slowly and gently until you feel a mild amount of tightness (not pain) in the belly of the muscle. Maintain the stretch for 10 to 30 seconds, or until the muscle begins to relax. Then move a fraction of an inch farther into the stretch until you feel mild tension again.

Hold this developmental stretch for another 5 to 30 seconds, and the feeling of tension should stay the same or diminish. If tension increases or becomes painful, you are overstretching and should ease off. The developmental stretch safely increases flexibility. If possible, repeat this process a few times for each muscle group.

Be careful when stretching while wearing cleated cycling shoes. They can slip and may intensify some stretches (particularly those involving the calf) because the ball of the foot is elevated.

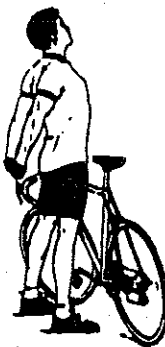
Arms, Back, Shoulders, Back of Neck and Hamstrings:

Stand 3 to 4 feet from the bicycle with your feet shoulder-width apart. Place one hand on the saddle and one on the stem. Keeping your knees bent and your hips directly over your feet, slowly lower your upper body and move your chin toward your chest until you feel tension. Hold for 20 to 30 seconds.



Shoulders, Spine and Upper Back:

Let your bike lean against you (or rest it somewhere). Interlace your fingers behind your back, palms up. Slowly lower your hands to straighten your arms, then carefully rotate your arms backward until you feel a stretch through the front of your shoulders. Hold for 10 to 15 seconds. Repeat several times.



Hips and Groin:



Hold the bar top with one hand. Bend and lift one leg, bringing your knee toward your chest, and place your foot on the saddle, top tube or rear tire. Keep your other leg fairly straight and your foot pointed forward. Hold for 15 to 20 seconds. Repeat for your other leg. (You needn't switch to the other side of the bike).

Lower Calf, Achilles Tendon and Ankle:

Place one hand on the saddle and one on the handlebar stem. Slightly bend one leg. Move the other leg back, so your feet are about



12 inches apart. Start the stretch with the rear leg straight and its foot firmly planted facing forward. Slowly bend the rear knee without lifting the heel or changing foot position. Maintain a slight comfortable tension for 10 to 15 seconds. Repeat for the other leg.

Upper Calf:

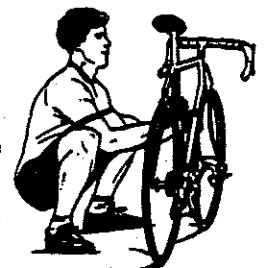
Place one hand on the saddle and one on the stem. Move one leg back, away from the bike, so your feet are about 18 inches apart.

Keep the rear knee locked and the foot firmly planted (don't lift the heel). Then slowly move your hips toward the bike and bend the forward knee until you feel a stretch in the calf of the rear leg. Hold for 20 to 30 seconds. Repeat for the other leg.



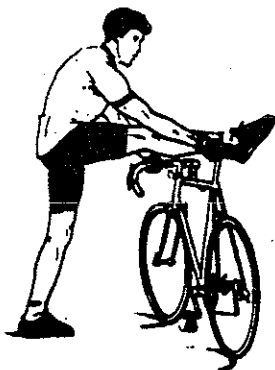
Knees:

Stand about 2 feet from your bike with your feet shoulder-width apart and toes pointed slightly outward. Grasp the middle of the seat tube and down tube. Squat slowly, keeping your heels planted and the middle of your knees above your feet. Hold for 20 to 30 seconds. Be cautious if you're prone to knee injuries, and discontinue this stretch if you feel pain.



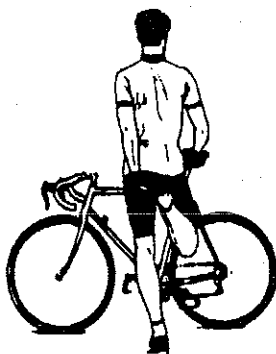
Hamstrings:

Place one ankle atop the seat or the rear tire while keeping one hand on the back edge of the saddle and the other on the stem. The other leg should be almost straight (but not locked) and the foot pointed directly ahead. Slowly bend over until you feel a stretch in the hamstrings (back of thigh) of the elevated leg. Keep the quadriceps of this leg relaxed. Hold for 15 to 30 seconds. Repeat for the other leg.



