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CALENDARS  
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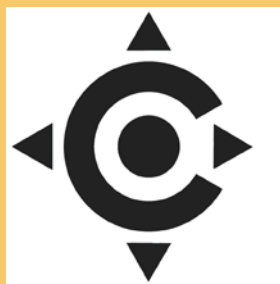


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Cover Photo: Rachel Cieslewicz rides Big Cottonwood Canyon during the 2019 Porcupine Hill Climb. Unfortunately, the race was cancelled for 2020, but the canyon is open for cyclists.

Photo by Dave Iltis

**BICYCLE TOURING**

**La Joya de la Corona of Staycations**



Roger Crandall on the Jordan River Parkway at the start of the Oquirrh loop tour. Photo by Tom Jackson

By Roger Crandall

**A Bike Tour Around the Oquirrh**

Have you spent enough time staying home away from the coronavirus? Do you want to branch off on your bike because you have gone everywhere you can go; both north, south, east, and west in Salt Lake County? Do you want that out-of-town experience? It's time to take the "Crown Jewel of Staycations" and make some memories on your bike expanding your horizons!

When my Cinco de Mayo was a no show bust, I took off on el seis de mayo for "El Gran Vuelta de las Montañas Oquirrh from right here in beautiful downtown Valle del Oeste, Utah. (Yes, old Spanish teachers never die, they just keep playing with words!)

I'd be getting a crown over my root canal job the next week, but before that, I wanted to do some bike touring around the Oquirrh Mountains which I had been planning for years. As I told my dentista, I told my Costa Rican wife, "yo quiero la corona, menos el virus."

If you only have one day to "live", just hop on the Frontrunner train and ride down to Thanksgiving

Point. Then head east going up to the Murdock Trail passing over Orem, with views of the whole valley. Ride into exotic Provo for a good dinner, then you can catch the train for the ride back to Salt Lake City. At least you got out of town!

If you really want a trip and a half, or at least half of a trip, take the 3-night, 4-day loop trip around the Oquirrh Mountain chain and have a real bike touring experience that includes a little bit of everything!

On Wednesday, May 6th, I left my home in West Valley to ride the Jordan River Trail to Lehi, just 33 miles to the Willow Park campground, which the bike trail goes right through, so you can't miss it. Though there was space for 12 thousand cyclists, I was the only one camping. It's \$20 per campsite for one cyclist or for a small group staying in the same site. There are no showers in the bathrooms but at least they were warm. If you don't do your own cooking, you can get to the fast food joints just west a mile or two around Redwood Road.

Day two, I headed west toward Fairfield and Camp Floyd State Park. It was only 16 miles from Redwood Road, so I wanted to extend my trip by checking out Eagle Mountain and get on the old Pony Express Trail. There is a part just for hikers and bikers. The historical markers

overlooking the valley to the west are first rate and a must-see stop that explains that period of our history. As a Spanish/History teacher I was déjà vu-ing big time. I mounted my trusty steed named "La Negra", which is my Bulls Lacuba EVO E-bike, and rode like the wind to the next way station for another close encounter with history.

At old Camp Floyd in Fairfield, the Union Army built the largest encampment in the U.S. and it became the third largest city in Utah at the time. They were here to put down the Mormon Rebellion that never really happened, but the South's sympathizing Generals were able to divert troops away from any skirmishes that would involve them in the coming Civil War.

The museum with its introductory video is a must see and the price of entrance includes a visit to the splendid Stagecoach Inn. Unfortunately, there is no camping for cyclists in the town of Fairfield, so I was told to head on up the road for 5 miles to Five Mile Pass Recreation Area where you have miles of wilderness stealth camping in the sagebrush. There is no water but there are toilets in various places. You must contend with the noise from the ATV crowd till at least sundown, but the camping was free, and peace reigned through the night.

Day three, I carried on from Hwy. 73 west, then north on Hwy 36. If you want some more fun, go east into the Oquirrh Mts. to visit the semi ghost towns of Mercur and Ophir. I just pressed on to Stockton, minus Karl Malone, and had lunch at their General Store where I spent my little "dollaritos" to help the local economy. The highways out there don't get much traffic, and everyone was courteous and moved over when there wasn't much in the way of a bike lane. The rumble strips were generally out of the way and I could ride around them fairly easily. A few climbs and some downhills and I arrived in Tooele "sin problemas".

Continued on page 4



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The Eagle Mountain area has great signage for the Pony Express Trail. Photo by Roger Crandall



A typical bike touring campsite at 5 Mile Pass with the Oquirrh Mountains in the background. Photo by Roger Crandall



Roger Crandall at his campsite in Paul McClatchy's backyard, with Paul's dog Scout. Photo by Paul McClatchy



The Stockton General Store is a good place to get refreshments and supplies. Photo by Roger Crandall

## Mountain West Cities Named Bicycle Friendly Communities

Montrose, Colorado just joined the family of bicycle friendly communities (BFCs). It was the only new BFC in the Mountain West issued in the League of American Bicyclists' latest round of awards. Montrose earned the lowest award level, bronze. Silverthorne, Colorado moved up one notch from bronze to silver, and Springville, Utah earned honorable mention.

Designations last four years. Montrose applied in 2015 and received honorable mention. The Montrose Area Bicycle Alliance spearheaded the effort and promises to keep making improvements to try to earn a higher rank in 2024. The Parks Division includes 30 miles of paved trails. The city added a Connect Trail running through town with only two traffic intersections, bike lanes on streets and 30 miles of mountain bike trails. The city added new bike classes, installed downtown bike racks and sponsors a Bike-to-Work Day.

Silverthorne improved by adding a 3.8-mile Blue River Trail, sponsoring bike events and improving mountain biking trails.

Springville, meanwhile, had hoped to get a higher nod. The Hobbie Creek Bicycle Association spearheaded the application. "We are shooting for bronze status with this first application, with the hopes of being able to move up to silver status in four years," the association stated on its website when it applied with the city in February. "The application was long and detailed and took a significant amount of input from city officials to get it done, but it was very eye-opening to the kinds of things that the city and our associations could be doing to make Springville more bicycle friendly."

The city is continuing to improve, adding new bike lanes in May, for instance, with more on the way, so higher rankings are sure to come.

-Charles Pekow

### Oquirrh Tour - Continued from page 3

From there, it was all downhill toward Stansbury Park where my good friend, Paul McClatchy was giving me the first class WarmShowers treatment of a delicious dinner, breakfast, and the best camping ever in his backyard. After three days on the road, the warm shower was most welcomed and needed so that my hosts could stand

me at their dinner table.

On day four, I sped around the Oquirrh on I- 80, (yes, it is legal on that stretch of freeway) until I encountered the turn off to Hwy 201. The noise on the highway sucks, and you have to watch out for the rumble strips, but it all goes by in just 10 or 15 minutes so you can handle it. Take the first turn off Hwy 201 into Magna and then stop for a beer or sandwich and contribute something to help keep the economy of Magna alive; they can use it!

So, if the coronavirus has got you down, "toma la joya de la corona" and try this staycation as your highway to adventure and enjoy the ride of your life, or at least get some life back into your ride.

#### Side Notes:

Two interesting side lines to my trip that I encountered and will pursue later was a visit to Electrify Bike Co. just west of Gardner Village. They can turn just about any bicycle into an E-bike; so that is something

in the future for my tandem to help my wife and I get up the mountains. If you want to "cheat" your way into the future, check out [www.electrify-bike.com](http://www.electrify-bike.com), 801-997-0550.

Secondly, for tired cyclists, I came across a most interesting Crystal Water Spa in downtown Tooele where you can soothe away your aches and pains floating in a "dreampod" and a whole host of exotic therapies. Crystal Water Spa, 40 West Vine Street, Tooele. 435-882-1339.

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**BIKE SHOPS**

**Best Practices For Bicycle Retailer COVID-19 Safe Operations**



Contender Bicycles has instituted several safety practices to prevent coronavirus transmission. Photo by Dave Iltis

By Salt Lake Valley Trail Society

We have developed this guide for bicycle retailers in an effort to keep the bicycle community safe during this pandemic. In consultation with the Salt Lake County Health Department, these protocols meet or exceed all current CDC and CISA recommendations and are designed to allow for the continued operation of your essential business. Please use this as a guide and stay current with the health department and CDC recommendations.

**Protecting Customers:**

- As much as possible, interact with customers outside.
- Staff dealing with customers should maintain a 10-foot distance.
- Staff dealing with customers indoors should wear masks (This is consistent with the Utah Leads Together 2.0 recommendation for all retail businesses that employees should wear face coverings).
- Customers should be limited to 1 per 500 square feet of retail showroom space.
- Customers should be encouraged to wear masks.
- In order to minimize the number of customers in the store you might consider:

- Pick-up and delivery service
- Locked door policy (staffed or phone and we will answer door)
- Appointment only showroom
- Use outdoor repair check-in and pick-up, sales and service as much as possible
- Conduct daily sanitizing of retail space including phones, countertops, door handles, tools, pumps, bathrooms and other surfaces that customers may come in contact with.
- Encourage card payment methods with machine sanitization after each use.
- Post a sign requesting that customers with Covid symptoms not enter the store.
- When exchanging paper and coin money:
- Do not touch your face afterward.
- Ask customers to place cash on the counter rather than directly into your hand.
- Place money directly on the counter when providing change back to customers.
- Wipe counter between each customer at checkout.
- Move the electronic payment terminal/credit card reader farther away from the cashier in order to increase the distance between the customer and the cashier, if possible.
- Consider the use of screens in checkout and cashier locations.

