



Tri-State Trail Vision Voice



Bike Coop is on the Move to 2206 Central

By Dianne Koch

The Dubuque Bike Coop, a bike loan and repair nonprofit organization that recycles older bikes, recently moved last October from its original home at the Dubuque Rescue Mission to its new location at 22nd and Central Avenue. One could say it has “flown the coop,” but the new “nest” offers far more space and opportunities for the community.

Director Rob Williams moved to Dubuque two years ago with a vision of emulating similar nonprofits in Iowa City and Waterloo, Iowa. By restoring bikes, teaching the community basic bike repair, and leasing the affordable, finished product to those with transportation issues, he and his staff of 40 volunteers fill a great community void. A patron comes to the Bike Coop, explains his or her transportation needs, and the Bike Coop staff volunteer fits the rider with a bike. The rider pays a deposit, usually \$50-100 and signs a 3-month lease agreement. At the end of that time, if the rider chooses to return the bike in a similar condition, the deposit minus a \$10 shop fee is returned. If the rider would like to try out a

(Bike Coop, cont'd on p. 3)

In This Issue

Bike Coop Moves to Central Ave.	1
Bike to Work Week – May 12-16	1
Community Foundation	1
The Power of Group Rides	5
Economics of Bike to Work Week	2
Iowa Bicycle Map	4
TSTV Membership Drive	3

Announcing...

**Bike to Work Week:
May 12-16, 2014**

Sign up information forthcoming

Related BTWW article on p. 2

Community Foundation’s TSTV Endowment By Michael Loebach

We are pleased to announce that thanks to some very generous donors, Tri-State Trail Vision now has an endowment at the Community Foundation of Greater Dubuque! With the addition of the endowment, our 2014 goals include the development of a grant program to provide small grants in the Tri-States for trail projects. We are very excited about this new endeavor and feel it is an important addition to our existing efforts to promote the expansion of the trail network in the Tri-States. Having an endowment and granting process, not only allows us to provide monetary support for trails in perpetuity, but it also reaffirms to our local leaders that since the Envision 2010 process, support for trails in the Tri-State has only grown and continues to grow stronger. (Community Foundation, cont'd on p. 4)

The Economics of Bike to Work Week

By Michael Loebach

May will be here before you know it, and with May comes Bike to Work Week. Two of the most cited reasons as to why an individual should bike to work are health and money. Biking to work builds regular exercise into your daily routine helping you to maintain a healthy weight. Biking also doesn't require gas and is often has free parking, all of which save you money. I thought it might be interesting to use myself as a case study and quantify the calories burned and money saved.

As a little bit of background for this exercise (no pun intended!), I have been biking/walking to work for the last 8 years. Over this time, I have lived approximately 1.25 miles from work, which means my daily commute is about 2.5 miles. I split the year roughly in half and ride my bike six months of the year, and walk the other six months of the year. There are approximately 250 workdays in a year. For various reasons, I do have to drive a car to work occasionally, which I estimate to be about 30 days a year. This means that I bike about 110 days a year and walk 110 days a year.

Calories Burned

Using data from the Center for Disease Control (http://www.cdc.gov/healthyweight/physical_activity/), I burn about 48 calories per day when I bike, and 187 calories per day when I walk. Annually, I burn around 25,850 calories by biking and walking. Over the last 8 years, I have approximately burned 206,800 calories, or the equivalent of about 69 pounds! That is significant. For those of you that have ever seen me eat pizza and drink adult beverages on the weekend and wonder why I'm not overweight, you now have your answer.

Money Saved

In regards to car expenses, I assumed annual insurance costs of \$500, annual maintenance cost of \$250, annual parking cost of \$300, average cost of gallon of gas of \$3.04 (from the Federal Reserve at <http://research.stlouisfed.org/fred2>), and the car would get 25 miles per gallon. Based on these assumptions, the annual operating cost of the car is \$1,126, and over eight years that amounts to \$9,009. To get a full picture of the money saved though, we need to go over something economists call "opportunity cost."

Economists define opportunity cost as the "cost" incurred by not enjoying the benefit that would be had by taking the second best choice available. In the case of driving to work, the opportunity cost is that we could have taken the money used to operate the car and invest it in financial securities. If we assume an investment rate of return of 5%, the true cost of operating the car for the last 8 years is \$11,291. While not necessarily possible for everyone, my fiancé and I have been able to get by with just one car since we walk and bike a number of places. That means we have not had to own a second car for me to commute to work. If we assume I would have bought a \$7,000 car eight years ago, and we assume an investment return of 5%, the true cost of owning and operating a car for the last eight years is \$21,633! If the car had been purchased for \$12,000, then the true cost is \$29,020. If the car had been purchased for \$17,000, then the true cost is \$36,407 (you get the idea). For those of you that have ever seen me eat pizza and drink adult beverages on the weekend and wonder why I'm not broke, you now have your answer.

