Pedalin' Times

Official Journal of the Columbia Bicycle Club

November 2026

It's December :

Bike Club DUES are Due

$20 per household

Mail to the Bicycle Club (see mailing address – next page on the left) OR come deliver in person at the next meeting !

December 1st is our next meeting – Shakespeare's West, 7:30 PM

We have elected next year's officers!
(it's safe to come back now 😊)



from Bicycling magazine

Local Motion News :

Local Motion is hiring a ***full-time advocacy coordinator***. The description is at https://lomocomo.org/work-with-us. Send a resume and application to mike@lomocomo.org. Evaluation of applications will start November 16, aiming for a start date in early January 2027.

The new ***Giving Rides pedicab bike*** (sponsored by Brightspeed) has been fitted out and eight pilots have gone through training. The new bike has a platform to accommodate a wheelchair or one to two riders. If you want a ride or have ambitions of being a pilot, contact Local Motion through the web page or Local Motion's Facebook account.

Save the Date: ***End-of-Year Member Party and fundraiser*** for LocalMotion :Wednesday, December 16, 2026 - watch your MemberEmails for details

Mark your Calendars: Bike Walk and Wheel Week : **May 1-9, 2027**.

Local Motion is participating in the **CentralMOGives** campaign during December. This is a major fundraiser for the organization (and many others in the area) so haul out the old credit card and give generously – a warm feeling, and a bike-friendly environment, are the rewards!

Support Central Missouri.

Support CentralMOGives.

Additional opportunities to donate to LocalMotion (and other local organizations) can be found at CentralMoGives (was CoMoGives)

The web site opens starting December 1st.

Pedalin' Times

Pedalin' Times is the official publication of the Columbia Bicycle Club, 2502 Spanish Bay Dr. Columbia, MO 65202. This is a not-for-profit corporation for the promotion of biking.

Pedalin' Times is published monthly. Deadline for submissions is the second Tuesday of the month.

Pedalin' Times welcomes articles that would be of interest to the membership. We request submissions for publication be Emailed to the editor at the address below

Articles may be edited for grammar, clarity, and good taste. The editor reserves the right to refuse publication of any item.

Annual dues for the Columbia Bicycle Club are $20.00 (US) per household, on a calendar basis.

If you move, please let us know by sending an Email to Secretary Joe at the Email address below. We really do want you to get your copy of the newsletter.

CBC Officers 2025-2026

President - Brenda Peculis
brendap.home(at)gmail.com
Secretary -Treasurer – Benevolent Overlord :Joe Howell
joecycleguy(at)gmail.com

Pedalin' Times editor & staff
Brenda Peculis
Brendap.home(at)gmail.com

Minutes from November 3rd meeting

Meeting called to Order at 7:33 pm

11 members present

Treasurer's Report : we have money!
10/1/2026: Opening balance $2021.79 Expenses : Pizza $45.61, Income: Pizza donations : $41.00. closing balance 10/31/2026 $2017.18 Some banking issues are being pursued as the account has been charged fees in error.

Old Business:
The complete collection of old photos, donated to the Club by Marvin and Laura Wells (he was an ex CBC-president) appeared at the meeting. The collection spans approximately 1998 – 2004. The collection has now been passed to Joe Silsby for his perusal. If anyone else knows anyone else who might be interested in seeing the collection, please contact the President.

New Business:
A motion was made to accept and vote upon the slate of officers nominated at the last meeting. The members present voted and unanimously accepted the slate of officers. Positions will begin with start date effective Jan 1st 2027.

The Annual New Years Chili Ride will be January 1st with the ride starting (likely) at Jay Dix at 10:30am, 1/1/2028. Chili and other pot-luck donations are welcome at the Stookey Residence about noon-ish, so riders can go home and change and return with reports of their expedition!

TriAthletics is closing and near the end of their liquidation sale – if you need anything – go see what is left!

Ride Reports

- Joe reported on the BigBAM ride on the Katy, Oct 11-17. See below for details and photos.