**Protecting Employees:**

- Limit employees to 1 per 500 square feet or 1 per room (bathrooms, storage and changing rooms excluded), whichever is greater.
- Maintain 10-foot distancing for employees.
- Avoid having employees work across from each other.
- All bicycle contact surfaces should be sanitized before and after service.
- Demo/rental and test ride bikes should be cleaned and sanitized after use.
- Screen and identify employees with symptoms of illness consistent with COVID-19 and send them home.
- If tested, don't allow employees to work until test results have been received and employee verified as negative.
- Discourage handshaking – encourage the use of other non-contact methods of greeting.
- Reinforce key messages about coughing and sneezing etiquette and proper, regular hand-washing.
- Disinfect and clean regularly common surfaces, such as counters, work areas, door handles, doorknobs, railings. (Depending on the shop being open and type of shopping this may need to be hourly, whereas if an appointment you know areas that have been contacted).
- Use signs, markings, tape or other means to ensure employees and customers maintain appropriate social distancing, including in lines.
- Have hand sanitizer or other sanitizing readily available for customers and employees.
- Encourage and make available

masks and gloves for employees, even if they don't deal with customers.

- Workers should be encouraged to work remotely when possible and focus on core business activities (at-home bicycle assembly?). In-person, non-mandatory activities should be delayed until the resumption of normal operations.
- Consider the impact of workplace sick leave policies that may contribute to an employee decision to delay reporting medical symptoms. Sick employees should not return to the workplace until they meet the criteria to stop home isolation.
- Conduct frequent cleaning of employee break rooms, rest areas, and other common areas.
- Implement a system in which workers rotate into the cashier station to allow cashiers to leave the station to wash their hands regularly.
- Remove or rearrange chairs and tables or add visual cue marks in employee break rooms to support social distancing practices between employees. Identify alternative areas such as closed customer seating spaces to accommodate overflow volume.
- Be aware that some employees may be at higher risk for serious illness, such as older adults and those with chronic medical conditions. Consider minimizing face-to-face contact between these employees or assign work tasks that allow them to maintain a distance of ten feet from other workers, customers and visitors, or to telework if possible.
- Inform employees who are well but who have a sick family

member at home with coronavirus should notify their supervisor and refer to CDC guidance for how to conduct a risk assessment of their potential exposure. If an employee is confirmed to have coronavirus, employers should inform fellow employees of their possible exposure in the workplace but maintain confidentiality as required by the Americans with Disabilities Act (ADA).

**Protecting vendors/deliveries:**

- Maintain 10-foot minimum distancing.
- Minimize or eliminate in person gatherings of vendors and employees occurring for marketing and product education purposes.
- Accept shipments out of doors.
- Utilize gloves when signing for, receiving, unpacking and handling goods.

**Why are we recommending 10 foot distancing and masks?:**

1. <https://www.wnycstudios.org/podcasts/radiolab/articles/dispatch-4-six-feet>

**More information available:**

- 1. <https://www.cdc.gov/coronavirus/2019-ncov/community/guidance-business-response.html>
- 2. [https://www.cisa.gov/sites/default/files/publications/Version\\_3.0\\_CISA\\_Guidance\\_on\\_Essential\\_Critical\\_Infrastructure\\_Workers\\_3.pdf](https://www.cisa.gov/sites/default/files/publications/Version_3.0_CISA_Guidance_on_Essential_Critical_Infrastructure_Workers_3.pdf)
- 3. <https://coronavirus.utah.gov/the-utah-leads-together-plan/>

**See for disinfectant methods:**

1. <https://www.cdc.gov/coronavirus/2019-ncov/community/disinfecting-building-facility.html>

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## METAL COWBOY

# A Shining Moment On Mt. Hood: How To Ride Down Winter In The Middle Of July

By Joe Kurmaskie

*"That's your job in this hard world, to keep your love alive and see that you get on, no matter what."*  
Stephen King, The Shining

Pacific North Westerners did not invent clever names for athletic events, but it was wordsmith worship that attracted me to my first Summit To Surf diabetes charity bike ride. With its catchy name I fully expected to drive to the top of a mountain, plant a front fork at the driveway of Mt. Hood's historic Timberline Lodge, then clip in for a bone shaking ride, a near vertical run, some sort of a tuck and go like hell, all the way to the Oregon Coast.

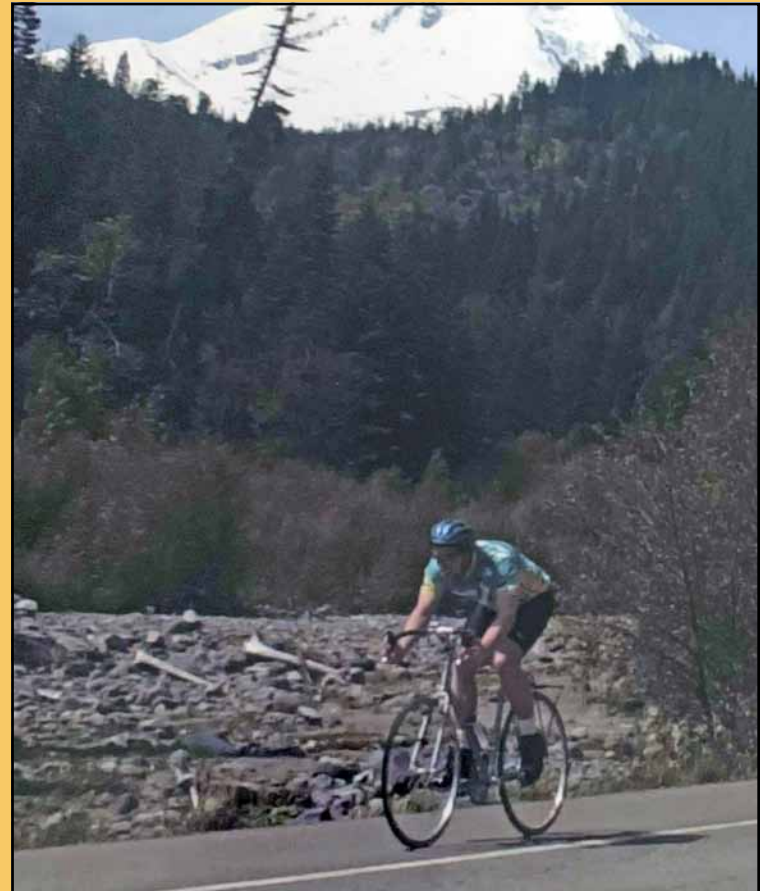
Instead, a couple thousand of my friends and neighbors assembled outside of a one room schoolhouse in Welches, Oregon for 15 miles of slow going, up and over Barlow Pass, before coasting 30 gentle clicks to

the water's edge - Hood River and the "surf" of the Columbia River.

Don't get me wrong, Barlow Pass is a lovely spot on the planet, but it's a far cry from the rarefied air of Timberline - the prize waiting for me at the tip top of a crooked and steep fortress of stone, something Dr. Seuss might have drawn on a frisky day. Or so I was told. I'd never been to the lodge. If I'm going to rise at the crack of dawn, work those pedals in a way that resembles a gerbil of crack, play my gears like a concert pianist performing Rachmaninoff, than at the very least, pay my efforts with a million dollar view and architecture listed on important registers. Not to mention that while Barlow Pass pedaling may sound like a formidable accomplishment, when I found myself drafting behind a school group of sixth graders hardly out of breath, drastic measures were called for. Someone throw me a testosterone life preserver, stat, then point out the turn for Timberline.

Two bike lanes diverged in the Oregon woods and I took the one less pedaled. I took the one that held the promise of hypothermia, blowing rain and icicles forming on one's chin at the tail end of July. My rescue came in the form of a small addendum to the official Summit to Surf brochure; something I'd missed until it was nearly too late, a last-minute Timberline Lodge option for those hearty souls who find pain and suffering their stock in trade. With a gleeful wave, I bid farewell to the elementary school set, peeling off their raggedy back wheels was the sort of liberation on par with graduating from the kiddy table at holiday dinners.

Once away from the crowds of casual riders - folks in their funny hats, theme music, bells, event T's and dusted off garage rafter bikes, I searched for a rhythm I could live with as the earth began to tilt up. I knew to pace myself on what would be my lonely flight of folly to the top



Joe Kurmaskie coming down from Barlow Pass to Hood River as part of the Summit To Surf Diabetes Association Charity Ride. Photo by Gail Davidson

# RACE THE RAILS

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of the world.