Hopefully this has been illustrative for those of you that have ever wondered what the health and financial benefits of biking or walking to work actually are. By my estimates, I'm about 70 pounds lighter and at minimum \$22,000 richer thanks to biking and walking to work. In my book, that's a success! Bike to Work Week is a great opportunity to get out and try biking or walking to work. The benefits can be tremendous!

2014 Tri-State Trail Vision Membership Drive By Michael Loebach

It is that time of year again when we ask individuals to either renew or become members of Tri-State Trail Vision. You have probably already seen our emails and maybe even received a letter in the mail. Maintaining a strong membership is critical to the success of this all-volunteer organization. Benefits include a newsletter that comes out three times per year, advocacy by board members to various governmental agencies, and connections with community leaders who support trails in the Dubuque area. Please send \$15 for a single or \$25 for a family membership along with your name, address, phone, and email address to: Tri-State Trail Vision, Treasurer, 1155 Rosedale, Dubuque, IA 52001.

Bike Coop on the Move (Cont'd from p. 1)

different bike, they are welcome to re-enter into another lease agreement. Optimally, riders may also keep the bike and the Bike Coop will transfer the City of Dubuque Bicycle License to over the rider. Over the past year and a half of its existence, the Bike Coop has checked out 60 bicycles with only 10 returns! Riders may also want to learn or improve basic bicycle maintenance skills. They can visit the Bike Coop during its hours from 6-8 p.m. on Tuesday, Thursday and Friday. Hours will likely expand this summer.

With the rental and repair programs firmly in place, the new location allows expansion. Upon entering the Bike Coop, visitors notice a bicycle education area with brochures on safety and bicycle awareness. Bike maps and business cards are also included. Nearly two dozen bikes neatly line the wall, all ready to hit the road. They include road, hybrid, and mountain bikes, mostly models from the 1980s to much newer bikes. Williams reports that some very nice bikes do come through. Bike Coop t-shirts can also be purchased. In the rear is the bike repair shop, a spacious area featuring workbenches, and bicycle repair stands for maintenance. Two other volunteers, a man and a woman, are working on a bike on a frigid winter evening. The quest for spring is never far off for the volunteers.



Another interesting feature is the large area in the middle of the store that will feature bike-related movies once a month. A large screen and ample room for seating allows for watching bike movies with friends. Green Iowa Americorps and Bicycle World assisted the Dubuque Bike Coop with a March 19th viewing of the movie Bike City, Great City. A panel discussion was held afterwards. More information on this film can be found at: <http://bikecitythemovie.ca/>. The Bike Coop will be sponsoring movies like this on a regular basis.

Last, and not to be overlooked, is the cool “gear” mural that attracts attention to the shop. Stop and visit the Bike Coop, take in a bike movie, and see how the Bike Coop is settling into its new home. More information can be found at <http://www.dubuquebikecoop.org> and “Like” it on Facebook.

Biking and Hiking the Tri-States

Iowa Bicycle Map By Dianne Koch

The Bicyclist's Map from the Iowa Department of Transportation offers many ideas for scenic road bike tours throughout the entire state. For rural Iowa routes, it color codes the paved roads based on daily traffic patterns. Purple routes carry less than 700 motor vehicles per day and offer the safest options for cyclists. Brown routes transport 701-1500 vehicles, yellow routes 1501-3000. As for the pink routes? We don't even go there, as the saying goes. Individual city maps with major bike routes are included on the back of the map.

Olde Davenport Road, Schueller Heights Road, and Y61 south to La Motte and Andrew is a route my husband Kevin and I often ride. We park at the Interstate Power Preserve, a Dubuque County park on Olde Davenport Road, ride Schueller Heights Road and back, and continue down Old Davenport Road into Jackson County to La Motte or Andrew depending on time. Most of this concrete route is in excellent condition. A stop at the Circle C Saloon in La Motte, a lovingly restored bar and restaurant with great food and drink, is also a must.

An alternate variation can be accomplished as well. Starting once again from the Interstate Power Preserve lot on Olde Davenport Road, a rider turns right and goes to La Motte. From La Motte, a westerly loop across Highway 61 through Zwingle and Washington Mills on D-55 takes the rider through grand scenery and a few good sized hills. Taking a right on D-53 (Higgensport Road) brings the rider around to Highway 61 again. Crossing the highway, the rider takes Haxby Lane back to Old Davenport Road and a left back to the Interstate Power parking lot.

Other trips we've done include stops at Georgia's Skyline Restaurant, riding west on D-41, past the New Melleray Abbey, and north into Dubuque.

If one is inclined to drive to Bernard, a quick 2-mile ride south on Y-31 (Bernard Road) and then right on D-61 (Garryowen) takes a scenic route into Cascade. Doing this in reverse will yield a 25-mile ride.

