



Tri-State Trail Vision Voice

Bike Coop and TSTV sponsor Bike-to-Work Week

The Dubuque Bike Coop and Tri-State Trail Vision are sponsoring Bike-to-Work Week from May 11-17th. Bike-to-Work Week, a national effort, promotes alternative transportation opportunities for all residents. The health benefits are innumerable as well as the chance to get outdoors before and after work. Registrants can sign up for one, three, or five days of commuting via bike or foot.

Visit the Dubuque Bike Coop’s Bike To Work link today at <http://www.dubuquebikecoop.org/btw2015/> to register. It is free and calculates how many miles registrants are riding or walking. A new t-shirt design was created and shirts can be purchased for \$10 through the Bike Coop as well.

The Bike Coop has coordinated a number of activities leading up to Bike to Work Week. On Monday May 4th, a Proclamation of Bike to Work Week by Mayor Roy Buol will be read at the regular City Council meeting. A bike rodeo will be held at Audubon Elementary from 3:30-5:30 on Tuesday, May 5th. Wednesday, May 6th, will focus on Bike to School Day with area schools. Finally on Saturday, May 9th, the Bike Coop will sponsor a 2 p.m. workshop on bike commuting at 22nd and Central. In addition, a fix-it station ribbon cutting will celebrate the placement of several fix-it stations around Dubuque. The Ribbon Cutting Ceremony will be at the shelter at the southeast corner of JKF and the Northwest Arterial.

Bike to Work Week arrives on May 11th. Hopefully participants will be filled with new knowledge and excitement. So go in style and commute by bike or foot. On Friday May 15th, a social is planned at the Town Clock Plaza to coincide with the opening of Dubuque Fest. More details will be forthcoming.



Trail Funding – Critical Need – Urgent – Please sign this petition.

Please contact Congressional representatives and senators to advocate for adequate trail funding in the upcoming Transportation Bill. Signatures on this petition by the Rails-To-Trail Conservancy are needed by **April 15th**. We must fight for continued funding to improve the quality of life and health for all Americans.

https://blu168.mail.live.com/?tid=cm9SbXSQ_a5BGTptidZ1yJSA2&fv=1&fid=flinbox_in

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Announcing...

**Bike to Work Week:
May 11-17, 2015**

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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.



We are excited about trails in the Tri-State Area as we have ever been. There are a lot more places to hike and bike than ever before and because of your support we were able to accomplish a lot. Here is just a taste of what we have done:

- 1) Organized the fifth annual Bike to Work Week in the Tri-States;
- 2) Thanks to very generous donors, an endowed fund has been established at the Community Foundation of Greater Dubuque; and
- 3) Continued to cultivate relationships with city, county, and state leaders to ensure that hiking and biking needs in the Tri-States are met.

In 2015, we plan to build on our successes and build momentum for future projects. Our goals are to:

- 1) Work with the City of Dubuque officials to systematically review the Trail Plan to assess completed and current projects and identify additional specific projects for future completion.
- 2) Reach out to other leaders in the Tri-State area to work towards complete adoption of the Trail Plan.
- 3) Increase our public communication to enhance public awareness of Tri-State Trail Vision.
- 4) Develop an annual grant program (funded through our endowment) to provide local funds for trail projects and amenities.

Thank you for your support of Tri-State Trail Vision. Whether you are a member, made a gift, volunteered or just got out to enjoy the trails, we couldn't do this work without you.

Thank you for your support,
Tri-State Trail Vision Board

President
Tony Zelinkas

Vice President
Charles Winterwood

Secretary
Dianne Koch

Treasurer
Michael Loebach

P.S. Dubuque trails and bike paths can now be found on Google maps. It is a great tool to help you plan your trip to work, school, the coffee shop or a friend's house. Just type in your start and end locations and instead of clicking on the "car" icon, choose the bike or the pedestrian!

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 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!

Paved Bike Shoulders on Highway 52 to St. Donatus

Wayne Buchholtz, Park Ranger at the Mines of Spain, advocated for the biking public by asking for paved bike shoulders on the Highway 52 Reconstruction Project scheduled for this summer. These lanes will start at the Highway 151 intersection in Key West and go through St. Donatus. Plans to continue the paved shoulders from St. Donatus to Bellevue will be done at a future time. Part of the impetus and financing for this came from the Parks to People pilot program that Dubuque, Jackson, and Jones County share to make area parks more accessible to all residents.

Lights and Lanes Occupy the State Legislature...