Only in Oregon though, can a man commit such a brazen act of independence on two wheels and find himself followed into the breach by a rowdy armada of blue blooded cyclists, fellow inmates from the Lycra monkey house looking for a challenge that might very well put some of them on the evening news or in the hospital.

"Heard they're offering medals to those who make it to the lodge," This from a man twice my age who had apparently given up all signs of body fat the way others kick hardcore vices such as heroin or hookers. And he was about to kick my ass off the mountain if I didn't pick up my pace.

I nodded to conserve energy in case he made a run for it mid-

sentence.

"Only for those who make it back down again," added a serious young man in front, probably a triathlete using this as a training ride. He shook his head as if the concept of medals was laughable.

"Medals? Baah... There's hot chocolate and homemade pie at the Timberline turn around rest stop," the old man's sidekick said, his son perhaps judging from body type and crooked grin.

Now I do like my pie, but the way I was sweating, hot chocolate just seemed silly. But a medal now, that didn't sound out of proportion. I fell in behind them and had a look around.

I counted eight of us in all. A pair of pretty boys - the sort ready at a moment's notice to step in

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as Bicycling Magazine cover models. These posers would be the first to drop when the going got tough. Never dress like a Tour de France team member unless you're actually in that race, and never ever ride more bike than you can use to successfully pass others. It's a dead giveaway.

The big guy midway back in the pace line, now he was the one to keep an eye on. Resembling a whiskey barrel which had managed to defy gravity and mount a bike, his tan lines told the real story. This barrel of Booker Noe rode four or five times a week. Anyone strong enough to pull that much heft uphill, while carrying on a conversation, was a bear.

Don't poke the bear.

The woman using him as a wind block? Poster child for the Pacific Northwest outdoor lifestyle. A peek in her closet would reveal more Gore-Tex shells than cocktail dresses, her bathroom stocked more Carmex than lip gloss and her garage was jammed with wind surfers and snowshoes, leaving just enough room to park the Subaru.

I could love this woman, if only I could find enough oxygen to introduce myself.

Rounding out our band of Timberline hopefuls was a husband/wife team on a tandem. Tandem riders fall into two camps; those who wave and smile at anything that moves, as if in training for the Rose Bowl Parade, as if a soundtrack accompanies their every pedal stoke, one featuring classic hits for 1976, Skyrockets in Flight, Redbone's Come And Get Your Love, and Frank Valli's Oh, What A Night, and then there are those who work for Boeing as structural engineers.

The engineers were bringing up our rear. scowling, determined, all systems go.

Every few miles of elevation gained the group access to a new ecosystem. Arboreal forest glistening in the sunshine gave way to sub-alpine with its puffy clouds and crisp breezes, before handing us off to growing shadows across alpine meadows.

Somewhere between admiring natural girl's calves and thinking about fine hickory smoked whiskey, the temperature dropped forty degrees and the rain began to fall... sideways.

As under prepared as I felt for this assault of elements, my rear pannier held a trove of clothing options compared to most of my compadres. Only the triathlete and the engineers kept going when the pace line stopped for a wardrobe change. The flimsy windbreakers and thin fleece being donned were laughable, but it was all my fellow cyclists had. I lent a layer to the old guy's sidekick, who mouthed "thank you", but what I chose to hear instead was "hot chocolate". It didn't sound so silly now.

When we caught the stoic couple on their two-seater, they'd managed an in-motion head-to-toe clothing transformation. Mussolini would have been proud.

For another three miles we concentrated on making little circles with our pedals, battling back that

coppery taste of blood in the back of throats as conditions deteriorated at cartoon velocity.

"It ever snow in July?" I asked, realizing, even as the words left my mouth, that images of Mt. Hood always, always proudly display snow on them.

Whiskey barrel seemed not to notice the icy rain or biting wind, but one of the two pretty boys was grunting and barking, making a spectacle of himself, the other suffered in silence. That's when the lodge came into view.

I had to wipe my glasses twice before it registered. This being my first time setting eyes on the famed landmark, it jolted me upright in my saddle. Even through blinding rain and wind gusts strong enough to blow a bike right over the edge if one wasn't mindful, the front facade of Timberline released a fight or flight burst of adrenaline, mixed with so much emotional vertigo that I had to grip my handlebars and bite down hard not to lose my place in the pace line. Crashing everyone to the ground is considered poor form on any ride.

Something hot and damp danced down my spine.

"Wait a minute, this looks..."

Sidekick nodded. He knew where my head was at that moment.

"Here's Johnny!" He howled, waiting me out. "You really didn't know they filmed the exterior shots for 'The Shining' here?"

I shook my head. Rain flying off as the stark realization leaked in.

Struggling the final yards into the parking lot brought it all back. Forced to view the film way too young, every reel of that movie had left an impression. One sweltering Florida afternoon of terror. Mom claims she didn't even look at the title, she just saw the movie poster with all that snow, knew the theater was air conditioned and took in whichever family member happened to be in tow. Me.

Later, when questioned by my older sister as to what she was thinking taking me to a Stephen King horror film, Mom pointed out that she was a Florida housewife with four children during humidity and cockroach season. An unkempt axe-wielding Jack Nicholson seemed laughable in comparison.

Now here it was in the flesh... or stone and masonry. Scaring the crap out of me all over again.

As soon as we came to a stop something else sent fear through the group.

"Where's the hot chocolate?" someone whined.

Several tables with party skirting stood abandoned beside a locked, darkened lodge.

"Where's the rest of the rest stop?"

Triathlete pointed at a white blob hanging in the low branches of a Spruce tree. Upended and covered in mud, the party tent invited anything but celebration.

When Dan Stathos introduced the bicycle bill back in 1971, I wonder if he ever envisioned that funding projects would lead to cyclists behaving in such a manner so early on a Saturday morning. Probably, after all, Oregon rarely tells its people what they can't do in the name of physical fitness.

A murder of crows flew a tight formation over the tables, landing only long enough to pick at the mushy remains of breakfast muffins.

I do believe that's when the pretty boys lost all hope.

Whiskey Barrel yelled something, but gale force winds swallowed it whole.

"At least it's stopped raining." I heard when he tried again.

And there it was, the core Oregonian spirit embodied in a rolling barrel of Booker Noe and Columbia Sportswear windbreaker. The eternal optimist facing down ridiculous meteorological conditions. It reminded me of British explorers stumbling about, frostbitten from

days on the polar ice, asking only for a spot of tea before it's back into the breach with them. I would do well to emulate the big man, seeing as we had recently chosen Oregon as our final stand.

That's when it started to snow.

Not storybook flakes, sleigh bells and caroler conditions, but a swirling, dervish of chaos. A cold, white whirlpool of loathing. I took one last look at the haunted house of my childhood - a regal structure made so wrong by the magic of Hollywood - and headed for the low country as fast as my legs would send me. Echoes of "Redrum, Redrum," nipping at my heels, ice and snow stinging my face.

I assumed everyone followed, but did I take an actual inventory? There was still a bit of east coast in me that needed to be purged. In time, I learned the customs of our region, a land where people made eye contact, conversed in coffeeshops with complete strangers, and held doors open for no other reason than... it's the right thing to do.

Not until I was safely back into the warmth and light, rolling across the finish and into the feed line, did I notice we were a couple of people short. Tandem couple offered a nod, nature girl held her face to the sun, whiskey barrel already had his plate, the father and son team were showing off their medals, but the pretty boys and triathlete; absent. I scanned the bike corral for their expensive rigs, nada.

A woman with a clipboard, radio and red ribboned medals came to our table.

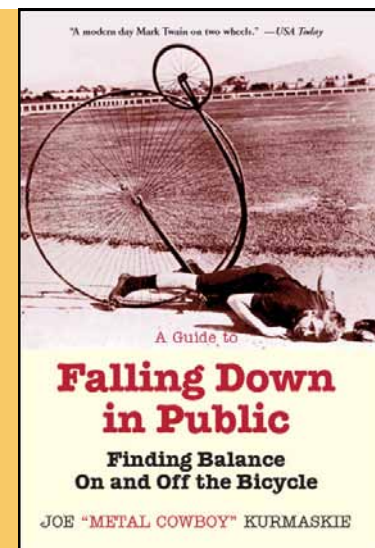
"You guys slipped up the mountain before we could close the road. Congratulations." She handed us our medals.

"We had to send an ambulance for two other riders. Hypothermia."

"Who called it in?" I asked.

"That guy."

When we followed her finger, it led right to our Triathlete, sucking



down a power drink, still in the saddle. As if on cue, he pedaled away, in the direction of the mountain. More than likely riding the course in reverse, back to his car.

You know he didn't take a medal. The only true Oregonian among us that day.

Of course, being a vain little creature in spandex, I kept mine. I did put in a good word so that the pretty boys in the hospital would get theirs as well.

It's another summer. Two roads diverge in the Oregon woods and like a good hunting dog, one that can't keep put on the porch, I gear down and head up the hill for another crack at it. Another chance to leave none of my neighbors behind. The chance at another shining moment on Mt. Hood.

