



February 1997

ILLINOIS VALLEY WHEELMEN greater peoria's bicycle club



Bicycle survey of Peoria candidates conducted by IVW

Journalists attempt to analyze the political spectrum by means of a subjective prism, one constructed of education, experience and observations. Compared to the optical prism, which reduces white light to component colors, the ideal political prism works in reverse, gathering stray comments, actions, reactions and position papers to form coherent pictures of the issues and the candidates. Like good journalists, smart voters combine several sources of information to perfect their own political prisms before voting.

In order to provide Peoria IVW members with an additional source of information prior to the city's February primary, Advocacy Chair Eric Hutchison distributed a bicycling attitude survey to 25 Peoria mayoral and city council candidates in mid-December.

The survey had two goals: the first a simple one, to remind candidates that many bicyclists are old enough to vote; the second more complex, to use bicycling to research attitudes on a variety of issues, including community policing, neighborhood stabilization, and public versus private initiatives.

Sixteen of those surveyed responded. Their comments are ordered first by office, then alphabetically by last name. Several people included a cover letter with the completed survey. Excerpts of those letters follow the survey responses. Responses have been entered as received from the candidates with the exception of minor changes indicated in brackets and, of course, any errors in entry.

Those not returning surveys included mayoral candidates Tim Wozniak, Steve Kouri and Angela Larisey; District 1 candidates Martha Ross, Art Vincent, David T. Williams, Sr. and Christopher Duncan II; District 4 candidate William Spears; and District 5 candidate George P. Shadid, Jr. Should any of these candidates be successful in this month's primary, they will be given a second opportunity to respond to the survey.

Candidates who responded to the initial survey have the opportunity to make additional comments before election day.

Eric put a lot of work into this survey. I believe it provides much more light than heat.

—Samuel Joslin

1. *The new Peoria Bicycle Map and Resource Guide highlights some of Peoria's greatest assets including its historic neighborhoods, parks, shopping areas, and riverfront. It encourages tourists, residents, and potential residents to "discover Peoria" using neighborhood friendly transportation. It also gives cyclists and motorists alike the safety information needed to reach their destinations smiling. Would you support continued revision and publication of the Peoria Bicycle Map?*

- Andre Bohannon (Mayor)—Yes
- Chuck Grayeb (Mayor)—Absolutely. I am an avid bicyclist + bicycle 3X's a week outside, when the weather is good.
- Bud Grieves (Mayor)—Yes
- David Koehler (Mayor)—Yes. It is very useful, and I agree that it serves a valuable function as an informational and promotional tool for the community.
- David Ransburg (Mayor)—I am very impressed by the new Peoria Bicycle Map and Resource Guide and would definitely support its further revision and publication. In fact, we allowed part of our L.R. Nelson facilities to be a bike route on the map. [Note from Eric H.: Due to the lack of paved shoulders on IL 150 near Koerner Road, the L.R. Nelson parking lot forms a alternative link between these two roads.]
- Clyde Gulley, Jr. (District 1)—Yes.
- Bradley McMillan (District 2)—Absolutely. My wife and I have mountain bikes and love to ride on the Rock Island Trail and on the routes in the city.
- Edward Murphy (District 2)—Yes as long as it is no burden on the tax payers.
- Gary Sandberg (District 2)—The initial Peoria Bicycle map and resource guide was supported by the taxpayers of the City of Peoria and I voted for that expenditure. I would hope that any revisions and continued publication of that bicycle map would be not the sole responsibility of local government, but rather that the Illinois Valley Wheelmen come up with advertisers in the private sector to support that endeavor. Special interest groups, and I am a member of several, such as my two-wheeled affiliation with motorcycles, need to rely on government for support and help, not just a handout. The bicycling community, like the motorcycling community, has a tremendous amount of commercial potential and by soliciting advertisements, from not just the obvious bicycle-related shops, but also the restaurants and other similar uses along bicycle trails. I believe a bicycle map could be produced with no support from private tax dollars.
- Edward Zeman (District 2)—Yes. I think the map is an excellent source of information not only for cyclists but for all residents.
- Chase Ingersoll (District 3)—Yes. How much \$?
- Gale Thetford (District 3)—Yes

- Robert Belville (District 4)—Yes—budget permitting.
- Mary Ardapple (District 5)—Yes
- Patrick Nichting (District 5)—Yes

2. *The new Peoria Bicycle Map is one piece to a larger puzzle. Would you support a joint initiative with other local governments (East Peoria, Washington, Morton, etc.) to publish a regional bicycle map of the greater Peoria urbanized area?*

- Andre Bohannon (Mayor)—Yes
 - Chuck Grayeb (Mayor)—Absolutely.
 - Bud Grieves (Mayor)—Yes
 - David Koehler (Mayor)—Yes. I am a strong supporter of bringing Tri-County Area communities together to work as a single unit on projects that can benefit us all, and this certainly would fit that—we can accomplish far more working together than we can working separately.
 - David Ransburg (Mayor)—I would support a joint initiative with other local governments to publish a regional bicycle map of the greater Peoria area. It is my opinion that the project will reap even more benefits by involving a greater number of individuals and communities.
 - Clyde Gulley, Jr. (District 1)—Yes.
 - Bradley McMillan (District 2)—Yes
 - Edward Murphy (District 2)—If the other cities publish their own, then I would be willing to look at a regional map,
- continued on page 2*

NEW MEMBERS

Carl, Martha, Jill & Emilie MullerWashington

RENEWING MEMBERS

Karen Austin-Joslin & Samuel Joslin*†Peoria
 Mike CalvertMapleton
 John, Jan, Kathryn &
 Thomas Galbreath*†Peoria
 Rolla GodfreyPeoria
 Conrad Grembowicz*Peoria
 Sheila & Reid Hansen*†Peoria
 Dustan MattinglyChillicothe
 Harold MoloneyMorton
 Jewel & Debby MoyersHanna City
 James, Janell & Joseph RaneyWashington
 Kevin, Karen, Amy &
 Anna Thieme†Washington
 Dorothy VenturiFarmington
 Larry, Lisa & Morgan Voyles;
 Jacqueline & Nicholas SyckBenson
 Jack WelchGroveland

*Advocate-level membership
†LAB/LIB member

Illinois Valley Wheelm'n

Greater Peoria's bicycle club

*Affiliated with the League of American
Bicyclists and League of Illinois
Bicyclists*

All newsletter phone numbers are in the
309 area code unless otherwise indicated.

