

COMMUNITY CYCLING

FREE

SUMMER 2023

CYCLING WEST

UTAH • IDAHO • WYOMING • NEVADA • COLORADO • NEW MEXICO • ARIZONA • MONTANA • CALIFORNIA

**2023 EVENT
CALENDARS
INSIDE!**



IN THIS ISSUE

- 2023 EVENT CALENDARS!
- BIKE ADVOCACY
- CYCLING TRIVIA
- BICYCLE ART
- TALES OF GREG LEMOND
- ACCESSIBLE BIKE RACING
- PATHWAYS' TIM YOUNG RETIRES
- CURTIS FONG PROFILE
- ROAD SPRINTING
- OZ!
- WHY I TOUR

ROAD • MOUNTAIN • TRIATHLON • TOURING • RACING • COMMUTING • ADVOCACY

BIKE COMMUNITY

Pathway Pioneer Tim Young Rides Off Into the Sunset



At the pedestrian/bicycle bridge over the Snake River near Wilson, one of his successful pathway projects, Tim Young shows off the Schwinn Paramount he rode around the world. Photo by Angus M. Thuermer, Jr./WyoFile

and shepherding Wyoming path and road safety projects. In retirement, Young plans to spend time on the trails he helped make possible.

A passion for human-powered travel fueled a career advocating for human-powered transportation. That passion steered Young's life, fueling a decades-long career in active-transportation advocacy that has helped produce many miles of bike paths, trails and safe streets in Wyoming.

fenders hug its tires, pannier racks are affixed front and back and the saddle is well worn.

Though the bike "still rolls quite good," it's in retirement, Young said.

As a younger man, Young pedaled the Schwinn 45,000 miles across some 50 countries and six continents in an epic expedition that spanned seven years. It was in its saddle that Young discovered how transformative bike touring can be and where he nurtured a passion for human-powered transportation. That passion steered Young's life, fueling a decades-long career in active-transportation advocacy that has helped produce many miles of bike paths, trails and safe streets in Wyoming.

The work that goes into these projects is not as exciting as utilizing the end products — seeing them to fruition takes tenacity and stick-to-it-iveness as environmental reviews,



In northern Sudan on the Too Tired Bike Tour, with no road to Egypt, Tim Young and his co-travelers modified their bikes to ride on the old British narrow gauge rail line. It took 10 days to build the parts, and a couple weeks to ride across the Nubian Desert. Photo courtesy Tim Young

By Katie Klingsporn, WyoFile.com

A passion for human-powered travel fueled a career advocating for

ment, Young plans to spend time on the trails he helped make possible.

Hanging from the ceiling of Tim Young's 500-square-foot log cabin office in Wilson is a cherry red 1980 Schwinn Paramount bicycle. Black

agency partnerships and fundraising can drag for years. Yet, Young's fingerprints are on so many Wyoming

projects it's tough to quantify, said Mike Kusiek, executive director of Wyoming Pathways — the advocacy organization Young co-founded.

"It's a stellar amount of work that one person has had a vision for and ... carried out," Kusiek said. "Talk about staying the course and seeing it through."

Young has worked quietly behind the scenes for decades to ensure the state is a more bikeable, walkable place. "It's legacy work," Kusiek said. "It'll be how many generations from now? ... we'll still be benefiting from all the things he's done to make Wyoming better."

Jackson Hole Friends of Pathways Executive Director Katherine Dowson also considers Young visionary. He was out preaching the gospel of active transportation long before it was popular, she said.

"You don't have to necessarily sell the concept of pathways and trails anymore," she said. "The public uses them and they love them." But when Young started his advocacy work, it was foreign.

"His ideas were well before their time," she said.

Like the Schwinn, Young is retiring. But unlike the bicycle, Young won't spend his retirement idly hanging out.

While he's stepped away from his official position as project manager for Wyoming Pathways, he said, "I'm not going to retire as a bike advocate."

He also intends to hit the trails he's helped create.