Finally, a big square of 55 miles can be done with a ride from Bernard south on Y-31 to the Maquoketa Caves Road, east on E-17 at Iron Hill, cross Highway 61, and go to Andrew. Proceed north to La Motte and turn west on D-55 to Zwingle and Washington Mills. Turn left at D-53 and in two miles, the rider is back in Bernard.

Lots of other variations can be created from this handy map, which promotes biking in the tri-state area. Copies can be obtained at the Iowa DOT Driver's Licensing Office in Key West. More routes will be highlighted in future issues. See the Iowa Bicycle Map cover on page 5.

(Community Foundation, cont'd from p. 1)

To donate to the Tri-State Trail Vision endowment, you may either visit the Community Foundation's website at <http://www.dbqfoundation.org/donors/give-now>, or mail a check to:

Community Foundation of Greater Dubuque
 700 Locust Street, Suite 195
 Dubuque, Iowa 52001

Please make your check payable to the Community Foundation of Greater Dubuque with "Tri-State Trail Vision" written on the check's memo line. The Community Foundation of Greater Dubuque can also tell you about other ways to give, including securities, real estate, or life insurance.

Donations to the endowment at the Community Foundation are tax deductible. Iowa taxpayers have the added benefit that donations to the endowment are eligible for the Endow Iowa State Tax Credit. The Endow Iowa tax credit provides donors with an additional tax credit of 25% of the donation!

Look for future news in 2014 from Tri-State Trail Vision regarding our endowment!

The Power of Group Rides

By Dianne Koch

As a new spring season finally arrives, perhaps it's time to look for group rides to get back in shape. Group rides offer friendship, training ideas, bike and bike gear advice, and motivation to continue on when hills, heat and headwind present challenges. The next issue of TSTV will feature bike club rides. Several bike stores in the area offer group rides.

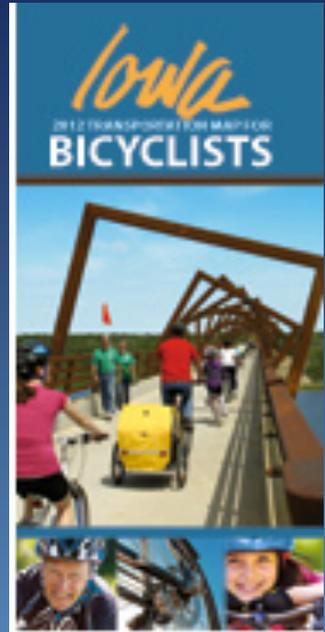
Bicycle World at 1072 Central offers **Wednesday evening** rides that leave from the Wisconsin Welcome Center (Highway 151 over the Wisconsin Bridge, take exit 1 and turn left at the top of the ramp). They meet at **5:30 p.m.**, generally around April 1st depending on weather conditions. They generally travel 25-35 miles as the days lengthen. Check out Bicycle World's website <http://bicycleworlddbq.com>, "Like" them on Facebook, or call at 556-6122 for more information.

Free Flight at the corner of Radford Road & Wolff Road provides a variety of rides for all ability levels. **All rides usually start at 5:30. Monday is Beginner Night.** Averaging 10-12mph, riders typically cover 10-15 miles and no one gets dropped! **Tuesday Night Rides** start at Free Flight around the first of April. Eventually it will likely become a **Roving Ride**, which meets at a different spot every week, typically Free Flight the first week of the month, Murphy Park the second, the Arboretum the third, and the Wisconsin Welcome Center the fourth week. This group covers 30-40 miles in the middle of the summer taking advantage of the long summer days, averaging 14-16 miles per hour. They re-group periodically and it is a harder ride. Call Free Flight or "Like" them on Facebook to get the current start location. **Wednesday** is the **Hard and Fast Group** ride from Free Flight with very little re-grouping. They average 17-20 mph and 30-50 miles depending on daylight. **Thursday** is **Mountain Bike Night**, usually at FDR Park on North Cascade Road. Again, for up to date information or locations, check out Free Flight's webpage at <http://freeflightbikes.com> or "Like" them on Facebook.

The Bike Shack at Cedar Cross and Dodge Street (Hwy 20) also offers **Wednesday night** rides for men and women that rotate between mountain biking at FDR Park, the Heritage Trail, and road riding. A **Women's Group** rides the Heritage Trail on **Tuesday evenings** for 10-15 miles. While these schedules are still in the works, bikers can access them at the Bike Shack website <http://www.thebikeshack.com> or "Like" them on Facebook.

In the next issue, we'll look at area Bicycle Club rides.

Iowa Bicycle Map



Bike to Work Week

May 12-16, 2014

Details in a future email!

Coming in the TSTV Voice Newsletter Summer 2014 edition ...

- Bee Branch Trail Update
- Bike to Work Week Follow Up
- City hiking & biking projects
- Illinois Bicycle Map routes
- Join a Bike Club Group