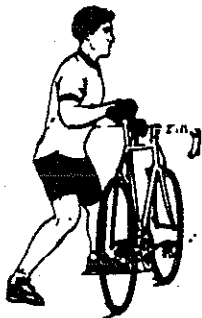
Quadriceps:

Stand on the left side of your bike and place your right hand on the saddle for balance. Reach behind with the left hand and grasp the top of the right foot. Slowly pull the foot toward the middle of the buttocks until you feel a stretch in the quadriceps (front of thigh) and knees. Hold for 20 to 30 seconds. Grasp the handlebar stem with your left hand and reverse the procedure for the left leg.



Groin:

Grasp the saddle and handlebar stem. Spread your legs to twice shoulder-width and slightly bend your left knee. Bend the other knee while moving your hips toward the right (parallel to the bike) and down to stretch your left leg's groin area (inside of thigh). Use your bike for balance and to control the depth of the stretch. Hold for 15 to 20 seconds. Reverse for the other leg.



Reprinted from The Wheel WCC Newsletter

Ohio Bicycle Rally

The Ohio Bicycle Rally is held on July 4th weekend in Wilmington, Ohio. This rally reminds you of a mini-GEAR or mini-LAW rally, since it normally occurs 2 weeks after the June LAW rally. Unfortunately, for the Ohioans, the LAW rally was on the same weekend in Wisconsin so attendance was down from 250 to just over 100. If this continues, this may have been the last year for this rally.

After having slept in the spacious basketball stadium last year, I had no problem in convincing Sharon that it would be ideal to sleep in a tent this year. This was also after relating to her how hot the dorm rooms were and showing her pictures of the burned out hotel from last year.

After much debate, we had selected the ideal location to set up the tent which was protected by a classroom building and a shade tree. The tent had passed its initial test from the afternoon downpour, no leaks! However, when the campus security lighting came on, it was like the 'Moon over Miami.' We had placed the tent directly beneath a lamp post.

The rides were the same as last year and ranged in mileage from 12 to 109 miles. Last year the rides were led by a ride leader, but this year a suggested starting time was noted on the maps and an informal ride leader was selected by staying behind whomever was in the front. The rides were well marked and the maps were not really required. The shorter rides always had a historical or activity featured at their destination. Your packed lunch was sagged to the lunch stop for rides longer than 45 miles. The 'all you can eat' breakfasts and suppers were very good with one night specified as 'Thanksgiving', (real turkey) and the other specified as 'Italian' (5 different spaghetti sauces).

The ride terrain is flat to rolling towards the East but hilly in the West.

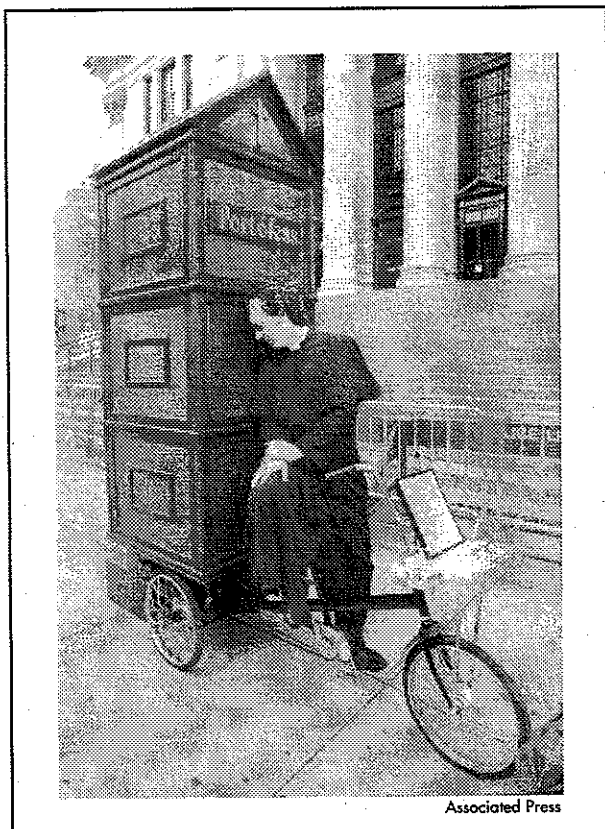
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Are those bad cycling habits making you feel guilty?

