



ILLINOIS VALLEY WHEELM'N



greater peoria's bicycle club

January, 1999

Mr. Bill's Great Adventure

Bill Clark

It all started innocently enough. A decision to wait until next spring to replace kitchen cabinets. The week of vacation I had saved to do this project, sitting there, beckoning like a vacancy sign at a cheap motel in the middle of the night. A decision! Go north and fish or go for a "little" bike ride. The bicycle won out for economic reasons if nothing else, gas for the van and boat would cost more.

I watched the weather channel for a week or so until I got the feel for current wind directions. After all, if this was going to be a vacation, who in their right mind would want to ride against the wind. I finally decided to ride to Indianapolis, catch the train back into Chicago, then down to Bloomington. Jeez! I wanted to do my part to help keep Amtrak funded!

I started training rather seriously about 6 weeks prior to the trip. I had a pretty good mileage base for the year already, but knew this trip would be different. I was only going to be doing about 65 miles a day, but that would be with loaded panniers. I filled up a couple with a whole slug of past invitational tee shirts, strapped them on the rack, and got busy. Tentative departure date was set for October 12. That could always change if the weather didn't cooperate. I started looking at the overnight lows, and decided that rather than camp, I would find a motel or B&B to stay in. I almost felt guilty taking advantage of such luxury, until I talked to a couple seasoned tourists. TENT! HA! Not for them! "There is nothing like a soft bed and a hot shower at the end of the day" sez they. So that was it then. Set October 12 in stone, and make reservations for the whole week. Leaving stoker Brenda behind, I saddled up my trusty single, and departed.

The first day I traveled to Leroy. A motel awaited me with a family restaurant just across the road. The waitress must of been doubtful when I ordered spaghetti with 2 baked potatoes. The ride had not been tough but I was still pretty hungry. The daytime high of 63 with winds out of the NW kind of felt like someone was pushing me along. I traveled mostly on secondary county roads, getting on state highways only when necessary to make a connection. I had used

the Illinois State Bicycling Maps very extensively, with those and county highway maps I had planned this whole trip. The Illinois State map was a Godsend, and the IDOT office for the district I was traveling through was more than helpful in supplying me with maps at a very reasonable fee. Day Two took me south past Clinton Lake to a small town by Tuscola, called Villa Grove, winds again out of the NW, and a daytime high of 62. I found a B&B there where the little ole lady made fresh sausage gravy and biscuits for breakfast, and gallons of coffee. She had been outside already and said I needed plenty of hot coffee to stay warm. Little did she know what that would necessitate later on. Several times!

Day three took me across the border into Indiana. I had kinda dreaded this, because the Covered Bridge Festival was going on and I anticipated heavy traffic. I had been on this route before and U.S. 36 was narrow and rough. To my surprise, Hwy 36 had been repaved with asphalt, and a very suitable shoulder was provided all the way into Rockville. Not only was it smooth, it had plenty of room to "share the road". Kinda like, "Here's your highway sir. Hope you enjoy it!" Rockville was pleasant this time of year. I stayed in a private residence that had been opened up for boarders during the festival, a really big old home, furnished mostly with antique furniture. It was strange sleeping in a 110 year old bed. I stayed long enough to do the tourist bit and enjoy the persimmon ice cream the next day, then I departed for Danville, IN. I had booked another room at a bed & breakfast there.

I am glad that I planned on a short mileage day it was 52 miles on the worst stretch of highway I have ever been on. The wind had shifted and was coming out of the SE, and hills!! Now I know why the eastern side of Illinois is flat. Those Indiananites grabbed them in western Indiana. Most of the motorists were courteous but there were some who tried my patience. At the end of the day I was more tired from watching the traffic than I was from pedaling. I had again booked a room in advance at a bed & breakfast, and was glad. The folks who own it were very pleasant to visit with in the

evening and were amazed that I was traveling all the way to Indianapolis by bicycle. I pretty much got treated like royalty and enjoyed every bit of it. I ate supper at the Mayberry Restaurant where they have memorabilia from the Andy and Barney show that it was named after. It was a different experience, almost like stepping back 40 years. The food was excellent and I did my best to keep up the "ride to eat" tradition.