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Submissions, including stories, news, images
and/or humor, are welcomed.

Deadline: 15th of the month
Newsletter published monthly

only if cost is equal and Peoria is not paying the full boat
for the region as with many other things now.

Gary Sandberg (District 2)—I certainly would support a joint
initiative with the Tri-County area, but again, I think it's
important that the bicycling industry recognize their
commercial viability and work with business, such as
John Parks' Bicycle Inn in Dunlap, to get sponsorships
for the costs of regional bicycle maps. John Parks'
business in Dunlap is in part strong and healthy because
of his support and sensitivity to the bicycling community.
Numerous other private entrepreneurs rely on the
bicycling industry and I believe should support your
efforts.

Edward Zeman (District 2)—Since cycling has become so
important over the last several years I would support
such an initiative.

Chase Ingersoll (District 3)—Yes. \$?

Gale Thetford (District 3)—Yes

Robert Belville (District 4)—Yes

Mary Ardapple (District 5)—Yes

Patrick Nichting (District 5)—Yes

3. *Police on bicycles patrols have demonstrated a
cost-effective method to fight crime and break
down communication barriers between citizens
and police officers. Do you support continuation
and expansion of the Police-On-Bicycle patrol by
the Peoria Police Department?*

Andre Bohannon (Mayor)—Yes

Chuck Grayeb (Mayor)—Absolutely. This is another strong
weapon in our community policing arsenal.

Bud Grieves (Mayor)—Yes

David Koehler (Mayor)—Yes, based on what the Police
Department recommends. And I certainly agree that
these patrols can provide a key element in our strategy to
preserve, protect and revitalize our older neighborhoods.

David Ransburg (Mayor)—The police on bicycle patrol has been
successful, and I would certainly push for its continuation
and expansion. As mayor, I will encourage methods of
improving communication and interaction between the
public and the police, such as bicycle patrols.

Clyde Gulley, Jr. (District 1)—Yes.

Bradley McMillan (District 2)—I would consider this after talking
with the police chief and other law enforcement officials.

Edward Murphy (District 2)—This is a idea that I would support
further study on.

Gary Sandberg (District 2)—Yes. I think the Police-On-Bicycle
patrol is a wonderful program in which the police, as part
of their community-based policing, come down to the
level of the resident. Additionally, the bicycle's mobility
and seeming invisibility helps fight crime on the most
basic of levels.

Edward Zeman (District 2)—Yes, as a director on the Peoria Area
Community Events (PACE) board we have used Police
on bicycle patrols from the start.

Chase Ingersoll (District 3)—Yes

Gale Thetford (District 3)—Yes

Robert Belville (District 4)—Yes

Mary Ardapple (District 5)—Yes

Patrick Nichting (District 5)—Yes

4. *Bicycle friendly facilities and polices demonstrates
a city's commitment to the quality of life issues
which attract potential employers and new
residents. Bicycle friendliness also provides*

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FEBRUARY RIDES

Sunday, February 2. Show and go from courthouse, downtown Peoria. 11 a.m. (Level II)

Sunday, February 9. Show and go from courthouse, downtown Peoria. 11 a.m. (Level II)

Sunday, February 16. Road Riding 101. From Lincoln Grade School in Washington. 1 p.m.,
weather permitting. Rob Alexander, 444-3297 (Level I/II)

Sunday, February 23. Show and go from
courthouse, downtown Peoria. 11 a.m.
(Level II)

Every Saturday. Show and go from the square in
Washington. 8:30 a.m. Jack Welch, 387-
6117 (Level III).

NOTE: The ride schedule will be posted in area
bike shops by the first of every month.

—Jack Welch

ROAD RIDING 101. These rides help cyclists move from
Level I to Level II rides and help Level II riders develop
speed and distance. Early 101 rides will be 15–25 miles,
with speed and distance dependent on the group. As the
season progresses, speed and distance will increase, and by
the time the summer riding season is in full swing,
everyone should be able to enjoy all of the out-of-town
rides and the food they offer! When other rides become
less frequent, 101 rides will resume to help everyone keep
in shape for Hilly Hundred and the end of the season. Road
Riding 101 will be held at the Lincoln Grade School in
Washington. Follow the signs to the park on Lincoln. The
school is on the corner of Lincoln and Jackson. All 101
rides start Sunday afternoons at 1 p.m., and the first ride of
the season will be on Sunday, February 16.

—Rob Alexander

RATING LEGEND

Level I: Beginner, less than 20 miles, less
than 15 mph, not self sufficient

Level II: Intermediate, 20-50 miles, 15-18
mph, partially self-sufficient

Level III: Experienced, 50+ miles, 18+
mph, totally self-sufficient

RULES OF THE RIDE...

- 1) Ride no more than two abreast—single
file in traffic and at intersections.
- 2) Pass only on the left—and announce
your intentions.
- 3) Create space in large groups to help
motorists pass safely.
- 4) Maintain a safe distance from the
rider ahead of you.
- 5) Check all inter-sections for traffic.
Avoid "group think."
- 6) If you stop, please pull off the road.

*The IVW strongly recommends that you
wear a helmet.*

New leaders needed for new year

WELL HERE WE ARE. It is 1997 already. You know something. My parents were right. They always said time flies faster as the years go by. I never believed them. 1997! Already! And if a lot of you are like me, I never got in half the miles on my bike that I intended to in 1996. Neither did my stoker. Which has led to some pretty heated debates the past few weeks. Beings I am the "Captain," it was mostly my fault for her not getting in enough riding. Go figure. But my shoulders are wide, and I can take it.