Do you curse your stoker or your captain?

When was the last time you blew a red light?

"Portofess" your sins away.



Associated Press

ISTEA Opportunities continued...

scenic/historic highway programs, landscaping, historic preservation, archeological research, control of outdoor advertising, and control of water pollution due to highway runoff.

3) The National Recreational Trails Fund Act (also known as the Symms Act) contained in ISTEA creates a trust fund for development of recreational trails with a maximum allocation of \$30 million nationwide each year for 1992-97. No money has been allocated for the 1992 fiscal year. The money is to be spent for motorized and nonmotorized trail projects which have been planned and developed under existing laws, policies, and procedures; in particular the Statewide Comprehensive Outdoor Recreation Plan. The program is to be administered by the DNR in cooperation with MDOT.

Funds are to be allocated to states: 50 percent divided equally among all states, 50 percent allocated on the basis of the proportional amount of nonhighway fuel used. At least 30 percent of expenditures must be for motorized trails and at least 30 percent for non-motorized. Appropriate trail uses include: bicycling, cross-country skiing, hiking, equestrians, jogging/fitness, trail biking, backpacking, snowmobiling, water activity, motorcycles, and ORVs.

ISTEA presents the opportunity for major shifts in transportation priorities. It will go a long way toward institutionalizing bicycle and pedestrian considerations in the planning process, an important step in effectively implementing change. It now remains up to the user groups, citizens, politicians, and transportation agencies to convert these opportunities into transportation priorities for the 1990s.

Terry Eldred
Michigan Bicyclist Magazine
Summer 1992

We're all encouraged to get involved. If you have any road system complaints, questions, improvements, etc., take time to write or call one or more of the following list of contacts. YOU may make a difference in how this money is spent.

Following is an MDOT Bicycle-Pedestrian Survey. Please take time to fill it out and send it to Terry at the address below.

LOCAL CONTACTS:

Terry Eldred
Non-Motorized Coordinator
MDOT
P.O. Box 30050
Lansing, Michigan 48909
(517) 335-2930 / 373-9049
Fax: (517) 373-9255

Mr. Paul Hamilton
Tri-County Regional Planning Commission
913 W. Holmes Rd., Suite 201
Lansing, Michigan 48910
(517) 393-0342
Fax: (517) 393-4424

Politically Active Bicycle & Pedestrian Organizations:

Bicycle Federation of America
1818 R Street N.W.
Washington, D.C. 20009

L.A.W.
Suite 209, 6707 Whitestone Rd.
Baltimore, MD 21207

Surface Transportation Policy Project
1400 Sixteenth N.W.
Washington, D.C. 20036

MDOT Bicycle-Pedestrian Survey

- | | | | | | |
|--|----------------|-------|----------------|----------|-------------------|
| 1. Promoting bicycle and pedestrian travel is an effective method of reducing traffic congestion. | Strongly Agree | Agree | Somewhat Agree | Disagree | Strongly Disagree |
| 2. A registration fee or sales tax should be established for bicycles to finance bicycle facilities. | Strongly Agree | Agree | Somewhat Agree | Disagree | Strongly Disagree |
| 3. At least 3 percent of gas tax and automobile registration fees should be spent for bicycle and pedestrian facilities. | Strongly Agree | Agree | Somewhat Agree | Disagree | Strongly Disagree |
| 4. Employers should provide incentives for cycling/walking to work. | Strongly Agree | Agree | Somewhat Agree | Disagree | Strongly Disagree |
| 5. Government should use disincentives (limited parking, fuel tax increases, traffic calming, etc.) to reduce automobile use. | Strongly Agree | Agree | Somewhat Agree | Disagree | Strongly Disagree |
| 6. Abandoned railroad corridors should be kept in public use as recreational trails. | Strongly Agree | Agree | Somewhat Agree | Disagree | Strongly Disagree |
| 7. Bicycle and pedestrian improvements should be made to roadways and intersections even if they reduce capacity (traffic flow). | Strongly Agree | Agree | Somewhat Agree | Disagree | Strongly Disagree |
| 8. Providing bicycle commuter facilities is more important than providing facilities for recreational riding. | Strongly Agree | Agree | Somewhat Agree | Disagree | Strongly Disagree |

ODRAM continued...