Day 5! My last day on the road, I was almost not looking forward to this. This marked the last day of my trip, I had been very blessed with excellent weather, and no break downs for the entire week. I sure was going to miss the fun. All day long I kept thinking how I could top this trip the next time, I doubt if I shall be so lucky again. I rode into Indianapolis around 2 p.m. I was glad to be there, all I had to worry about was catching the train at 5:05 A.M. the next morning. The alarm went off way too early, I was not ready to get up. There were two high school girls' volleyball teams staying in the same hotel, who had stayed up most of the night getting, I suppose, their first taste of freedom. Oh well! To be young again. I was half tempted to go knocking on doors at 3:30 just to pay them back, but decided a quiet departure would be best.

The taxi, (yes, a taxi) was waiting at the front door as requested. I had elected this

Continued on next page. . .

New Members

Stan & Jean Galat Family
..... Tremont

Renewing Members

Stan & Jan Geisz Family
..... Washington
Jewel & Debbie Moyers Family^ ...
..... Hanna City
Mark & Vicki Padesky Family
..... Peoria
Marc & Carol Squillante^* ... Peoria

*LAW Member ^Advocacy

Illinois Valley Wheelm'n

Greater Peoria's bicycle club

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

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RPMIVW@aol.com

Vice President

Jim Emmons 246-2166

Secretary / Treasurer

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wdclark@mtco.com

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Editor

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robalexander@worldnet.att.net

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

Deadline: 15th of the month

IVW On The WEB

[http://www.geocities.com/
Colosseum/Field/6055/](http://www.geocities.com/Colosseum/Field/6055/)
enter the above as one line, no
spaces

Great Adventure

option, as I had been warned that a ride to Union Station at 3:30 a.m. would border on insanity. I didn't want to tempt anyone so early. The train arrived on time and I boarded without much hassle. Most long distance trains have "racks" for bicycles now, I had checked this out very thoroughly before I left home. There was an added handling fee in addition the regular fare but it was more than worth it. The "rack" ended up being a hook to hang the bike by in the luggage area, but it was adequate. A tandem would never make the trip. I slept until dawn, then watched the scenery whiz by, what a way to travel. This was almost the icing on the cake for me, if you have never made a trip by train, try it sometime. It is very convenient and is a great way to see the country.

We arrived in Chicago Union Station to a cloudy overcast sky, with a slight drizzle. I had planned on riding to the lake front, and putting in some miles on the lake front trail, I had a 5 plus hour layover, until my train for Bloomington departed. Oh well! It wouldn't be the first time that I got wet. I stored my panniers in a locker, donned my rainsuit, and off into the windy city I went. Then I was glad that I had installed a front fender for this trip, it really worked well. After getting lost, and found, I finally got to the lake front. I headed south because that is supposed to be the most scenic area, not too much like the wilds of Indiana, but pretty in its own way. I stopped to check the map, and another cyclist stopped to see if I needed any help. He ended up giving me the grand tour back north, along the lake front, past Megs field, the aquarium, the observatory, and through downtown Chicago, back to Union Station.

It was really kind of this total stranger to go out of his way, I wonder if he would have done the same thing had I been walking. It seems that bicycles have a way of drawing people together. With me safely aboard, and my bicycle tucked away, I departed for home. I got into Bloomington about 30 minutes late, but stoker Brenda was waiting patiently. I guess you don't know how much you miss your riding partner until you go riding without them. I was glad to be back, next year we'll do this together. Now the weather could turn nasty anytime it wanted, my dream trip of the summer was over. I was ready for winter to come, I had a week's worth of great riding, superb scenery, and new friendships to keep me warm until spring. *Bill Clark*

For Sale:

Trek OCLV Frame, 56 cm. Like new \$650 -
Jim Emmons246-2166
Rollers - Like new \$100. Jack Welch 387-
6117.
Yakima Roof Rack w/ 2 bike mounts \$175.
Jack Welch 387-6117.