What I can't take is being off the bike. I am like an old nag. I have had that nasty bug going around, which led to a bout with pneumonia, which led to a short stay in the hospital, which led to me hanging up my bike for the rest of the year. Doctors orders! Hang it up for now, so I can ride next spring. Sounded pretty convincing to me. But can my wife stand me for long without my daily turn around the countryside? Time will tell.

As I look back on 1996, I realize how fortunate we have been. Our family moved to a new home in June, something we have dreamed about for a long time. I got to go on a bike trip by myself through Wisconsin, which I had dreamed of for several years. We got to attend some out of town rides, go camping with a great group of friends, and generally enjoy the finer things in life.

As I spent a few days in the ICU at OSF, I realized how fortunate we have been. This past summer we went about our merry ways. Carefree. Thinking of nothing but how grand life was at the moment. I saw several people who did not get to enjoy this past summer. Several people who may not get to enjoy any more summers. And it struck me that our health is our most important asset. It struck me how precious life is, and how only memories will go with us when we pass on.

As we begin a New Year, it is a wish from our family to yours, that you may cultivate friendships, and create a

wealth of memories to sustain you as the years fly by. **S.O.B. (SAVE OUR BIKERIDES)** Here is your chance to "Get Involved" in your club. A chance to become internationally known. Your name will become a household word, along with other cycling greats, such as Greg, Lance, or Bill!

As announced at the annual dinner, we have as of yet not had anyone step forward to head up the No Baloney Ride, or Diane's Ride for 1997.

We still need someone with a small amount of spare time, with the courage, stamina, and resolve, to take the reigns for this years event. Someone who doesn't mind drive-by shootings. Someone who will gladly re-list their phone number under a alias, or have the FBI open their mail because of suspected "letter bombs."

I'm joking! The task is not a hard one. Taking over as ride director does not mean you'll have to do everything yourself. Delegation is the rule of thumb here. You will have the full support of the past years ride directors at your disposal. A lot of your fellow club members who helped out in the past, will gladly step forward and help out again. All they need is for you to make a few calls, set up a few committees, and coordinate our annual invitational. All it takes is an ability to organize. Being the "Ride Director" can be a lot of fun, and a greatly satisfying experience.

The money generated from these rides fuels our club for the entire year. This is the money used to reserve meeting places, to subsidize our weekly rides, and most importantly, to finance our advocacy and education efforts. Without these annual events, our club would go broke, and most likely disband. As Uncle Sam sez, "WE NEED YOU" If you are interested, or just want to know more about what is involved, give me a call. I'll have my people get together with your people and hammer out the details. —*Mr. Bill*

CYCLING HEROES SET NEW RECORD. The IVW Quiet Hero blood donor group set a new record in '96 with 68 total donations—five more than the previous high in '94. Congratulations—and thanks everyone for a great year!

Contributing to the new record with their donations during the months of October, November, and December were the following: Rob Alexander • Ron Anderson • Gregg Benning • Joe Camp (two donations) • Ardis Diebel • Ken Pedigo (four pheresis donations) • Steve Weast • Larry Wegman (four pheresis donations)

We'd love to have more IVW donors. Join us in '97. Just mention our club number: 000560.

—*Ron Anderson*

access to schools and jobs for those who do not have access to automobiles (children or low-income). Do you agree that Peoria should promote bicycling?

Andre Bohannon (Mayor)—Yes

Chuck Grayeb (Mayor)—Absolutely. Great exercise too.

Bud Grieves (Mayor)—Yes

David Koehler (Mayor)—Yes. As a cyclist myself, I've come to recognize the many benefits that cycling can offer to individuals and the community as a whole and I believe we can do more to make others in our city aware of those benefits as well.

David Ransburg (Mayor)—Peoria should promote bicycling for precisely the reasons you outlined. You are correct in your assertion that bicycle friendly facilities display a city's commitment to quality of life issues that attract potential employers and residents. Furthermore, continued improvement of the city's recreational facilities would help to deter the current trend of the city residents moving to surrounding communities.

Clyde Gulley, Jr. (District 1)—Yes.

Bradley McMillan (District 2)—Absolutely.

Edward Murphy (District 2)—Yes as long (as) we do not burden overtaxed people to do it.

Gary Sandberg (District 2)—Yes, I agree, Peoria should promote bicycling for all the obvious reasons of energy, exercise, health and just the experience of your seeing a lot more of our community on two wheels than you do inside a car with four.

Edward Zeman (District 2)—Yes, I see bicycling as just one low cost part of an overall commitment from the city.

Chase Ingersoll (District 3)—Yes

Gale Thetford (District 3)—Yes

Robert Belville (District 4)—Yes

Mary Ardapple (District 5)—Yes

Patrick Nichting (District 5)—Yes

5. *Would you promote bicycling through an annual city proclamation observing May as National Bicycling Month and recognizing a "Exercise to Work Week" to encourage commuters to use healthy, environmentally-friendly travel modes (by bicycle, on foot, and walking to public transit)?*

Andre Bohannon (Mayor)—Yes

Chuck Grayeb (Mayor)—Absolutely.

Bud Grieves (Mayor)—Yes

David Koehler (Mayor)—Yes. If I am fortunate enough to be elected mayor on April 1, I will gladly sign these proclamations at my first opportunity after taking office.



David Ransburg (Mayor)—Yes, I would support an annual city proclamation observing May as National Bicycling Month and recognition of an "Exercise to Work Week."

Clyde Gulley, Jr. (District 1)—Absolutely!

Bradley McMillan (District 2)—Yes.

Edward Murphy (District 2)—This idea has a lot of merit and I would like to see a plan.

Gary Sandberg (District 2)—Yes

Edward Zeman (District 2)—Yes, I would sponsor such a proclamation possibly on the City Halls front steps as a kickoff for a cycle race (or) demonstration.