Rear Bike Lights

Iowa lawmakers are proposing that rear bicycle reflectors should be replaced with lights for night riding. The City of Dubuque already has this requirement in place, so nothing will change for those who live in the city. However, some questions have been raised statewide regarding the cost for lower income people to comply. Most legislators have agreed that the cost is not prohibitive as rear lights can usually be acquired for \$10 or less. Furthermore, they argue that the law only comes into play with riding after dark and most riders are active during daytime hours.

Full Passing Lane Request from Iowa Bicycle Coalition

The Iowa Bicycle Coalition is urging all citizens to advocate for mandatory lane changes for vehicles passing bicycles. Iowa House and Senate have bills (H1187 and Senate File 424) that would require a full lane for legal passing of bicycles. If enacted, such a measure would ensure safety. Listed below are several talking points compiled by the Iowa Bicycle Coalition. The Iowa Bicycle Coalition advises to send one simple email to your Iowa Representative and Senator. Some points to include in your email could be:

- 84% of bicycle crashes happen during the daytime.
- In 2013, 2% (7 crashes) occurred because the person wasn't visible. In 2014, that number was zero.
- 50% of bicycle/motor vehicle crashes are at non-intersections
- One of the top causes of bicycle/motor vehicle crashes is failure of drivers to yield, according to Iowa DOT traffic safety.
- DOT has already changed the driver's manual to reflect change lanes to pass a bicycle.
- Change Lanes to Pass is easier to enforce, teach, and learn.
- Cars cannot legally split lanes, but often do at the peril of bicyclists.
- We believe clear statutory language on safe passing would help reduce the 118 bicycle/vehicle collisions that occurred in 2014.
- We believe when safe passing laws are taught in drivers education and have solid enforcement, the laws can save lives of people who ride bicycles.

Finally, close the email with a statement to the effect of:

We urge you to adopt H1187 and pass Senate File 424 with language that reflects "changing lanes to pass bicycles."

Rural Routes... by Dianne Koch

Ever feel the need to escape the city traffic? Long for peace and quiet? Desire an idyllic meadow with an eye-catching farmhouse, barns, and yard? Well, the tri-state area is full of such escapes on Wisconsin's paved backroads.

One route that my husband Kevin and I enjoy is a loop from Dickeyville to Potosi and back. We named it the Waterfall Loop, which provides plenty of escapist moments on its 25 miles. We park in the Dickeyville City Park two blocks north of Holy Ghost Catholic Church on Hwy 61. We travel south to Highway 61, take a right onto 61, and then a right on Oak Road, cruising downhill through a beautiful forest to the flats of the Platte River. We then take a right on Stanton Road through a tight, picturesque valley. The first waterfall appears on the right after passing North Road. A bluff lines the narrow ditch and the water runs freely. Stanton Road climbs out of the valley and intersects with Grant County O, where we take a left.

The route turns westerly at this point with a few rollers but then we are treated to a long two-mile downhill through more scenic woods and valleys. A long flat stretch reaches north and eventually west again. If you are looking for a scenic detour from the main loop, a right on Rockville Road will take you to the Yoder's Rockville Bar, which serves food and drink. This scenic spur up to Rockville and back adds 5 more miles round-trip to the Waterfall Loop. Back out on County O, keep your eye open for a second waterfall on the left, at least five feet high from a side tributary, which can be viewed from a bridge. Watercress fills the creek bottom under the bridge as well. County O continues another mile up to Tennyson. We cross Highway 61 and ride down through Potosi's Main Street, the longest uninterrupted Main Street in the country. Of course, some might seek refreshments and food at the Potosi Brewery.

Back on the bike, ride west on Highway 133, and take a left on River Lane Road. This quiet, scenic route parallels the train track and the Mississippi River. Kevin and I often take a quick side trip into the Grant River Recreation Area for bathrooms, water refills, and a bench moment while observing the mighty Mississippi. After a quick trip around the campground, continue south on River Lane Road, and proceed up and out of the river valley. A right on Dean Road, a winding road and another steep ascent brings us to Banfield Road, where we take a right. Banfield Road levels out somewhat but then turns into one of the most dangerous downhill rides in the upper Midwest, so the utmost caution is needed. After crossing the Banfield Bridge that lies at the bottom of the steep downhill, the road turns into Indian Creek Lane for a 4-mile mostly gentle ascent to Highway 61. The third waterfall lay on the right and the stream continues to the other side of the road, where the water trickles through a private park-like area. Continue up Indian Creek Lane to the highway. Take a right and a quick half-mile brings us back into Dickeyville and the park.

Gorgeous in any season, this route, while hilly, has scenery, waterfalls, valleys, and streams that truly cry out, "Escape!" May you enjoy the ride!