Frosty Pancake Rides

Yes, we're still riding (and eating). IVW weekend rides will continue throughout the winter on Saturday and/or Sunday morning. We've been meeting at 9 A.M. somewhere within a 20 minute drive of Peoria and riding 30-40 miles. Generally we eat at the turn-around stop. When it gets cold (less than 30 at start or with significant wind chill), we'll probably do a Peoria city ride (~20 miles). I found these rides to be a great way to enjoy winter and stay in touch with riding friends. The clothing for cold weather rides takes some experimentation. I'd be glad to offer you some suggestions. Feel free to give us a ring — Eric Hutchison, 685-3921; Don Eberlee, 699-2790.

Eating and Exercise

Laura Poff is willing to run a profile of a person's exercise and eating habits to help determine levels of food intake and exercise needed to either change or maintain weight. She is a registered dietitian and is willing to develop the profile for IVW members. Please include \$3 to cover the cost of postage, paper, etc.

To have her complete the profile, include the following: Name, Address, Phone Number, E-mail Address, Age, Weight, Height, Diet-related conditions (vegetarianism, hypertension, diabetes, heart disease, etc.), Number of meals and snacks you like during the day, Usual exercise program for a week (include type, rate, duration, amount of weight and repetitions). Laura Poff, 1525 E. Hendryx Lane, Peoria, IL 61615, 692-0861, laura.poff@worldnet.att.net

Springdale Restoration

Springdale contributions are now tax deductible — The non-profit group formed to restore Peoria's historic Springdale Cemetery recently received IRS 501C3 status. Springdale is a beautiful place to run or ride a bike. It's roads are part of the urban linkage for the Rock Island Trail to the Peoria riverfront. If you'd like to offer tax-deductible support, contact: Springdale Historic Preservation Foundation, PO box 5511, Peoria, IL 61601-5511. web—
<http://www.ssi.net/springdale>

ILLINOIS VALLEY WHEELM'N 1999 MILEAGE LOG

DECEMBER			NOVEMBER			OCTOBER					NOTES
Mon	Tue	Wed	Thur	Fri	Sat	Sun	Week	99 YTD	98 YTD		
				1	2	3					
4	5	6	7	8	9	10					
11	12	13	14	15	16	17					
18	19	20	21	22	23	24					
25	26	27	28	29	30	31					
1	2	3	4	5	6	7					
8	9	10	11	12	13	14					
15	16	17	18	19	20	21					
22	23	24	25	26	27	28					
29	30	1	2	3	4	5					
6	7	8	9	10	11	12					
13	14	15	16	17	18	19					
20	21	22	23	24	25	26					
27	28	29	30	31							



IVW Proposes Madison Park Trail

On December 9, the IVW attended a public hearing held by the Peoria Park District concerning a proposed Walgreen Drug Store on the property of the

Madison Park Golf Course (corner of Laramie St. & Dr. ML King Drive, Peoria). The proposal we presented has been simmering since the development of the Peoria Bicycle Map a couple of years ago.

Due to narrow lanes and high traffic volume, Dr. ML King Drive is a significant 'missing link' in the bike route network on Peoria's west side (between Sterling Ave & Laramie St). On either side of this 4-block barricade are excellent cycling facilities — West Peoria's on-street bicycle lanes and southwest Peoria's gridwork of secondary residential streets. Unfortunately, in-between lies "you can't get there from here".

A unique way to solve this problem is to put a multi-use trail along the western edge of the Madison Park Golf Course. This would link West Peoria's Manor Parkway (dead-end street on north edge of Madison Park) to Laramie Street and southwest Peoria's on-street bike route network. A trail link also has potential to provide customers for the Madison Park shopping area, without the normal traffic and parking problems. Also, the trail itself will allow Madison Park to serve a broader range of users (beyond golfers). A trail on the western edge of Madison Park

would pass through a scenic wooded area which overlooks the Kickapoo Creek valley.