Chase Ingersoll (District 3)—Yes—need bike racks

Gale Thetford (District 3)—Yes

Robert Belville (District 4)—Yes

Mary Ardapple (District 5)—Yes

Patrick Nichting (District 5)—Yes

6. *A citizen's bicycle advisory committee made up of experienced local bicyclists would help city officials select and plan projects which will be well-used by local bicyclists and make efficient use of tax dollars. Do you support establishment of a volunteer bicycle advisory committee for Peoria to work with city staff on bicycle project and policy initiatives?*

Andre Bohannon (Mayor)—Yes

Chuck Grayeb (Mayor)—Of course.

Bud Grieves (Mayor)—Yes

David Koehler (Mayor)—Yes. Our campaign is built around the theme of "One Peoria," under which we will work to bring people from all segments of the community together and involve them in a variety of city activities. This volunteer committee certainly fits within that theme.

David Ransburg (Mayor)—The establishment of a volunteer bicycle advisory committee to select and plan projects would be the best approach in my opinion. Such a committee would not only provide solid advice from experienced local cyclists, but it would also get more individuals involved and interested in cycling.

Clyde Gulley, Jr. (District 1)—Yes.

Bradley McMillan (District 2)—Yes.

Edward Murphy (District 2)—This is also a good plan and again I would like to see a complete plan.

Gary Sandberg (District 2)—It appears to me that it has always been my impression since Mr. Hutchison first came to the City of Peoria with a project for bicycle sensitivity along Forrest Hill in my District, that the Illinois Valley Wheel'm'n serves that function of an advisory committee that helps City officials select and plan projects right now. I do not know why we would need to "institutionalize" the current structure and organization that seems to be working effectively now.

Edward Zeman (District 2)—Yes, but (as) a step further I would like to see this advisory committee look for state and federal funding sources as well as city projects.

Chase Ingersoll (District 3)—Yes

Gale Thetford (District 3)—Yes

Robert Belville (District 4)—Yes

Mary Ardapple (District 5)—I support any volunteer advisory committee which has access to distribute quality information to the necessary levels of government.

Patrick Nichting (District 5)—Yes. Public input is always necessary when determining policy.

7. *Having a staff person responsible for bicycle issues would provide the focus and priority needed to improve Peoria's bicycling environment in a timely manner. This person would also be a valuable technical resource for*

local developers as they design bicycle-friendly infrastructure. Would you support establishment of a bicycle coordinator's office in the mayor's office or the department of public works, to serve as the central point for creating a better physical and institutional environment for bicycling?

Andre Bohannon (Mayor)—Yes (also underlined "department of public works" in question statement)

Chuck Grayeb (Mayor)—Surely!

Bud Grieves (Mayor)—[blank]

David Koehler (Mayor)—I certainly would support the concept of a bicycle coordinator's office, but I would want to work with other agencies—the Peoria Park District would be one—who might have bicycle-related interests to make sure the office is placed where it can be the most productive.

David Ransburg (Mayor)—I would suggest a volunteer bicycle-issue liaison to interface with the public works division and the city council.

Clyde Gulley, Jr. (District 1)—No.

Bradley McMillan (District 2)—Possibly. I'm not sure the city could afford a new staff person, but maybe a present staff person in planning already has an interest in bicycling.

Edward Murphy (District 2)—I feel that at this time this should be a volunteer, that brings the information to the council.

Gary Sandberg (District 2)—No, I do not believe a staff person is necessary to serve as the central point for creating a better fiscal and institutional environment. In lieu of one person whose "sole responsibility would be to provide valuable technical resource and advice in a timely manner", I believe it is organizationally better that staff positions throughout the organization not only in Public Works, Planning, Building Inspections, be advocates for and sensitive to the issues necessary to improve Peoria's bicycling environment.

Edward Zeman (District 2)—While I agree a coordinator's office would be an asset, this office would have to be funded by tax dollars and would have to be considered as a budget item.

Chase Ingersoll (District 3)—How much \$?

Gale Thetford (District 3)—Yes, provided that funding is available for such an additional staff person.

Robert Belville (District 4)—It would depend on who would fund.

Mary Ardapple (District 5)—The usage and integration of bicycling must be advanced in my belief. (There) hopefully will become a time when city support staff will be required. I will work towards greater public awareness of the benefits of bicycling and subsequently the need for city staff.

Patrick Nichting (District 5)—A bicycle coordinator and any concerned citizens are always welcome to address council from time to time.

8. *Peoria's physical bicycle facilities (trails and roads) have made good progress. As usage grows, such as more children riding bicycles to school, bicycle safety education must be promoted to avoid a corresponding increase in bicycle-related injuries. The League of American Bicyclists (LAB) has a nationally recognized bicycle safety program called Effective Cycling which is available for use locally. The League of Illinois Bicyclists, the state affiliate of LAB, has scholarships available to train Effective Cycling Instructors within local government bodies. Would you support including bicycle safety education in Peoria's public school programs (for example, as a segment of a physical education class)?*

Andre Bohannon (Mayor)—Yes, however I would start it in the elementary schools.

Chuck Grayeb (Mayor)—Definitely, but remember: the School Board is charged with the operation of the schools in our city.

Bud Grieves (Mayor)—Yes

David Koehler (Mayor)—I strongly support all efforts to make sure we give cyclists—particularly children—the best possible education in this area. As mayor, I would want to work with District 150 and all the other organizations/agencies offering these programs to make sure we take an approach that will get the job done, but not duplicate services unnecessarily.

David Ransburg (Mayor)—A bicycle safety education program in the schools is a very good idea. It sounds as if the LAB has a program that would be worth exploring with our various school systems.

Clyde Gulley, Jr. (District 1)—I support including bicycle safety education, and encourage enhanced use of bicycle[s] as a means of transportation.

Bradley McMillan (District 2)—Yes.