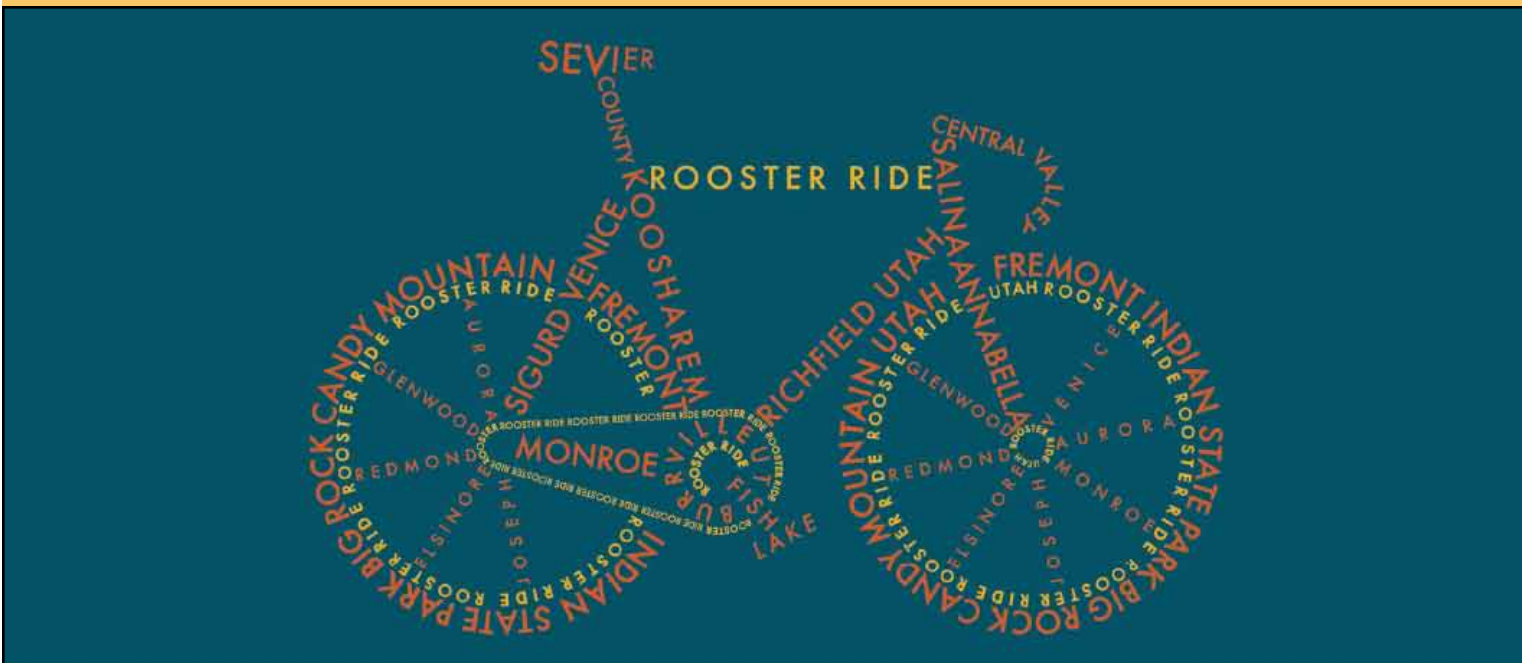
"I'm going to go ride my bike some more," he said.

The power of slow travel

Young grew up in central New York and attended SUNY Alfred College. As a student, too broke to afford a car, he rode his bike everywhere.

In 1975 at the age of 22, he moved to Jackson to ski and explore the mountains. He found everything he wanted there, he said. "So I stayed."