Joe Kurmaskie is a journalist, syndicated columnist, and contributor to numerous magazines including Outside, Bicycling Magazine, Men's Journal and Parenting. He's a bike advocate, activist, found of Cadence Press, and a Random House author of seven books including Metal Cowboy, Mud, Sweat and Gears and A Guide To Falling Down In Public.

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## MOUNTAIN BIKING

# Interview with Mountain Biking Legend Ned Overend



Ned Overend in his home workshop. Photo by Dan Escobar

By Anthony J. Nocella II, Ph.D.

Anthony Nocella: I am excited to interview you, Ned, for Cycling West. I had posters of you all over my room growing up. You are a big reason on why I raced mountain bikes professionally. What was your motivation to get into cycling, and what kind of support was significant when you were starting out?

Ned Overend: In 1980 I was living in Durango and having some success as a trail runner (Pikes Peak marathon etc.) and like all runners I got injured. I couldn't run, but I could still ride, and cycling was an outlet for my fitness and desire for competition.

The Iron Horse Bicycle Classic was a big local event and it inspired me to try road racing. I started racing the Colorado road race circuit and in 1983 I got picked up by the Raleigh team to race the Coors Classic. My teammates included Andy Hampsten and Steve Tilford, two athletes that I would learn a lot from in the following years.

At the time, I was working at a bike shop and trying to decide whether to be a pro road racer or a pro triathlete when mountain

bike racing was taking off on the West Coast. The biggest series in the US at the time was the Pacific Suntour Series. I drove out to the West Coast and won a couple of those events.

The bike shop was a Schwinn dealer so I called Fred Teeman at Schwinn; Fred was the manager of their BMX team and he said he was interested in mountain bike racing, so that was the start of a relationship that lasted until 1988. Then I met Mike Sinyard, the owner of Specialized, and I have been with them for the last 30-plus years.

Ed Zink, the owner of the bike shop and the promoter of the Iron Horse Bicycle Classic was an important mentor for me, not only in those early race days, but all the way up to last year when he passed from a heart condition. Before working at the Mountain Bike Specialists bike shop, I was a car mechanic. Ed let me work at the shop while I focused on training and racing.

AN: Could you imagine in the late 1980s that mountain biking would be as huge as it is now? What has been the most exciting advancement in mountain biking, in your opinion?

NO: Ha! There are so many technical advancements, the early bikes are primitive compared to what we are riding now. We're talking about fully rigid bikes, 26 inch wheels, 45 PSI in the skinny (1.9) tube type tires to keep from flattening, pedals with toe clips and straps, friction shifting (no indexing clicks to find a gear), rim brakes, etc. In spite of that it was still fun.

I would say efficient full suspension made a huge difference in control and performance of mountain bikes, followed by the 29-inch wheel. Disc brakes are a big advancement as well.

AN: A lot of people wonder this, but you might have the answer on why doping has not been as significant an issue in mountain biking compared to road cycling.

NO: That's a complicated question. In the mid 90's doping was a problem in mountain biking.

It seemed like in a few short years the US riders like Tomac, Tinker, and I went from winning several World Cups a season to struggling to place in the top-five. This is not an unfounded accusation, but many riders from that era went on to test positive or admit to doping during that time, including Jerome Chiotti, who was the 1996 World XC champ. Chiotti had come over from road racing where they had a serious drug problem.

I believe mountain bike racing is pretty clean these days, especially in the US. There is a strong anti-drug culture that has been reinforced by education from USA Cycling and by programs like NICA that focus on fairness and strength of character over just winning.

The fact that mountain bike racing is not as hard as road racing is also a factor. The Pro Tour road race schedule is so arduous that it lends itself to drug abuse. Mountain bike races are not as long, and there is more time between races for recovery.



Ned Overend hammering the climb during the 2016 Iron Horse Bicycle Classic. Photo by Scott D W Smith

ery. Also, the fact that there is not a lot of money to be made as a professional mountain bike racer means there is less incentive for riders to cheat.

AN: What social issues would you like to see the bicycle industry focus more on?

NO: A couple of big ones are the obesity epidemic and Global Warming. Regular bikes and E-bikes especially are a massive opportunity to get people to drive less. With the right infrastructure that can protect riders from cars there is a lot of opportunity to grow commute cycling. I am an E-bike advocate because I have seen how many new people E-bikes are bringing to cycling.

A lot of the obesity issues in this country starts with the unhealthy eating habits of kids. Specialized's Foundation "[Outridebike.org](http://Outridebike.org)" focus is to get kids on bikes. They have a variety of programs to support cycling in elementary and middle schools. NICA's philosophy of having everyone participate and fostering team members support of each other is powerful movement that's getting kids started in a healthy lifestyle.

AN: Out of all the races you have won, which race would you say was the most amazing for you and why?

NO: That's hard to choose, I'm reminded of winning the first UCI World Mountain Bike Championships in 1990, whenever I see the rainbow stripes on my sleeves, so of course that title is a big milestone for me. I had won several un-official World Championships before that in 1987, '88, and '89 in Europe and in Mammoth California, but I really wanted to win the first official UCI rainbow jersey to back up my previous titles.

In 1994, the UCI World Cup was super competitive, and with the logistics it was harder to win in Europe. That year I won the World Cup races in Italy and Switzerland. It's been a long time since an American has

won an XC World Cup.

[Editor's note: While no American male has won the World Cup overall since John Tomac (USA) in 1991 or an individual race since the mid-1990s, Kate Courtney (USA) won three rounds of the World Cup, as well as the overall Series in 2019.]

I retired from the World Cup circuit in '96 and started racing XTERRA triathlons. It took me a few years to develop my swim and run, but I won the World Champs in Maui in 1998 and '99. That was satisfying because learning to put the three disciplines together was a big challenge.

AN: What is your favorite three trails to ride in the southwest and why?

NO: My daughter moved to Scottsdale, Arizona and I have been doing some riding in McDowell Mountain Park. I am really enjoying chasing some Strava segments on the Pemberton trail. Its fast and flowy which is different than the rocky trails around Durango.

Not all the trails around Durango are rocky, the shale dirt trails in Overend Mountain Park west of town are some of the smoothest. One of my favorites there is the Spirit Trail, so named because it skirts around The City graveyard. It's up-and-down with some tight switchbacks climbing and descending.

The Hermosa Creek trail is a classic 20 miles of single track that follows the Hermosa Creek drainage from above Purgatory ski resort towards Durango. It's a beautiful alpine ride, I never get tired of it.

I've ridden some amazing trails across the southwest, in Park City, Moab, and Crested Butte. We are spoiled out here.

Anthony J. Nocella II, Ph.D. is a full-time professor at Salt Lake Community College, author of numerous books, trail runner, triathlete, competitive cyclist, and in his free time works at Hangar 15 Bicycles Millcreek.



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**THE ATHLETE'S KITCHEN**

**Sports Nutrition: Fads, Facts and Fallacies**

By **Nancy Clark MS, RD, CSSD**

The average American, spends 24 hours a week online. That includes many athletes who spend a lot of time surfing the Web, looking for answers to their nutrition questions. They generally find way too much conflicting information and end up more confused than ever. Hence, the goal of this article is to offer science-based answers to a few popular sports nutrition questions and share some food for thought.

**Carbohydrates**

We have all heard trendy comments about carbs: They're a waste of calories, sugar is evil. Fact? No...

**Are carbs a waste of calories, with little nutritional value?**

The answer depends on your definition of "carbs." Many athletes define carbs as sugar-filled baked goods and foods made with refined white flour, such as pasta, bagels, bread. In reality, carbohydrates include all types of sugars and starches. Carbs are in fruit, vegetables, beans (pinto, lima, garbanzo, etc.), grains (wheat, rice, barley, corn), and milk. These "quality carbs" add important nutrients to a sports diet.

**Should athletes cut out sugar?**

Sure, if that means cutting out excess sugar. But if you plan is to cut out all sugar, technically speaking, you would need to stop eating any form of carbohydrate (fruit, veggies, grains), given those foods end up as sugar (glucose) in your body. That sugar fuels your muscles and brain. You'll also need to cut out performance-enhancing sport drinks and gels.

Please judge a food based on all the nutrients that accompany the sugar, more so than just the sugar content. Some sugary foods are nutrient-rich. The natural and added sugar in chocolate milk, in combination with the milk's protein, make chocolate milk an excellent recovery food. (The sugar refuels the muscles; the protein builds and repairs the muscles.)

If your goal is to cut out added sugar, you might want to think moderation, rather than all or nothing. US Dietary Guidelines say 10% of calories can come from added sugar. Eating a small sweet a day will not ruin your health forever.

Athletes who report a desire to cut out sugar commonly have a love-hate relationship with (too much) sugar. While they may believe sugar is addictive, a standard reason for overdosing on sugar relates to hunger. The body of a hungry athlete screams for quick energy: sugar. One way to curb sugar-cravings is to eat a satisfying protein-rich breakfast and lunch. By curbing hunger, you'll enhance your chances of being able to choose quality carbs later in the day. Yes, eating enough breakfast can (and does) impact and improve your evening food choices. Give it a try?