Edward Murphy (District 2)—YES If this could be done by VOLUNTEERS and worked in to these programs.

Gary Sandberg (District 2)—I certainly would support a bicycle safety education program and recommend to the Peoria Public Schools' incorporation of this educational program to either existing curriculum or the establishment of existing curriculum. Quite frankly, I am surprised that bicycle safety education isn't part of our current public school program.

Edward Zeman (District 2)—Yes, I would support this type of education program either throughout the school year or as a summer volunteer program.

Chase Ingersoll (District 3)—Yes. I would also support the confiscation of bicycles from inappropriate riders—to (be) returned upon the taking of a safety class. Ask me about the incident with Lynn Pearson County Board (person).

Gale Thefford (District 3)—Yes

Rovert Belville (District 4)—Yes

Mary Ardapple (District 5)—Yes—the education of children is not limited to only books. Whenever there can be interactive situations for our children which make them more aware of their community is positive.

Patrick Nichting (District 5)—Yes

9. *Including bicycle accommodations in plans for new and upgraded roadways provides a cost-efficient and continuous way to create a transportation system which serves the needs of all citizens—including those without access to automobiles. Would you support a design policy for Peoria's new or upgraded streets, roads, bridges, and multi-use trails that will insure access and reduce hazards for bicycling? Note- the Illinois Department of Transportation's bicycle facility design policy for state-owned roads/trails could be adopted by the City of Peoria.*

Andre Bohannon (Mayor)—Yes

Chuck Grayeb (Mayor)—Yes.

Bud Grieves (Mayor)—Yes

David Koehler (Mayor)—I support doing all that we can, within the budget dollars we have available, to make sure that we take bicycling interests seriously when considering these issues. Again, I am a cyclist myself, so I favor good access and safe transportation as much as possible.

David Ransburg (Mayor)—Actions that aid in the reduction of hazards for bicyclists would receive my support. Improving bicycle accommodations on roadways is an essential component of the effort to increase safe bicycle usage by Peorians.

Clyde Gulley, Jr. (District 1)—In some cases, yes.

Bradley McMillan (District 2)—Yes.

Edward Murphy (District 2)—This I would need more information about.

Gary Sandberg (District 2)—I certainly have supported the design policy for bicycles in Peoria during my tenure on the Council. I do have two observations to clearly define my position: (1) I believe we should work in all streets in Peoria to make sure that if they are of residential nature, that the traffic volume and quality be at a level that certainly facilitates safe bicycling riding in our neighborhood streets; and (2) If they are arterial streets, i.e. that bicycle transportation from one neighborhood to another, or through the community, be accomplished in a safe fashion taking into account the bicycle rider. We must make sure though that by simply just widening roads in these arterial situations, we don't invite speeding in the disregard for safety due to the configuration of the roadway.

Edward Zeman (District 2)—I would like to see this design policy and would be happy to have the city staff look at its merits.

Chase Ingersoll (District 3)—Yes. Especially for kids & schools.

Gale Thefford (District 3)—Yes, I would support such a design policy, particularly if costs were available or not prohibitive.

Rovert Belville (District 4)—I would need to see the costs involved.

Mary Ardapple (District 5)—Since I have not had 1st hand knowledge with this policy, I can't give you a yes or no, but I am very interested at making Peoria a greater progressive community on these types of topics.

Patrick Nichting (District 5)—I would have to weigh this proposal with various budgetary constraints.

10. *Projects initiated to improve transportation access in Peoria such as the Peoria Bicycle Map and the Abington Street bike lanes were funded as part of the city's Capital Improvement Program (CIP). Would you support using a portion of city funds for projects which eliminate the barriers to bicycling in Peoria and expand our local road/trail bikeways network?*

Andre Bohannon (Mayor)—Yes

Chuck Grayeb (Mayor)—Yes.

Bud Grieves (Mayor)—Yes

David Koehler (Mayor)—Yes. As you may know, I have been in the forefront in recommending that we take the Peoria-Peoria Heights Railway line to Pioneer Park and convert it to a bicycling trail, and I would support other efforts to create these trails as well.

David Ransburg (Mayor)—Yes, I would support the continuation of projects that expand our local bikeways network. Obviously, this has to be accomplished as part of our overall planning and budgeting process.

Clyde Gulley, Jr. (District 1)—Yes.

Bradley McMillan (District 2)—Yes.

Edward Murphy (District 2)—Where TAX fund are used I would need more complete information on ANY project, then and only then would I make up my mind.

Gary Sandberg (District 2)—Yes, I believe projects which eliminate barriers to bicycling are in the best interest of the community and are ideal projects for the City to invest in. This position is different than investing in capital development projects which only affect certain developers or certain portions of town these projects which eliminate these barriers must compete with our other priorities within the capital improvement program.

Edward Zeman (District 2)—Yes, I would like to see this initiative combined with our current sidewalk restoration program.

Chase Ingersoll (District 3)—Yes.

Gale Thefford (District 3)—Yes, if funding is available.

Rovert Belville (District 4)—I would certainly consider it, but other projects, i.e. replacing curbs and sidewalks, might take precedence.

Mary Ardapple (District 5)—I am very supportive of the city having an active role in the development of bikeway networks.

Patrick Nichting (District 5)—I would consider this on a case by case basis when barriers to bicycling exists.

11. *Each project proposed for the city's Capital Improvement Program (CIP) is rated on several factors which judge the project's potential to benefit Peoria's citizens. These ratings are used to rank and select projects annually for funding. Would you support rating CIP candidate projects based on their potential to enhance Peoria's bicycle and pedestrian access?*

Andre Bohannon (Mayor)—Yes, definitely where applicable.

Chuck Grayeb (Mayor)—As one factor, yes!

Bud Grieves (Mayor)—Yes

David Koehler (Mayor)—Yes, but I would want to make the access part of our comprehensive city plan and our planning strategy. To do it randomly without thought toward our planning mechanisms could end up being counterproductive to all our interests in this area.