Meeting adjourned at 8:05 pm as the pizza arrived.
Conversation and fellowship continued …

Riding Big BAM on the Katy
Joe Howell

Carol and I rode Big BAM on the Katy in October, with some friends from Connecticut and Michigan.



Our Friends/Riders on Monday

This version of Big BAM had some 350 riders from all over the country, mostly camping, with some people on small, private tours that stayed in hotels along the route. Many of us met in St. Charles and shuttled on coaches to Clinton to meet up with the rest of the tour, camping the first night at the Henry County Fairgrounds, next to the Katy Trail start. There was an orientation meeting in the evening; this caused some confusion as the food truck vendor did not realize that people would be coming out afterwards and so did not have enough food prepared for the after-meeting crowd. We ended up walking the mile up to a nearby DQ to get dinner before heading back to our tents for the night.



Riders crossing a creek



Water Break in Clifton City

Day 2 dawned bright and warm; the ride today was from Clinton to Sedalia, ending at Liberty Park in north Sedalia. Breakfast in camp was provided by Clinton's Blue Ribbon Bakery and was cinnamon rolls and various pastries. The ride organizers provided fresh-brewed coffee each morning. After delivering our gear to the luggage truck, we headed off for a 38-mile ride. There was a water stop in Windsor, with snack bars provided by Kim's Cabins and the Windsor Chamber of Commerce.

A lunch stop fundraiser was hosted by the Green Ridge high school's Future Business Leaders of America chapter and featured hamburgers, chips, pickles, and a bake sale. On to Sedalia where we retrieved our gear and set up camp. A pair of vans shuttled riders downtown to area restaurants for dinner.

Day 3 was a 36-mile ride from Sedalia to Boonville. Another hot day where we got an early start. After getting some coffee, we headed out and were soon

riding amongst the tree cover. There was a water stop in Clifton City, and then we started the steady climb up to Pilot Grove, where the lunch stops were. We chose to eat at Tin House Collective, but there was also a food truck, the local grill, and Casey's. Then downhill to Boonville. The camp was at Kemper Park, but as it was supposed to storm overnight, we chose to stay in the Isle of Capri hotel. So we got our bags, pulled out things for overnight and the next day, and threw the bags back on the truck. Dinner that night was at Brew Brothers, in the hotel.



Unloading bags in Hermann

Day 4 promised to be a bit damp. We checked out of the hotel and headed over to the gas station to grab breakfast and to meet up with our friends, then headed off to Jefferson City, a 49-mile ride. Even though it had rained overnight, the trail was in good condition and the going was fairly easy. We soon reached Rocheport, where our group gathered to compare notes. One of our friends' tent had leaked and her things had gotten wet overnight, and it was supposed to storm again that night. As well, everyone wanted to do laundry, and all the laundromats in JC were nowhere near the shuttle stops. I volunteered to ride home from Hindman Junction and get our car, meet everyone at the campground, and shuttle us to do laundry and eat dinner. As a result, I only rode about 39 miles out of the 49. We met at the Quigg Commons camp, across the river from JC, and Carol and I, along with our friend with the leaky tent, checked in to a local hotel, then we all headed off to do laundry. Dinner was at a great Thai restaurant on High Street, then we drove the rest of the group back to the campground for the night.

Day 5 was a 40-mile ride from Jefferson City to Hermann. The trail was a mess, there were trees down, and it rained heavily in the morning. So we bailed and took a sag to Hermann instead. In Hermann, we camped at Riverside Park, where there was a long line for the hose to wash bikes - and people. After setting up our tent, we wandered around town and grabbed a sandwich, and were told that there was a Witch-Fest that weekend to raise money for the local fire department; there was supposed to be a witch parade from the Amtrak station, so we parked at Wurst Haus and had a frosty beverage while we waited for the train to arrive. Unfortunately, the tip about the parade turned out to be a false alarm and there wasn't any parade. However we did see a street party and craft fair that evening that featured wandering witches. The park was a nice camping area with one exception - trains. Lots of freight trains coming through during the night. Right next to the park.