Shortly after he landed he bought a new bike and started experimenting with bike touring — around Jackson,



AUGUST 19, 2023



2023 ROUTES

37 Mile
1,000 ft elevation gain

62 mile
1,700 ft elevation gain

100 mile
3,400 ft elevation gain

T-Shirt • Finish Metal • Custom Socks • Lunch • Fully Supported

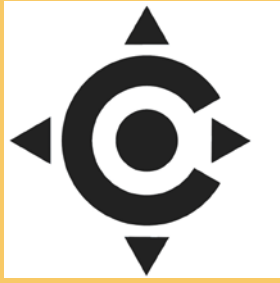


WWW.ROOSTERRIDE.NET



@SEVIERVALLEYROOSTERRIDE

Continued on page 10



CYCLING WEST

1124 4th Ave
Salt Lake City, UT 84103
cyclingwest.com
Phone: (801) 574-3413

Dave Iltis, Editor, Publisher, & Advertising
dave@cyclingutah.com

Assistant Editor: Lisa Hazel
Assistant Editor: Steven Sheffield

Summer/July 2023 Issue;
Volume 31 Number 5; Issue 243

Contributors: Chuck Collins, Charles Pekow, Dave Iltis, Peter Abraham, Dave Campbell, Nancy Clark, Nancy Ziegler, John Shafer, Katie Klingsporn, Justin Scacco, Erica Tingey, Eli Powell, Nancy Clark, Paul Franciscus Johannes Merkes, Chris Abbiss, Graham Watson, Angus M. Thuermer Jr., Angus M. Thuermer Jr., Pauline Ballet, Alex Broadway, David Vincent Gonzales, John Summerson

Distribution: Reliable Distribution, and others
(To add your business to our free distribution list, give us a call)

Printing: Transcript Bulletin Publishing

Cycling West / Cycling Utah is published eight times a year beginning in March and continuing monthly through October.

Annual Membership rate (includes Subscription): \$25 to \$1000/year
(Send in a check to our address above or sign up on our website (preferred option): cyclingutah.com/subscription-info/)
No refunds on memberships.
Postage paid in Tooele, UT

Contributions: Editorial and photographic contributions are welcome. Send via email to dave@cyclingutah.com. Or, send via mail and please include a stamped, self-addressed envelope to return unused material. Submission of articles and accompanying artwork to Cycling West is the author's warranty that the material is in no way an infringement upon the rights of others and that the material may be published without additional approval. Permission is required to reprint any of the contents of this publication.

Cycling West is printed on 40% post-consumer recycled paper with soy-based ink. We are solar powered too.

Cycling Utah / Cycling West is free, limit one copy per person.
© 2023 Cycling Utah

Pick up a copy of Cycling Utah or Cycling West at your favorite bike shop in 9 Western states!

Cover Photo: Eddie Staton and Ren Dutton on top of the Ella Trail on Ella Mountain during the 2022 Caliente MTB Festival in Caliente, Nevada.

Photo by John Shafer, Photo-John.net

Event info: September 15-17, 2023 — Caliente MTB Festival, Caliente, NV, Friday: trail work, BYOB BBQ, and bike movie at the park, Saturday: shuttles, vendors, dinner, raffle, live music, and bike games, Sunday: group rides and swap meet, CAMBA, 775-549-5992, calientemt看@gmail.com

ROAD RACING

Why Accessible Bike Racing Matters

By Peter Abraham

Over the past year, I've been visiting local criterium races around Los Angeles. Not just the kind that happen on Sundays, which have primes and pro fields and prize money, but also the weeknight variety. The kind of events you show up to every week for great workout that is not too dangerous and also very social. I go regularly to Camarillo criterium practice, and yesterday I visited, for the first time, the Eldo Race Series at El Dorado Park in Long Beach.

Some of these (like the Eldo Series) are actual races with a USA Cycling official, different classes and a podium ceremony. Others are more like an organized group ride that just does a certain number of laps around a deserted office park. These weeknight races exist in some form all over the world: at the Hillingdon Cycle Circuit in West London, at the Driveway Series in Austin, Texas, at the Sydney Cycle Club Crits in Australia and in many other places. They're a critical component of the grassroots community of cycling. And as great as they are, these events could be so much better. Here's why I love them and also how they can improve:

What I love:

They're a great place to try out bike racing in a non-threatening environment. Let's be honest, the learning curve for beginning bike racers is pretty steep, and getting dropped by the field in an official criterium can be humiliating. I know, because I've been there. Many criterium races can be dangerous, with tight corners and large but inexperienced fields. In contrast, the weeknight events are typically held on relatively safe courses with mentoring and a supportive atmosphere. They're inexpensive. This is



Ken Vinson is in charge of the Eldo Series. Photo by Peter Abraham

key, particularly if cycling wants to attract new participants who are under 30 years old. One of the great things about weekly racing is the fact that it takes place every week. So at \$25 or less per race, the habit won't break the bank. The practice criterium I attend often in Camarillo is free; it's more or less just a group ride with lap counter cards.