David Ransburg (Mayor)—The effect on bicycle and pedestrian access should be among the factors used to evaluate proposed development projects for the city of Peoria. I am a strong advocate of cost-benefit analysis for public investment proposals and feel that the effects on bicycling is a relevant variable to include in the analysis.

Clyde Gulley, Jr. (District 1)—No.

Bradley McMillan (District 2)—Yes.

Edward Murphy (District 2)—Again where TAX MONEY is going to be spent I would need a lot more information and I feel that PEORIA needs a lot more VOLUNTEER people on many of these type things.

Gary Sandberg (District 2)—Yes, I think the CIP rating should include the enhancement of Peoria's bicycling and pedestrian access.

Edward Zeman (District 2)—Yes.

Chase Ingersoll (District 3)—Yes.

Gale Thefford (District 3)—Yes, if such a factor was appropriately related to the project in question.

Rovert Belville (District 4)—I see nothing wrong with that being a factor.

Mary Ardapple (District 5)—Again I am very supportive of enhancing our bicycle access. Our city must be responsible in expending funds that develop our future—not just current conditions.

Patrick Nichting (District 5)—Yes

12. *Great progress has been made to extend Peoria's multi-use trails. Access to the trails is difficult, however, for children, adults without access to cars, and those who prefer cycling to driving. Poor trail linkage to commercial areas also limits the trail's economic benefits. To provide full benefit from Peoria's trails-investment, progress is needed to link the trails with surrounding secondary roads and residential areas—allowing residents to bicycle to the trails as well as on them. Would you support a joint initiative with the Peoria Park District to link Peoria's multi-use trails with the surrounding roadway system, neighborhoods, and commercial areas?*

Andre Bohannon (Mayor)—Definitely
Chuck Grayeb (Mayor)—Yes indeed. This is sorely needed, Eric!
Bud Grieves (Mayor)—Yes
David Koehler (Mayor)—Yes, and I plan to make this a high priority as mayor.
David Ransburg (Mayor)—I agree that efforts should be made towards linking the trails to surrounding roadway, neighborhoods, and commercial areas so that the greatest benefits can be realized from the trails. The details need to be worked out of course, but the basic premise is sound.
Clyde Gulley, Jr. (District 1)—If our proposed budget can support the additional cost, yes.
Bradley McMillan (District 2)—Yes.
Edward Murphy (District 2)—I will not support any project until I have a chance to study the complete cost and benefit to Peoria.
Gary Sandberg (District 2)—Yes, and I have been discussing with (Peoria Park District Trustee) David Pittman some of the issues that have to be satisfied in order to facilitate the use of the existing P&PU railroad system for linkage for walking or bicycle trails.
Edward Zeman (District 2)—Providing this is part of an overall pedestrian access program for all of Peoria's neighborhoods.
Chase Ingersoll (District 3)—Yes.
Gale Thetford (District 3)—Yes
Rovert Belville (District 4)—Conceptually I support this—once again budget priorities would have to be followed.
Mary Ardapple (District 5)—I feel strongly this should be explored. In order to promote the value of the trails, access needs to be improved.
Patrick Nichting (District 5)—It is a very noble idea that I would have to weigh with various budget constraints.

13. *Due to the bicycle's small space needs (compared to an automobile) it has great potential to relieve traffic congestion and parking space problems. Peoria's expanding network of trails and bicycle-appropriate roadways will provide bicycle access to many significant destinations, such as Peoria's riverfront. In order for bicycling to be a viable option to car-travel, secure bicycle parking is needed at trip destinations. Would you support policies which create adequate bicycle parking facilities at public and commercial buildings?*

Andre Bohannon (Mayor)—Yes
Chuck Grayeb (Mayor)—Yes. "adequate" is fair! (underlined "adequate" in question statement)
Bud Grieves (Mayor)—Yes
David Koehler (Mayor)—Yes, but I would want to work hand-in-hand with the private sector to accomplish this in a cooperative way, rather than attempting to impose it upon them by city ordinance.
David Ransburg (Mayor)—I would support policies aimed at creating adequate, cost-effective bicycle parking facilities at public and commercial buildings.
Clyde Gulley, Jr. (District 1)—This has always been a concern of mine, we need adequate bicycle parking facilities. Therefore I would support these policies.
Bradley McMillan (District 2)—Yes. Depends on funds being available
Edward Murphy (District 2)—AGAIN I would need to see a complete plan.
Gary Sandberg (District 2)—I certainly would support policies for parking facilities in public buildings, and Campustown, as Second District project, when developed, did take into consideration bicycle parking facilities. I don't think that a law in which all commercial buildings have to provide X, Y or Z number of bicycle parking facilities would be healthy. Certainly, when there is public investment we ought

to make sure that the development is planned for all walkers and riders of the community.
Edward Zeman (District 2)—Yes I would also like to see more bicycle rental location throughout the city.
Chase Ingersoll (District 3)—Yes. I ride my bike to court (work).
Gale Thetford (District 3)—Yes
Rovert Belville (District 4)—Yes
Mary Ardapple (District 5)—I am not sure whether it is the (City Council's) role to create policies, but rather to promote a healthy small business atmosphere for this to be a viable business opportunity for some interested party.
Patrick Nichting (District 5)—Yes

14. *Employers can lower their healthcare costs by encouraging their employees to maintain healthy lifestyles through regular exercise. Would you support policies which promote bicycle commuting facilities, such as showers and lockers, at city owned buildings?*