The sixth day started off chilly; we broke camp, stowed our gear on the truck, and headed across the road to a coffee shop for breakfast and to wait for the sun to warm things up a bit. Today's ride was a 34-mile ride to Augusta. We stopped in Treloar at the new Pat and Ted Jones Visitor Center. It is in an old general store which has been converted into a history museum and also sells Katy Trail merchandise. Great prices, too - a jersey was only $50, and a nice metal water bottle only $15. At the end of the ride we set up camp at the Augusta ball field and headed over to the Fallen Brothers distillery for lunch. We climbed up the hill into August and wandered around and found several winery tasting rooms, as well as the coffee shop/general store. Augusta is a picturesque town but is very short on places to eat, but we found the cafe at Mt. Pleasant Estates to be a good place to get dinner.

That night it got cold and I was very happy to have a nice warm mummy bag! We all layered up for the 26-mile ride back to St. Charles and headed out.

Our breakfast stop was a few miles outside Augusta at a small park with two grain silos that had been decorated with butterfly murals, and with butterfly sculptures mounted on the bluff side. There were three vendors selling pastries and hot food and

coffee; we sat a bit and admired the murals and then headed out for the final push. We arrived at the parking area from which we started around 11:00 and loaded up, then said our farewells to our friends. Our adventure was over and we started the drive back home.



Breakfast outside Agusta

I felt just a little guilty for hotelling a couple of nights, but not very much! Setting up and taking down a mesh-top tent in rainy weather is not much fun. The support on the ride was very good; Pork Belly Ventures provided tent service and a shower truck, and they now have several converted semi trailers called "Phat Rooms" that have bedrooms in them with heat and air conditioning. Our bags were always laid out for us by the time we got to the camping areas, and when it rained they were either under a tarp or a shelter to keep them dry. There were always areas for charging e-bikes and phone and I didn't see anyone having to wait for an open spot. Overall it was an enjoyable week and I need to see more of the Katy than just the Boonville-to-Hartsburg stretch that I usually ride on!

More Than Bike Lanes

By Mary Kate Hafner

This story was originally published in the November 2026 issue of COMO Magazine.

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For Local Motion, Columbia's transportation future starts with a simple idea: Build for the people who need it most, and everyone benefits..

Getting around a city is often described in terms of moving from point A to point B. But behind the routine route to work, school, or the grocery store is something bigger: Can a person move through their community safely, independently, and on their own terms? That question sits at the center of Local Motion's work in Columbia and across the state.

Founded in 2000 as the PedNet Coalition and rebranded in 2021, Local Motion is working toward making Columbia a more livable city for all.



A child rides one of Local Motion's blender bikes at the Farmers Market during Bike, Walk & Wheel Week, May 2025. The blender bikes are stationary bikes equipped with a blender attachment that spins when riders pedal

"Local Motion is an active transportation advocacy organization," said CEO Mike Burden, who has led the organization for a little over a year. "We promote policies and run programs that make Columbia safer, more connected, and more accessible for people who walk, roll, bike, and ride transit. Everything we do is guided by those things."

As the city of Columbia works through a strategic planning process, an updated Complete Streets policy, and major infrastructure projects like the I-70 improvements and Business Loop revitalization, Local Motion leaders are seeing a rare window to shape what the next few decades can look like.
To Burden, equal transportation access unlocks a more vibrant, healthier, more connected community, created in part by the small moments of contact that happen when people share a sidewalk, a bike lane, or a bus seat instead of passing each other in separate, isolated cars.

"That grows our empathy muscles and makes us feel more connected to our neighbors," Burden said, "which is absolutely a good thing."



Participants at the Moving Missouri Forward Summit participate in a walk audit in downtown Columbia Missouri (April 2025)

THE CASE FOR BUILDING FOR EVERYONE

Local Motion's philosophy for a more livable city is a simple idea: Infrastructure designed for the most vulnerable users ends up serving everyone. Chief Development Officer Josh Parshall echoes the framing that mobility isn't a nice-to-have; it's foundational to how well a community functions.