**Protein**

Many of today's athletes believe protein should dominate a sports diet. True? Not quite.

What percent of my calories should come from protein?

Dietary guidelines recommend 10% to 15% of daily calories should come from protein. In truth, athletes should base their protein needs on body weight, not percent of calories. The target for most athletes is about 0.5 to 0.75 grams of protein per pound of body weight (1.0-1.5 g pro/kg) per day. Athletes who restrict calories or are new to lifting weights might need a bit more protein. But most hungry athletes consume that much plus more within the context of daily food choices.

**Can I get enough protein without protein shakes, bars and powders? Yes!**

I rarely meet athletes who consume too little protein. Those who might benefit from a supplement include athletes with anorexia (who consume too little of most nutrients), dieting vegetarian athletes who fail to consume adequate plant protein within their restricted calorie budget. That is, for 125 calories, you can consume 25 grams of protein from a can of tuna but less than 4 g protein from the dollop (0.25 cup) of hummus on a salad.

**Can vegan athletes perform as well as meat-eaters?**

For certain, as long as they consume adequate protein, iron, calcium and B-12, among other nutrients. Not hard to do if the vegan is eating responsibly (i.e., not living on "vegan" Coke & potato chips). They might even perform better when they shift from a meat-based to plant-based diet. Plant proteins (such as beans, lentils, and hummus) offer both protein (to build and repair muscles) and carbohydrate (to fuel muscles).

To optimally fuel muscles, athletes who train about an hour a day need about 2.25 to 3.5 g carb per pound of body weight, depending on the intensity of the workout. For a 150-pound athlete, this comes to about 340 to 525 grams of carb a day (1,360 to 2,100 calories from carb). To hit that goal, starchy beans and grains should be the foundation of each meal and snack. Vegan athletes can easily hit that target, while many meat-focused or carb-avoidant athletes end up needlessly fatigued when meat, fish, chicken, and salads displace starches and grains. No wonder many athletes report performing better when they switch to a vegan diet!

**Fat**

While fat has been shunned for years, it is now popular. Here's what athletes want to know about dietary fat...

**To lose undesired body fat, should I train my body to burn more fat?**

Don't bother! Burning fat differs from losing body fat. You might burn 800 calories doing two hours of

Continued on page 11

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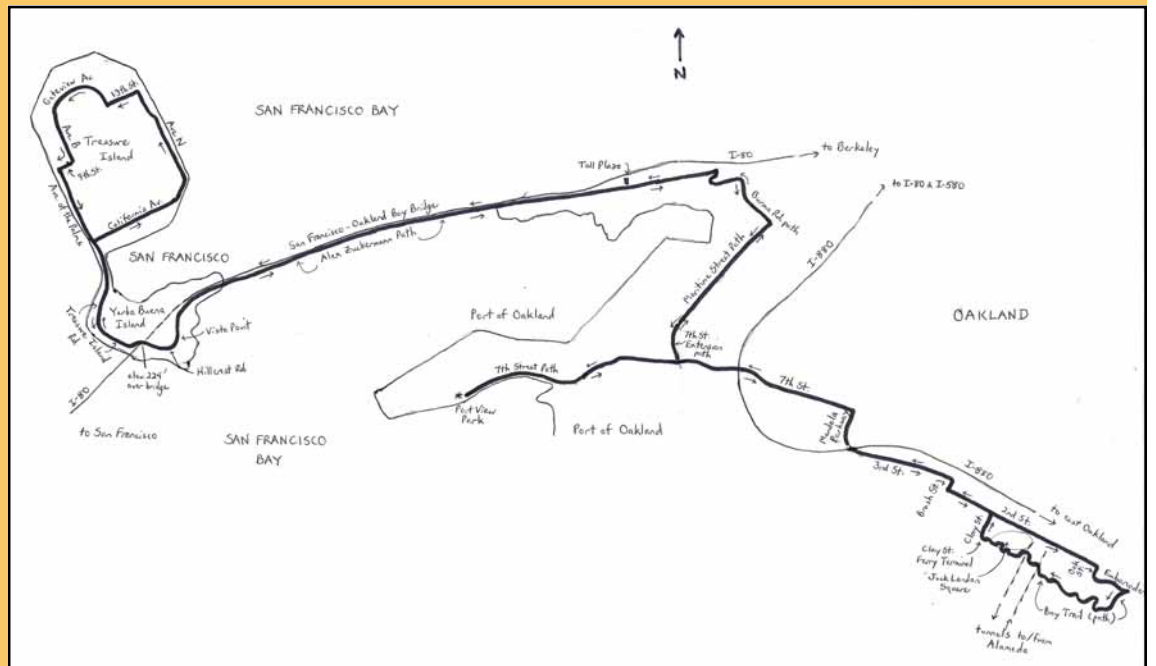
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**What's on your mind?**  
Send your feedback and letters to the editor to: [dave@cyclingatutah.com](mailto:dave@cyclingatutah.com)

## ROAD RIDE OF THE MONTH

**San Francisco Bay Bridge to Treasure Island Ride**

The view from Yerba Buena Island looking back on the San Francisco Bay Bridge and Oakland. Photo by Dave Iltis



A map of the 24 mile San Francisco Bay Bridge ride from Oakland to Treasure Island. Image by Wayne Cottrell

By Wayne Cottrell

This 24.0-mile road bike ride returns us to the San Francisco Bay Area! The route plan includes a lollipop (7.9 miles), followed by an out-and-back (16.1 miles). The Bay Area bike scene is by no means stagnant, as new bike facilities continue to be opened on a steady basis. One of the newer facilities is the Alex Zuckermann Path, which was completed in October 2016 in conjunction with the reconstruction of the eastern half of the San Francisco-Oakland Bay Bridge.

The new, separated bike path makes it possible to ride from the East Bay, across the Bay Bridge to Yerba Buena and Treasure Islands, and back. Sorry — it is not yet possible to ride across the entire Bay Bridge, to San Francisco. I describe a version of this ride in my forthcoming book *Best Easy Bike Rides San Francisco*. The route described in this article is a slightly longer alternative. The ride should be on your bucket list, as crossing the Bay Bridge on a bicycle is a not-to-be-missed experience. The path is open from 6 am to 9 pm daily (nighttime riding is prohibited).

Start the ride at Port View Park in far western Oakland, within that city's port environment. The Oakland portion of the route uses bike paths, lanes and roads having at-grade crossings. Regarding that, the Port of Oakland teems with trucks and freight trains. It is imperative to be cautious at all road and

driveway crossings. There are a few railroad crossings, too. From the park, head away from the waterfront on the 7th Street bike path. Stay on the path as it zigs and then zags, and then crosses a port entry point (watch for trucks), and a couple of railroad crossings. The Bay Area Rapid Transit (BART) Transbay Tube portal is on the right at mile 1.0. This is where BART trains emerge from and initiate their underwater crossings of the Bay.

Keep straight at the traffic signal at 7th Street Extension. The path runs parallel to 7th Street for the next half-mile, crossing more railroad tracks, and passing under the I-880 freeway. The path ends; continue on 7th Street — a bike lane begins after 0.3 miles, after crossing Peralta Street. Turn right on Mandela Parkway; the road passes under I-880, curving left to become 3rd Street, to head east. At Brush Street, turn right (break in the bike lane); the bike lane resumes after you turn left onto 2nd Street.

At about the 3.5-mile mark of the ride, 2nd Street enters Oakland's Jack London Square district. The Square is not quite as hip as San Francisco's Fisherman's Wharf, but there are restaurants, shops, lodging, and the waterfront. Continue heading east on 2nd Street. Turn right on Oak Street — follow the road as it curves left, becoming Embarcadero West. There may be some construction along here. Just prior to crossing Lake Merritt Channel — Oakland Estuary Is to the right — bear right and leave the road (mile 4.35), turning onto the San Francisco Bay Trail (path).

Slow your roll along this next stretch, which uses the Bay Trail, adjacent the waterfront. The ambition of the Bay Trail is to encircle the San Francisco Bay — about 500 miles(!) in length. The Trail was about 70% complete as of this writing. Estuary Park is on the right, as you cruise next to the waterfront. There should be some great views of the Bay and San Francisco.

The path makes a few turns as it hugs the bayfront. Pass over the Posey and Webster Street Tubes (tunnels to Alameda) starting at mile 5.0. Stay adjacent the waterfront as the Bay Trail heads through the Jack London Square district; watch for pedestrians. Leave the waterfront at

the Clay Street Ferry Terminal (ferries to San Francisco), now at mile 5.45. Head inland on Clay Street. Turn left on 2nd Street (mile 5.6).

From here, follow the reverse of the outbound route to Maritime Street. Turn right onto the path at Maritime Street to begin the Bay Bridge portion of the ride (mile 7.9) — watch for trucks at entry points, as you are back in the port area. At Burma Road, turn left to continue on the path — now parallel to Burma (mile 8.8). At mile 9.05, the path veers away from Burma, crossing a series of railroad tracks, and making a few curves under elevated structures. Turn left onto the Alex Zuckermann Path at mile 9.2.