On one ride to the lunch stop, a bridge which had all of the surface boards removed for reconstruction, had to be crossed. We eventually arrived at lunch by placing the tandem on one beam and guiding it across by straddling an opening between two beams with one foot on the lower half of each beam. After we had told the organizers about the crossing, a rider was dispatched to route any other riders thru town.

The Ohioans always provide intriguing speakers and sessions. The session about 'tandeming' was definitely for the beginner as the speaker related how he had purchased his bike from his buddy and had modified it so that his wife, who never rides, was now able to ride 10 miles with him. The stretching session was conducted by a chiropractor who encouraged good posture as well as flexibility to prevent injuries. Stretching is the way to maintain your flexibility. The self-massage session was conducted by a masseuse who indicated that the real benefit of massage is getting the blood into stressed areas of the body. Other sessions indicated how to pack for self-contained camping on a bicycle or how to prepare yourself in becoming a RAAM participant. The session broke off in time for the dazzling fireworks display on Saturday.

Dave Switney

Ask Dr. Bike

Dear Dr. Bike,

I have a really big problem and I desperately need some good advice. My bride of many, many years just went on a weekend bike ride with the "Clinton River Rats Riders". It seems that a kindly(?) soul named Doug had a hot tandem with a missing stoker that day. Apparently, desperate for a stoker, he unfortunately invited said bride to stoke for him. This innocent creature (the bride) eagerly answered yes. So off she went on her maiden voyage on a tandem with this Dougie (that's what she calls him) and for the longest ride she has ever bicycled, 82 miles, at the insane speed of 17 M.P.H. Oh, woe is me! She loved it! She loved the speed and she loved the tandem!

My problem, Dr. Bike, is that all she wants to talk about is "bike ride", "bike ride", "bike ride", and "tandem", "tandem", "tandem". Dr. Bike, tandems are expensive and my local bike shop isn't sympathetic to giving me one. I am a bike tandem widower now and it is all due to this Dougie character and that bike club. Oh, wozzie, wozzie! What am I to do?

I have never ridden on one of these strange bicycles called a tandem - could this be my problem?

Desperately, I await your sage advice.

Lonesome Ronnie

Dear Lonesome,

I can't help you here. Like those ancient mythological Sirens calling poor sailors to their doom the reaper awaits you now. Once heard, no woman and to a lesser degree, man has ever overcome the call of the tandem. It's not fair to condemn that club or other poor souls like Dougie for they too have become helplessly engulfed by these strange vehicles. It will empty your pockets, command you to always lead the singles, cause your muscles to burn and ache and if it doesn't give you a heart attack, it will make you a cowering fool at the sight of even the smallest hills.

Ulysses commanded that he be tied to the mast of his ship and that his crew wear wax in their ears. Wearing wax in your ears, while it quiets the continuous chatter of your stoker is to dangerous from a safety standpoint. My suggestion, have someone tie you to the seat and face it like man. There is no escaping it. Hope for a good crew and be ready like every captain to go down with your ship. On the bright side, For many a married man riding a tandem is a last chance to take charge. Remember, no amount of level headed thinking can reverse the desire once it has begun.

Doctor Bike

Newsletter Deadline

The deadline for the next newsletter is Sunday September 13. Please bring items for the next newsletter to the meeting or contact the editors.

To schedule rides for the ride calendar, please call the ride director.

FOR SALE:

Trek 2300 composite frame bicycle, 60 cm seat tube. Complete Shimano 600 componet group. Shimano. Looke Dura Ace pedals. All accessories included: Cat Eye micro computer, 2 bottle cages, Silca Frame pump with Campy head, Rhoad Gear seat Bob. Victoria folding clincher tires. Less than 1000 miles ridden, never crashed or mistreated, like new \$600. O.B.O. Andy Neumann 756-3369.

Cannondale Buzzer bicycle trailer. Can carry two children up to 80 lbs., faces rear. Excellent condition. Cost \$275 new. Offered at \$195. Andrew Kirk (313) 826-7726 (Days), (313) 752-4756 (Eves and Weekend).

20 1/2" frame, 12 speed, quality, light weight road bike, Shimano 105 components, cage, braze-ons, clips, double brake levers, pump peg, never crashed \$75. BMX freestyle bike \$15. Karate shin guards and arm pads \$10 (New). Dee Whitmore (313) 468-4727.