"When we talk about livability, we're talking about people of all ages and abilities being able to get around easily in the way that works for them," Parshall said. "We're talking about people who can't afford a car being able to get to work, being able to access healthcare and healthy food."
A wide, welcoming pedestrian refuge island that gives an older adult enough time to cross a busy street also works better for a parent pushing a stroller. A protected bike lane meant to make a nervous new rider feel safe also makes the street calmer and more predictable for drivers. And reliable, affordable public transportation means fewer cars competing for the same lanes and the same parking spots.

"When you build with schools and kids in mind, it benefits the entire community," Parshall explained. "When you build for disability in mind, that's going to benefit the entire community. These things don't need to be in competition with each other. We can live harmoniously. The good for one is the good for all."

For Parshall, that logic extends past streets and sidewalks into nearly every issue people may care about. Access to healthcare depends on being able to get to the doctor. Physical fitness depends on people having safe places to walk or ride a bike and the ability to get to where they want to be active. "If you look at things like food access, transportation matters. If you look at education, transportation matters. If you look at workforce, transportation matters. It connects us to where we want to go, and it connects all these issues," Parshall said. "Whatever your issue is, transportation plays a role there. Part of the puzzle is making sure that everybody can get where they want to go."

COMMUNITY IN MOTION

Throughout the year, Local Motion presents programming that integrates its community and awareness principles. Slow group rides like Bikes, Bites & Brews in the spring and Vélo Vino Vici in the autumn wind through downtown businesses and bars. The group's annual Week Without Driving campaign invites people to leave their cars behind for even a single errand — such as a grocery run by bus or a commute by bike — and reflect on the experience. More recently, Local Motion has taken on mid-Missouri's iCan Bike Camp for the first time.

Beyond their bite-sized advocacy, events are a chance for people to test out a new way of getting around and meet neighbors who share a similar interest. Former Local Motion board member Patricia Weisenfelder and her family have participated in and volunteered at the springtime Bike, Walk & Wheel Week for years, alongside other events. This year's Mother's Day ride at Twin Lakes offered a walk, a short ride, and a longer route, which allowed her family to split up by ability and still take part together.

"It was a quick family ride, followed by a picnic," noted Weisenfelder. "They had different options for different capabilities."

Afterward, everyone met back at the park for hot dogs and time on the playground. Weisenfelder said the event gave her a chance to connect with other Columbia residents who are also interested having better, safer transportation and pedestrian options for getting around Columbia.



Two volunteers wash a bike mounted on a repair stand at the Wheelchair & Bike Wash at Logboat for Bike, Walk & Wheel Week 2026.

MORE THAN BIKES

Local Motion's optimism about Columbia's future is grounded in its past. The organization pushed for Columbia's first Complete Streets policy in 2004, the first such policy adopted in Missouri. In 2016, its Vision Zero policy set a goal to eliminate traffic deaths and serious injuries by 2030. Both were among the earliest such policies adopted in the country.



Members of Local Motion's grassroots advocacy cohort on a walk audit in September 2025.

The National Highway Traffic Safety Administration estimates that about 40,000 people die in traffic crashes nationwide each year. In 2025, more than 15 percent of Missouri's traffic deaths involved pedestrians, cyclists, or other non-drivers. It's these hard facts, as much as Local Motion's empathetic philosophy, that propel its advocacy. Beyond Columbia's city limits, Local Motion co-founded Missourians for Responsible Transportation in 2018 with partner organizations in Kansas City, St. Louis, and Springfield. The group extends active transportation advocacy into rural communities, where a missing crosswalk can be the one obstacle keeping a student from safely walking between two nearby schools.

For Columbia residents who mostly get around by car, Local Motion's ask is modest: Try alternative transportation once to get into the shoes of someone who may rely on it all the time.

The next meeting of the Columbia Bicycle Club will be at 7:30 p.m., **Tuesday December 1st !**
We meet at Shakespeare's West
Enjoy great camaraderie and the good feeling you get from spending time with fellow bicyclists.
Hope To See Ya!

Need a Bike Box for Travel?
Remember the club owns TWO
Contact: EITHER
CycleX OR TEXT the Club Pres
at 573 864 6830
to reserve one.

Pedalin' Times
c/o Columbia Bicycle Club

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