Zuckermann was the founder of the East Bay Bicycle Coalition. He passed away in 2007 at age 86, five years after crashing while doing an official reconnaissance ride on the bridge, suffering a severe head injury.

The Bay Bridge Toll Plaza is on the right at mile 9.65 — there is no toll for bicyclists. The path is fully on the bridge at mile 10.45, with both beginning to elevate from here. The next 2.2 miles are over water. By the time the bridge reaches Yerba Buena Island, you are 183 feet above the water.

There are plenty of superlatives regarding what you are riding. The bridge is the widest in the world along this stretch; the Yerba Buena Tunnel, through which the I-80 freeway passes, is also the widest in the world. At the end of the path on Yerba Buena Island is Vista Point. This is a favorite gathering and picture spot. From here, shuttles transport cyclists to Treasure Island. It is a convenient, free service for those who are not up to conquering the 5% gradient uphill and downhill on Hillcrest and Treasure Island Roads. Although these roads are narrow and curvy, they are designated as shared facilities, meaning that they can be ridden.

The shuttle bus runs every half hour on weekends and holidays, from 7 am to 6:30 pm. Note that Yerba Buena Island is natural, rugged and steep, while Treasure Island is man-made and pancake flat. The islands adjoin, and are within the city of San Francisco. Treasure

Island was built for the 1939 Golden Gate International Exposition, and was then converted into a naval air station.

The segment between Vista Point and Treasure Island, using Hillcrest and Treasure Island Roads, passes the highest elevation of the ride: 224 feet, directly over I-80. This portion of the ride is, perhaps, not for the squeamish, as the roar of the traffic, and the curves and steepness of the road can give the sensation of plunging into the Bay, or maybe even onto the bridge.

Once on Treasure Island (mile 13.7), the route makes a 2.75-mile counterclockwise loop that is easy-breezy. The Treasure Island Museum at right greets you at the start of the loop. It is not possible to ride along the edge of the island, so the ride uses the following sequence of roads: California Street (4th Avenue), Avenue D, Avenue N, 13th Street, Avenue M, Gateway Avenue, Avenue B, and 9th Street to Avenue of the Palms, returning to California (4th). The latter portion of the loop passes through a residential area. There are plans to house 19,000 people(!) on the island; although, in less than one square mile, one wonders where they all will fit.

After completing the loop, be prepared for the 5%-gradient climb up and over I-80, as you return to Yerba Buena Island. The shuttle is an option. The ride continues via the reverse of the outbound route,

returning to Port View Park in Oakland.

For more rides in the Bay Area, see *Best Bike Rides San Francisco* (Falcon Guides), written by avid cyclist Wayne Cottrell. *Best Bike Rides San Francisco* features descriptions of 40 road and off-road rides in the Bay Area. The ride lengths range from 4 to 60 miles, with rides in San Francisco, the East Bay, and Marin County. Each ride description features information about the suggested start-finish location, length, mileposts, terrain, traffic conditions and, most importantly, sights. The text is rich in detail about each route, including history, folklore, flora, fauna and, of course, scenery. For additional rides in California, all written by Wayne Cottrell, please also see the *Best Bike Rides* books on Los Angeles and Orange County, as well as the forthcoming *Best Easy Bike Rides* books on Los Angeles, Orange County, and San Francisco. Wayne Cottrell is a former Bay Area and Utah resident, and current southern California resident, who continues to conduct extensive research in these places, and elsewhere, to develop the content for bike books.



A great view of Yerba Buena Island from the San Francisco Bay Bridge Bike Path. Photo by Dave Iltis

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**ADVOCACY**

# Making Utah a Better Place to Ride: Bike Utah 2020 Update

By Crys Lee

As a community we have responded to these difficult times by heading to our streets, trails, and pathways to find solace, comfort and to keep our sanities. Strava data provided by Utah DOT and Strava Metro found that ridership has increased significantly in total cycling trips taken in Utah. In April 2019, the number of total trips was around 107,000 compared to over 192,000 in April 2020. This is a mere snapshot of the increase that has occurred these past few months and we expect the trend will continue. What we are seeing throughout Utah is that people are embracing cycling as a way to keep their families safe, healthy, and active.

Bike Utah is continuing work with local governments and partners throughout the state to create family-friendly bike lanes and trails, to educate youth about road safety, and to advocate for active transportation programs that facilitate safe travel while promoting physical distancing.

Here is some of the progress we have made since 2019 and where we are heading in 2020:

**Wasatch Bike Plan**

Through the Wasatch Bike Plan initiative, we are working to make

sure every municipality in the four Wasatch Front counties has an adopted active transportation plan.

When the initiative started in 2016, approximately 13% of Wasatch Front communities had adopted active transportation plans. Now, the percentage of communities with adopted or funded plans is at 70%. Approximately 96% of the population in Salt Lake County now lives in a community that either has an active transportation plan or is working on one. We are grateful to our partners the Wasatch Front Regional Council and Mountainland Association of Governments and the many others who have helped to make all of this possible.

Due to the incredible success and momentum the Wasatch Bike Plan has created we are looking to expand this plan to the entire state as we push for all communities to have safe, connected bicycle routes.

**1,000 Miles Campaign**

In May 2017, Governor Herbert initiated the 1,000 Miles Campaign to build 1,000 new miles of family-friendly bike paths, lanes, and trails by 2027. Bike Utah was designated as the nonprofit partner to carry out this campaign and to facilitate building the 1,000 miles.

Since the program's inception in

2017, there have been 304.53 new miles built. We are on track for our goal to hit around 400 new miles by the end of 2020. Our 1,000 Miles Program Director, Chris Wiltsie, continually works to ensure that your communities will have more facilities your families can safely enjoy.

**Youth BEST Program**

The Youth Bicycle Education and Safety Training (BEST) Program teaches more than 3,000 Utah kids every year how to safely and confidently get around by bicycle. The Program is a 4-hour, in-class and on-bike program taught at schools around Utah, targeting students in the 4th to 7th grades. Bike Utah provides trained instructors, bicycles, helmets, and all other equipment for the duration of the program at no cost. We have taught almost 12,000 students across the state since 2016.

Due to current circumstances, the Youth BEST team has shifted their focus to virtual content. Schools are out and students are riding their bicycles more than ever. The staff are working on creating content for students and their parents so they can access information on how to ride safely. You can watch and interact with these videos on Bike Utah's new TikTok channel, [tiktok.com/@bikeutah](https://www.tiktok.com/@bikeutah)

**Utah Bike Summit**

The Utah Bike Summit is the state bicycle conference, not only open to bicycle enthusiasts and advocates, but also, elected officials, bike shops, transportation planners and professionals, health officials and the general public. This one-day event features speakers, training sessions, networking opportunities, and discussions focusing on how to make Utah a better place to ride.

We made the difficult decision to cancel this year's Utah Bike Summit, but look forward to a spectacular event on April 6, 2021 at the Davis Conference Center in Layton. Mark your Calendars!

Mid-Week MTB and PTown Cross Race Series

The Mid Week MTB Series provides a consistently fun, challenging mountain bike racing experience for riders of all ages and ability levels at venues throughout the Salt Lake Valley, Wasatch Front, and Wasatch Back. Proceeds from the Mid-Week MTB Series benefit the Youth BEST program.

Mid-Week MTB series will look a little different this year as we adjust to keep all our riders and volunteers safe. Our Mid-Week MTB team has put together a dynamic plan that will adjust to the circumstances on the given week of a race. We are thrilled that we are still able to put on a series this year and look forward to seeing you participate. Learn more at: [midweekmtb.com](https://www.midweekmtb.com)

In 2019, Bike Utah took over the P-Town Cross race series. We are pleased to be bringing this cyclo-cross series back again in the fall! Follow along for details at: [ptowncross.com](https://www.ptowncross.com)

If you are interested in being involved in our programs and initiatives, there are a few things you can do:

- Join our email list to stay updated
- Send us an email about where you would like to be involved
- Support our work by making a contribution to Bike Utah

Visit our website to learn more and get involved: [bikeutah.org](https://www.bikeutah.org)

Crys Lee is the Executive Director of Bike Utah. Bike Utah collaborates with all levels of government, organizations, agencies, businesses, and the general public to develop active transportation plans, educate thousands of children and adults, increase safety through legislation, and improve quality of life for residents and visitors with more bike lanes, paths, and trails.

**Nutrition - Continued from page 9**

fat-burning exercise, and then can easily replace it all by devouring a big meal. No fat loss there!

A wiser plan is to lose fat when you are sleeping (not when exercising), by eating less at dinner to create a calorie deficit for the day. That way, you can surround your workouts with fuel, and optimize your ability to train well. Weight is more of a calorie-game than a fat-burning game.

**What about the high-fat keto diet for losing weight?**

Keto advocates often rave they can lose weight without feeling hunger. True, a high fat diet is very satiating. But what happens after the diet? I've heard stories of keto dieters succumbing to carb-binges and rapid weight regain. My recommendation: Embark only on a food plan you want to maintain for the rest of your life. Meeting with a sports registered dietitian can help you learn effective weight management skills.