Andre Bohannon (Mayor)—Yes where possible and feasible to do so.
Chuck Grayeb (Mayor)—Depends on the expense involved.
Bud Grieves (Mayor)—Yes
David Koehler (Mayor)—I support this concept in theory, but we must make sure we can do it within the budget dollars we have available and that we can install these facilities in a cost-effective way.
David Ransburg (Mayor)—A comprehensive cost-benefit analysis of adding the facilities must be performed first. We must weigh the gains from increased bicycle usage against the monetary costs to determine how far such an initiative can go.
Clyde Gulley, Jr. (District 1)—No.
Bradley McMillan (District 2)—Yes. Depends on funds being available.
Edward Murphy (District 2)—NOT at this time. Many people now bicycle without such facilities. There are rest rooms that they could change in.
Gary Sandberg (District 2)—I certainly would support a policy where city-owned buildings of sufficient size or employee base have showers and locker rooms provided.
Edward Zeman (District 2)—I would have to investigate this before I would commit to using city owned buildings. Why not private health club facilities?
Chase Ingersoll (District 3)—Yes.
Gale Thetford (District 3)—Would these be available for all individuals? I need more information on this proposal before I could support it.
Rovert Belville (District 4)—This sound like it might be pretty expensive. If funds were available this would be nice to have.
Mary Ardapple (District 5)—Yes—at the employers options.
Patrick Nichting (District 5)—No

15. *Urban sprawl development patterns which separate typical trip origins and destinations by large distances discourage bicycling and walking. This limits access to new developments and jobs by adults without access to automobiles and others who prefer environmentally-friendly travel modes. Would you support land use policies which build a "village" atmosphere—placing residential, commercial, and recreational areas within close proximity to encourage use of non-motorized transportation?*

Andre Bohannon (Mayor)—Yes, that would have many benefits in addition to encouraging the use of non-motorized transportation.
Chuck Grayeb (Mayor)—Yes, definitely. This enhances the

livability of urban areas.
Bud Grieves (Mayor)—Yes—See enclosed "Young Peorian" article.
David Koehler (Mayor)—Yes, and I intend to raise this very issue as part of the city's comprehensive plan review.
David Ransburg (Mayor)—Land-use density is just one of the many variables that city growth and annexation considers. I agree that the concept of a "village" atmosphere can be beneficial for the reason you outlined, and it warrants further study.
Clyde Gulley, Jr. (District 1)—I love the village concept, however, as we continue to grow as a city it becomes hard to limit distance of travel.
Bradley McMillan (District 2)—Yes.
Edward Murphy (District 2)—This again is something that I would need to see a complete plan on.
Gary Sandberg (District 2)—I certainly would support these land use policies for new development, but more importantly I think it's imperative that we use the same sensitivity for our existing older neighborhoods to make them a village atmosphere where cyclists, joggers, walkers, feel comfortable accessing residential, commercial and recreational areas. We must realize and appreciate that our existing neighborhoods have that close proximity and it is the abhorrent behavior of the "four wheelers" speeding through our neighborhoods and on our arterial streets that destroy the ability to build a "village" atmosphere. We must all work together to improve the existing situation.
Edward Zeman (District 2)—Yes, but this must be part of a large scale city planning scheme. Examples of this type of city planning would be helpful.
Chase Ingersoll (District 3)—Yes.
Gale Thetford (District 3)—Yes
Rovert Belville (District 4)—Yes.
Mary Ardapple (District 5)—This is an interesting concept. In certain instances I can see it would have specific potential. Yet, in our community we have so much ground to gain in the implementation and development of bicycles this concept has a way to go. Though I would certainly promote the idea with large developers.
Patrick Nichting (District 5)—This is a private development consideration.

16. *Isolated residential developments which create dead-end subdivisions connected only by high-speed heavily traveled roads discourages bicycling and walking. One example is north Knoxville Avenue where children must bicycle a high traffic road with no shoulders or be transported by automobile even to visit adjacent neighborhoods. Would you support policies which build residential developments containing a connected and expanding network of bicycle/pedestrian facilities in new growth areas?*

Andre Bohannon (Mayor)—Yes
Chuck Grayeb (Mayor)—Yes.
Bud Grieves (Mayor)—Yes
David Koehler (Mayor)—Yes, but I don't want to end up in a situation where city government attempts to impose this on developers arbitrarily. I would hope that we can convey a message to developers that we want to see this as part of their plans and "encourage" them to comply.
David Ransburg (Mayor)—Bicycle and pedestrian facilities enhance residential development and should be included wherever possible.
Clyde Gulley, Jr. (District 1)—Yes.
Bradley McMillan (District 2)—Yes.
Edward Murphy (District 2)—You ask many questions that I

would need a lot more information and study before I would ever vote tax moneys to.

- Gary Sandberg (District 2)—Yes.
- Edward Zeman (District 2)—See above. [answer to question #15]
- Chase Ingersoll (District 3)—Yes.
- Gale Thetford (District 3)—Yes
- Rovert Belville (District 4)—Yes.
- Mary Ardapple (District 5)—Yes—the safety of our children needs to be paramount.
- Patrick Nichtig (District 5)—I would support joint cooperation between the city and a developer for such an idea.

Please describe any other ideas you'd like to promote to enhance bicycling conditions in Peoria:

- Andre Bohannon (Mayor)—Being that this area is somewhat new to me, I have no further suggestions to make. However, I sincerely compliment you for your comprehensive list of recommendations which I fully support!
- Chuck Grayeb (Mayor)—Eric: Your questionnaire is very complete. Thanks so much for the opportunity! I want to be your Mayor.
- Bud Grieves (Mayor)—Excellent set of questions and right on the mark. My platform is built upon encouragement of a re-migration to the city and bicycling will play a big part. I live in the Twin Towers and my wife and I enjoy bicycling along the riverfront and someday look forward to being able to go all the way to Toulon/Dunlap!"
- David Koehler (Mayor)—My most immediate priority would be to develop the joint initiative with the Peoria Park District you detailed in Question 12. I'd also like to see bicycling accommodations such as trails, rentals, etc., incorporated more into our riverfront and downtown development plans.
- David Ransburg (Mayor)—[blank]
- Clyde Gulley, Jr. (District 1)—Painted bicycle paths should be installed on existing roads to enhance safe travel.
- Bradley McMillan (District 2)—I think a survey should be done to determine how large the Peoria bicycling

constituency is. With limited city funds, if it were shown this is a priority for a large number of residents, then prioritizing capital funds accordingly would be an easier task.