By rough estimate, the total trail would be about the same length as the trail which now exists at the foot of Glen Oak Park, ~3000' (linking Abington Street with Springdale Cemetery). About one-third of the proposed Madison Park Trail already exists - in the form of golf course service roads.

Since this trail provides linkage to an existing bike route network, it would seem to be a prime candidate for funding through the TEA-21 Enhancements Program (special program which is part of the new federal transportation budget - Illinois portion of funds controlled by Illinois Department of Transportation). Purpose of the December 9 hearing was to gather public input. The IVW's presentation of the Madison Park Trail idea will help assure (1) the proposed Walgreen's project fits with possible future trail development, (2) the Peoria Park District will consider building the trail — regardless of the outcome of the Walgreen's proposal.

Bikes and the Ring Road

The Illinois Department of Transportation recently announced its choice for the path of the proposed eastern 'ring road' which will complete the interstate highway encirclement of the greater Peoria area. As part of this announcement, IDOT sent the IVW a letter responding to our input about cycling issues and the ring road (provided by IVW at public hearing, December, 1996). Briefly, here's what the IVW requested: (1) Bicycle access to the ring road itself — especially any new bridges built across the Illinois River at Mossville. The idea here is an IL24

Washington bypass type road (which has wide paved shoulders) instead of a I-474 type road (which is off limits to cyclists). (2) Preservation, rather than disruption, of the existing network of secondary roads if the ring road is built. Basically, this means overpasses need to be provided. (3) Balanced transportation spending. Before we build a new ring road, let's spend at least equal dollars on making our existing roadways as efficient as possible by making them accessible to all vehicles.

IDOT's response: "The ring road would be a 65 MPH freeway with full access control similar to I-74. Bicycles are not allowed onto freeways facilities because of safety concerns with the high speed traffic. The Department will assess the ring road's impact on bicycle accessibility even though a restricted facility is planned. Issues such as continuity of existing routes and Illinois River crossing will be examined in great detail prior to final design approval. The Department's highest priorities are rehabilitation and preservation of the existing highway system, and currently 98% of our construction funds are spent for this effort. However, the Department still tries to plan for and anticipate changes in transportation needs. Future funding for the Peoria to Chicago Eastern Ring Road highway will be very competitive both within the state and the nation." *Eric Hutchison*

Membership Directory

Copies of the IVW membership directory are available from Larry Davis, ldavis@iaonline.com, 691-3060

ILLINOIS VALLEY WHEELM'N MEMBERSHIP APPLICATION

Name #1 _____ please print clearly 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 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 an IAB member? (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 payable to: ILLINOIS VALLEY WHEELM'N, 6518 NORTH SHERIDAN RD. STE 2, PEORIA IL 61614-2933

— address change

Mike Kasper
c/o BOMW, Washyft
Now 716 Devon Dr.
Metamora, IL 61548

email
dedeckard@
ilank.com

SHARE THE ROAD...MEMBER TIL: 6/21/1999
LARRY D. DAVIS
5809 FROSTWOOD PKY A-53
PEORIA, IL 61615-2461

Next Meeting Jan. 20

Bulk Rate
U.S. Postage
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ILLINOIS VALLEY WHEELMEN
6518 NORTH SHERIDAN RD. STE 2
PEORIA IL 61614-2933

New Year's Resolutions

Spend more time with cycling friends
Brush up on bike maintenance skills

Wednesday, January 20

6:00 P.M. Dinner at El Sombrerito 1112 W. Pioneer Parkway, Peoria
7:30 P.M. C. J.'s Vitesse Cycle Shop 7920 N. Hale Avenue (Just off Pioneer Parkway)
Join us for the January general meeting (make that gathering,). We will meet at El Sombrerito for dinner following we will re group at Vitesse. Robert, Vitesse's repair expert will share with us some preventive maintenance skills to help avoid roadside breakdown. C.J. will also treat us to drinks and snacks.

Next Meeting: Feb. 10, 6:00 P.M. Godfather's Pizza, Peoria. Official video of the Ride Across Australia presented by Roger and Kathy John.