**What about a keto diet for endurance athletes?**

Some ultra-runners and ultra-athletes embrace a keto diet. By burning fat for fuel, they can eat less during long events and experience less intestinal distress. More research is needed on keto-athletes who have fat-adapted for several months (many studies are for less than one month): Can they perform better than carb-eaters? Current research suggests keto athletes might perform as well as carb eaters—but not better than. That's a lot of dietary restriction for questionable performance benefits. That said, each athlete is an experiment of one and no one diet suits everyone.

Sports Nutritionist Nancy Clark, MS, RD counsels both casual and competitive athletes at her private practice in the Boston-area (Newton; 617-795-1875). Her best-selling Sports Nutrition Guidebook answers most nutrition questions and can help you eat to win. Visit [www.NancyClarkRD.com](https://www.NancyClarkRD.com) for more information.



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## GRAVEL RIDING

## Circling Cabezon - A New Mexico Gravel Ride



On the edge of Cabezon Wilderness Study Area. Photo by Don Scheese

## By Don Scheese

In *The Way to Rainy Mountain*, N. Scott Momaday, a Native American writer of Kiowa ancestry, writes of returning to his ancestral homeland on the Great Plains. "A dark mist lay over the Black Hills, and the land was like iron. At the top of a ridge I caught sight of Devil's Tower upthrust against the gray sky as if in the birth of time the core of the earth had broken through its crust and the motion of the world was begun. *There are things in nature that engender an awful quiet in the heart of man; Devil's Tower is one of them*" (italics mine).

If you have ever driven highway U.S. 550 between Albuquerque and Durango, you could not help but have noticed off to the southwest a prominent volcanic peak ris-

ing from the high desert floor. That peak is Cabezon, Spanish for "Big Head," and Cabezon is the Devil's Tower of northwestern New Mexico. Towering almost 2000' above the surrounding terrain, topping out at 7775' above sea level, Cabezon is the tallest of fifty-some volcanic plugs protruding above the Rio Puerco valley, which in the 1800s was once a thriving Hispanic farming community. For thousands of years "Black Rock," as the Navajo refer to it, has functioned as a navigational landmark for travelers and residents.

I can see Cabezon from our house 40 miles distant, and have long been mesmerized by its hulking presence. So, one balmy spring day I headed out with the plan of paying homage to the peak by riding around it, figuring it would be around 30 miles of rolling desert gravel and dirt roads,



Pipeline Road with the Sandia Mountains on the horizon, on the Cabezon gravel ride. Photo by Don Scheese

through land owned by the BLM and private ranchers. Beautifully desolate country, where the Chihuahuan Desert meets the Colorado Plateau Province.

The drive to where I planned to start the ride took about an hour. I parked the car at the intersection of BLM roads 1113 and 1114, and headed off to the north/northwest in a counterclockwise direction, loaded with Camelbak, water bottles, spare tubes, and bars and fruit chews. A light northwesterly breeze kept the

early morning temperatures nice and cool, and fair-weather cumulous clouds filled the sky.

What struck me at the start of the ride, and throughout the circumnavigation of Cabezon Peak, was the absolute quiet—no sound of motor vehicles or people talking, the sheer absence of human-caused noise. Except for the sound of my tires rolling across the smooth hard-packed dirt and gravel road, the only other sounds I could hear were the occasional chattering of a rock wren and the soft whoosh of wind across the desert landscape. I found this predominance of natural sound intoxicating.

The start of the ride lay along a rolling spine separating Cabezon, but a few air miles distant, from the desert floor sloping eastward toward the Nacimiento Range. On either side of the road brown sandstone slabs protruded like the spines of a stegosaurus, the harder rimrock still in the process of weathering away, and it was great fun to ride this roller-coaster along the crest of the ridge. Eventually I topped out on the mesa top towards the junction of Pipeline Road, so named for the underground gas conduit connecting the oil fields of the San Juan Basin to the Albuquerque metro area and points southeast all the way to Texas. It was then an easy coast down to the dry crossing of the Rio Puerco, then uphill a bit to the outskirts of the village of San Luis. To the north a long low mesa formed the immediate horizon, atop which ran the Continental Divide National Scenic Trail—a geographical divide delineating major watersheds of the West.

A sharp turn to the southwest, on a wider, more gravelly road, followed, and Cabezon rose all the more impressively from the lower desert floor. The peak was formed when molten lava oozed out to the earth's surface through older sedimentary layers that had accumulated hundreds of millions of years ago

when this area was covered by an ancient sea, followed by hundreds of millions of years of erosion, slowly exposing the basalt volcanic columns.

The Navajo tell a different story of the peak's genesis. According to their legend the sacred peak of Mt. Taylor to the southwest is the body of a giant slain by their heroic figures, the Twin War Gods. The head of the giant's body rolled off and became Cabezon Peak, and the lava flows of the area are the congealed blood of the slain giant.

Now I was on a section of the Great Divide Bike Route, the 3000-some mile track from Jasper, Canada, to Antelope Wells on the New Mexico-Mexico border. But only briefly, as I took the road less traveled by at the next junction, past the ghost town of Cabezon and across the Rio Puerco again, choked with tamarisk and dry as a bone, one of countless "seasonal rivers" in the arid Southwest. Then it was a long gradual trundle up to the top of the next roller-coaster along the crest of the ridge. Eventually I topped out on the mesa top towards the junction of Pipeline Road, so named for the underground gas conduit connecting the oil fields of the San Juan Basin to the Albuquerque metro area and points southeast all the way to Texas. It was then an easy coast down to the dry crossing of the Rio Puerco, then uphill a bit to the outskirts of the village of San Luis. To the north a long low mesa formed the immediate horizon, atop which ran the Continental Divide National Scenic Trail—a geographical divide delineating major watersheds of the West.

A BLM sign indicated that I was on the western edge of the Cabezon Wilderness Study Area, an 8000-acre preserve of sorts encompassing the immediate area around the peak. A

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**Cerro Chato. Photo by Don Scheese**

spur road headed off towards the peak and I followed it to the base of Cabezon where a trail register and a few fire rings dotted the ground. The peak looked impregnable, but a brochure in the register mentioned there was a route to the top, a 2.5 mile roundtrip hike and climb of almost 2000 feet. Another time, perhaps ....

After refueling for a bit, I continued south, the road plunging down into the Abra de los Cerros (the Cove of the Hills), revealing fine views of a number of volcanic necks throughout the Rio Puerco valley, jutting like goosenecks above the desert floor. Past Cerro Chato—past Cerro de Santa Clara—past Cerro de Guadalupe...to the bottom of the drainage, where I took a hard left eastward at another road junction to begin the long steady climb up Canon del Camino. I passed more cow-burnt landscape dotted with juniper and pinyon pines, with some of the latter robustly thriving, while others stood desiccated and needle-less, weather-worn limbs glistening like the bones in an ossuary. The dead pines were apparently the victims of the Mega-Drought the Southwest is currently suffering from. Why do some survive and others not? The Darwinian struggle and the mystery of existence, survival, and death....

A lone vulture floated low over the terrain, making me think of Edward Abbey, who frequently expressed a wish to be reincarnated as a vulture. "Howdy Ed," I said aloud, breaking the silence. In his most famous work, *Desert Solitaire*, Abbey tried to articulate the allure of the desert by writing, "The desert

wears a veil of mystery. Motionless and silent it evokes in us an elusive hint of something unknown, unknowable, about to be revealed. There is something about the desert that the human sensibility cannot assimilate, or so far has not been assimilated."

The pyramid-like hill of Cerro Cochino, and the long dark form of juniper-covered Mesa Prieta, loomed immediately to my right as I dropped into my lowest gears and huffed and puffed my way up the steep inclines. Back on top, arriving at the junction where I had begun the ride, 24 miles and 1400' of ascent later, I could see to the distant south the high dark profile of the Sandias ... my Home Mt Range. Turtle Mountain, according to the local Puebloan tribes. How satisfying are Long Views, Distant Horizons, I thought. For 25 years I lived in exile in the Midwest, where a 'long view' was but a few miles off....to hell with a 'prairie perspective,' I decided—much better, much more inspirational, are the far-off vistas of the American West.

It is a Cyclist's Truism that the earlier you ride in the day, the lighter the wind, the fewer the vehicles, and the more enjoyable the experience will be. During the entire 24-mile loop I met with only one vehicle, an Hispanic rancher in a battered Nissan pickup who motioned to me in passing if I needed any agua. No gracias, I said.