- Edward Murphy (District 2)—I would be glad to talk with your group, but remember I am running in District 2 and will not vote tax funding to any project without complete study.
- Edward Zeman (District 2)—[blank]
- Gary Sandberg (District 2)—[blank]
- Gale Thetford (District 3)—Much more needs to be done to educate the public about bicycle safety. This is not only important for children, but also for adults, including adults who are not currently cyclists.
- Chase Ingersoll (District 3)—I would like to talk to you about the cycling situation with kids in the North End.
- Rovert Belville (District 4)—See my cover letter.
- Patrick Nichtig (District 5)—[blank]
- Mary Ardapple (District 5)—[blank]

Excerpts from cover letters:

- David Koehler (Mayor)- Dave very much appreciates the chance to have his views on these issues presented to your membership. Sincerely, Allan Wade, Director of Communications.
- David Ransburg (Mayor)- Let me first thank you and your organization for the tremendous work you have done for the Peoria area. I have always been a strong supporter of improving recreational and transportation facilities in our region, and will continue to do so as mayor. As you state in your letter, bicycling can help with issues such as neighborhood revitalization, crime reduction, tourism promotion, and transportation improvement. Sincerely, David P. Ransburg.
- Edward Murphy (District 2)—Memo from J. H. (Jim) Baker, Jr. This is coming from me as I am the manager for Ed. He will be glad to talk to you.
- Gale Thetford (District 3)—Thank you for allowing me an opportunity to complete the survey and I appreciate the informational materials as well. . . . I would

certainly appreciate your vote and any other support that you or your organization would be interested in providing.

- Chase Ingersoll (District 3)—My girlfriend and I enjoy cycling. We are aware of many of the disturbing traffic conditions located on most picturesque avenues in Peoria. Lynn Pearson (county board member) struck a rider last summer as she was pulling off of her curb. It was dusk and the young man came flying out of an alley, around another vehicle. It was clearly his fault. I think he had a broken leg. Many of the children in the North End, ride down the middle of the street and will not get out of the way until you honk at them. I believe writing them tickets and a (bicycle) confiscation program where the perpetrators would have to attend a safety class, prior to recouping their bicycle, would go a long way to improving matters.
- Rovert Belville (District 4)—My wife and I became bicycle enthusiasts this past summer riding our bikes about seven miles every evening. We thoroughly enjoy it, and are convinced it is not only fun but good for your health. I think it would be terrific if someone would open a bicycle rental shop in the riverfront complex. I'm sure there would be a lot of people who work downtown that would take advantage of that for a nice lunchtime bike ride. Meantime, hope to see you on the trails!
- Mary Ardapple (District 5)—Thank you for the opportunity to express some of my feelings on a topic so important to the quality of life for our community. One very important topic I will stress is the inter-relationship of quality of life topics to the whole plan for our community. I have long been a proponent of a trailway system in Peoria and am pleased we are finally seeing positive growth in that area. Increased (trailways) for our area will increase regional tourism . . . and sales tax base. Though many are advocates for bicycle networks, some are not . . . the leadership of our city must see the value of (bicycle promotion) efforts—let me assure you, I do.

Illinois Valley Wheelm'n Membership Application

(please print)

Name #1 _____ Birthdate _____

Name #2 _____ Birthdate _____

Name #3 _____ Birthdate _____

Name #4 _____ Birthdate _____

E-mail address (print clearly) _____

Address _____

City _____ State _____ ZIP _____

Phone () _____

Signature (Name #1) _____ Date _____

(parent or guardian needed if registrant is under 18)

Are you renewing, or is this a new membership? (check one)

Renewing New

If new, how did you find out about the club? _____

Are you a member of the League of American Bicyclists? (check one)

Yes No

Basic membership:

Individual (\$10) \$ _____

Household (\$12) _____

Voluntary advocacy contribution: (\$5, 10, 15, other) \$ _____

Total enclosed \$ _____

DISCLAIMER: In signing this form, I understand and agree to absolve the officers and members of the Illinois Valley Wheelm'n bicycle club of all blame for any injury, misadventure, harm, loss or inconvenience suffered as a result of taking part in any activity sponsored or advertised by said organization

Make check to: ILLINOIS VALLEY WHEELM'N, 6518 NORTH SHERIDAN RD STE 2, PEORIA IL 61614-2933

THAT JERSEY'S NOT FOR MILKIN'. Coming soon: another club jersey order. The new jerseys will look like the ones presently out amongst the ranks. They'll be made of Coolmax and feature eight- to ten-inch zippers. If you're interested in placing an order, contact me at 699-8482. The larger the order, the better the price! More information on sizes, prices, etc., by the time the next newsletter comes out.

—Dirk McGuire

FOR SALE: Graber Continental roof mount bike rack. Carries two bikes. Very good condition (no rust, a few bugs). \$120. Contact Steve Kurt, 243-7684.

WANTED: Hearty souls to ride to the LAB Rally at Purdue University. Rumor has it that Charlie, Eric and Rob may put something together.

WHOOOPS. If you tried to reach the LIB home page from directions printed in January, you reached a dead end. Here's the *real* address: <http://www.lib.uchicago.edu/~rd13/lib/>



FEBRUARY IVW GENERAL MEETING.

Thursday, February 20, Avanti's Restaurant, E. Peoria. Dinner at 6 p.m. (of course, you're buying your own), program at 7 p.m. Here's your chance to eat Italian and learn road engineering-eze. Dale Risinger, district engineer with the Illinois Department of Transportation, is the guest speaker at the next IVW meeting. He'll talk about upcoming road and trail plans and discuss opportunities for public involvement in transportation decision-making processes. He's sure to take questions from the audience, too. If you ride on Illinois roads—and we'd be interested in how you make it to Eureka without crossing pavement—you need to attend this meeting.

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Inside February...

It's the survey that ate the newsletter!