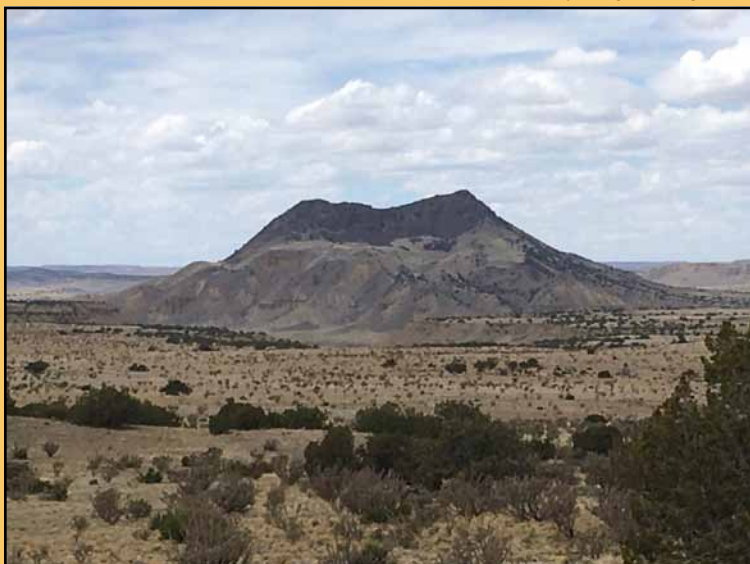
I had been gone only a few hours, but somehow the ride through the backcountry of Cabezon had seemed much longer, deliciously longer—as if I had experienced a different sense of time while cycling through the



**Cabezon at the start of the ride. Photo by Don Scheese**  
solitary silence. Desert Time.

And above it all loomed the dark hulking shape of Cabezon, engendering an awful quiet in the hearts of all who pass by.

Don "Seldom Seen" Scheese lives and rides in New Mexico, always in search of new adventurous routes, especially on gravel roads.



**Cerro Cuate on the Cabezon gravel ride. Photo by Don Scheese**

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**ADVOCACY**

**Study: Bike Lanes Are Better for Business**



Berkeley bike lanes are good for business. Photo by Dave Ittis

By **Katy Swordfisk**

Despite longstanding popular belief, bicycle lanes can actually improve business. At worst, the negative impact on sales and employment is minimal, according to a new study from Portland State's Transportation Research and Education Center (TREC).

The report is part of a larger National Street Improvements Study, conducted by Portland State University, with support from consulting firm Bennett Midland and the cycling-advocacy nonprofit PeopleForBikes. The study was funded by The Summit Foundation and the National Institute for Transportation and Communities.

Researchers studied 14 corridors in 6 cities — Portland, Seattle, San Francisco, Memphis, Minneapolis

and Indianapolis — and found such improvements had either positive or non-significant impacts on sales and employment. Essentially, adding improvements like bike lanes largely boosted business and employment in the retail and food service sectors.

"I think that it is very significant that we found that positive business outcomes to the food service and retail industries on these corridors are persistent, even when we looked at different data metrics on employment or sales or when different analytical methods are utilized," said Jenny Liu, associate professor in the Toulon School of Urban Studies & Planning.

Past studies examined the effects of street improvement corridors within specific cities, but this study is among the first to apply consistent and robust analytical approach-

es across multiple corridors and multiple cities.

The findings also provide policymakers and planners with an analytical framework and further evidence to support investment in non-motorized transportation infrastructure.

"The Street Improvement Study supports with data what we have seen in many communities: adding bicycle infrastructure boosts a neighborhood's economic vitality," said Zoe Kircos, director of grants and partnerships at PeopleForBikes. "Our collaboration with Portland State University and Bennett Midland on this research gives us more resources to share with cities across the U.S. that are eager to make bicycling safer and easier for everyone."

Liu added that the partnership between PSU, PeopleForBikes and Bennett Midland contributed significantly to the end products that are directly targeted to planners and policymakers. The study produced in-depth reports for Portland, Seattle, San Francisco, Memphis, Minneapolis and Indianapolis.

Nationally, the study found the food service industry benefits most often from the addition of transportation infrastructure.

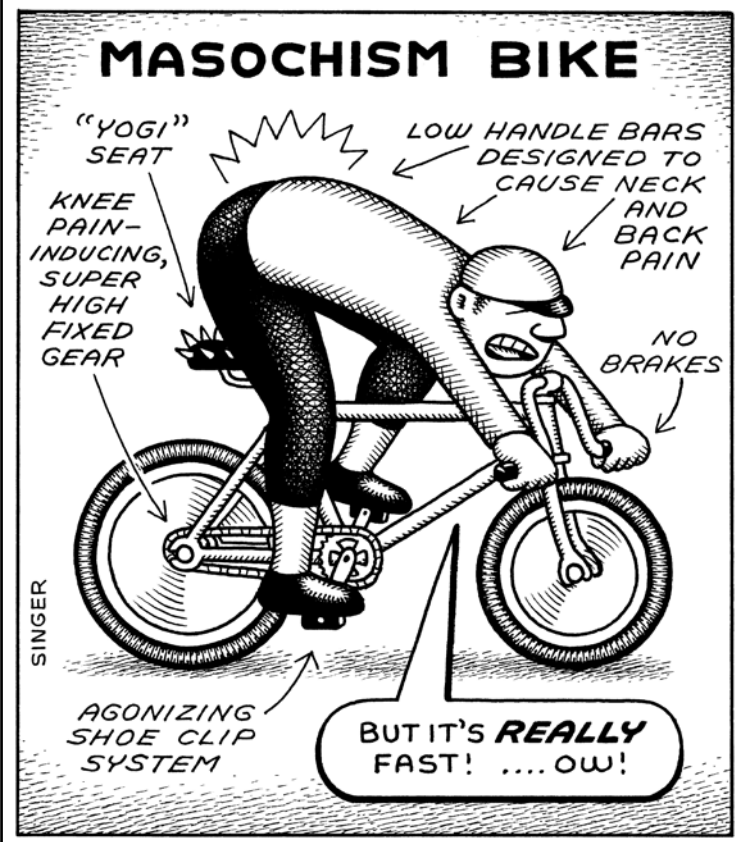
Even in cases where a motor vehicle travel lane or parking was removed to make room for a bike lane, food sales and employment tended to go up, according to the report.

"There is tremendous potential to expand on what we learned in this research project to additional cities and corridors, and to provide policymakers with the opportunity to evaluate street improvement projects before implementation or to collect additional economic/business metrics before and after implementation," Liu said.

**Reference:** Liu, Jenny H., and Wei Shi. Understanding Economic and Business Impacts of Street Improvements for Bicycle and Mobility—A Multicity Multiapproach Exploration. No. NITC-RR-1031-1161. 2020. (<https://nitc.trec.pdx.edu/research/project/1031/>)

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**BICYCLE ART*****Pedal On - The Bicycle Art of Susan Adamé***

**Artist:** Susan Adamé  
**Title:** Pedal On  
**Medium:** Oil on Canvas  
**Size:** 16x16

**Artist's Statement**

When my husband Tom and I are on scenic drives, I love taking photos out of the passenger side window. These quick shots have often become inspirations for some of my paintings. The fact that they lack detail can sometimes be an advantage when I later come to simplify a painting into essential elements. The reference for this painting, titled "Pedal On," was taken on one of my favorite drives in Napa, California

on the Silverado Trail. Silverado Trail is one of the most popular routes for road cycling in the Napa Valley.

**Background**

Susan Adamé's varied art career has included 23 years working in clay, during which time she opened and operated an art gallery for nine years. She spent ten years as a textile designer in SF with an overlapping ten years as a collage artist, before moving into painting. Her work has been carried by the San Francisco Museum of Modern Art Artist Gallery and was placed in many well-known locations, including Green's Restaurant in San

Francisco and the Alameda County Courthouse. Her collage work was commissioned for numerous medical institutions across the country as it was seen as positive and uplifting. Susan's involvement in the artwork has extended to volunteering in the Albany, California community for over 30 years, which included drafting the city public art ordinance while she was on the Albany Arts Committee. During her time on that City body, Susan met Amy Smolens, another volunteer in the community. Susan was greatly impressed with the completeness of Amy's presentation to that Committee and her commitment to the installation of artistic bike racks in Albany. Amy

had everything worked out ahead including the design, locations for the racks, and the funding, so it was immediately approved. The Arts Committee approved 6 Dero "Bike Bike Racks" in 2012, and the program has grown so we now have 66 in our town of 1 square [mile](#). During this difficult time in which we all are Sheltering in Place, a friend inspired her to give away her artwork as a way to help bring enjoyment to others. As she put it, "No strings attached - I am trading cheer for goodwill."

As soon as Susan thought of giving away her only bike painting, Amy came to mind as the most deserving.

Amy had this to say about Pedal On, "When I first moved to Albany in 1986, Susan owned Adamé Ceramics, a lovely shop featuring local art, including her own. I bought a lamp and some beautiful ceramic platters & bowls...but I didn't know her well until last week. It's so generous of her to gift her paintings during Shelter in Place and I was honored to be one of her recipients. "Pedal On" now brightens up my living room, where I'm spending more time than I ever have!"

For more of Susan Adamé's art, see: [susanadameart.com](http://susanadameart.com)



# SHIFT GEARS

The Huntsman World Senior Games is the largest annual multi-sport event in the world for athletes age 50 and better. The 2020 Games takes place October 5 - 17, in St. George, Utah, and welcomes over 11,000 athletes from all around the globe. With 35 different sports, including cycling, mountain bike, triathlon and trail running, all set amid the most beautiful red rock anywhere, there is something for you.

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