They're fun. The vibe is generally social and community focused. This is really important — many of us would say, "If it's not fun, why do it?" Cycling is, after all, recreation. And while my generation (I'm on the

cus of millennial and baby boomer) grew up looking for competition first and community second, that calculus has now been reversed: the social component is critical. That's why activities like pickleball, gravel cycling and night run crews have boomed over the last few years; they're all excuses to get together with other humans in real life.

Continued on page 10



32nd Annual O.A.T.B.R.A.N.

One Awesome Tour Bike Ride Across Nevada

SEPT. 24 - 30, 2023 BIKETHWEST.COM

25% OFF SELECT BIKES!

FREE HOME DELIVERY AVAILABLE! *LIMITED DELIVERY AREA **HUNDREDS OF BIKES ON SALE!**

Orem
385-375-2133

Millcreek
801-278-1500

Draper
801-576-8844

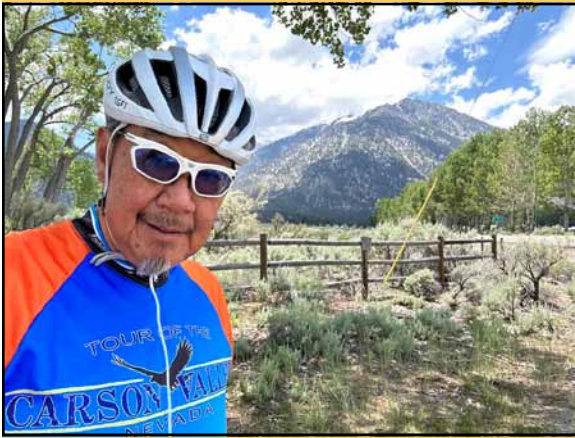
South Jordan
801-790-9999

Lehi
801-901-6370

Spanish Fork
801-504-6655

HANGAR15BICYCLES.COM

BIKE COMMUNITY

"It Was a Good Run": Tahoe's Curtis Fong Pedals into Semi-Retirement

Curtis Fong in his Tour of the Carson Valley jersey, one of the many events he promoted over the years. Photo courtesy Curtis Fong

By Justin Scacco

SOUTH LAKE TAHOE, California (May 19, 2023) — After four decades of creating and orga-

nizing bicycle events across California and Nevada, Curtis Fong is pedaling toward retirement.

Recently, Fong sold the production rights to the annual America's Most Beautiful Bike Ride and the Tour de

Tahoe, events he's put on for decades, to the Leukemia & Lymphoma Society.

"It was a good run, but the complexity of COVID, drought, and the ramifications of wildfires really did an entire reset of the outdoor recreation event business," said Fong.

The annual ride, which in past

years has attracted upward of 3,000 cyclists, takes place in June. Riders have the option of pedaling 72 miles on route around Lake Tahoe or a 100-mile option that includes a route through Truckee.

Four years after founding Bike the West, Fong said the organization has been hampered in the past few years due to the outbreak of COVID-19, wildfires, an abundance of events in the Tahoe area, and parking fees that cost as much as \$10,000. America's Most Beautiful Bike Ride has been held once since 2019.

"The past three years have been a challenge, both physically, mentally and financially to produce our events, due to COVID and wildfires beyond anyone's control," said Bike the West in a statement. "Rather than closing our doors and shutting down our Lake Tahoe rides ... Bike The West is thrilled to announce that ownership and event production of America's Most Beautiful Bike Ride has been officially transferred to The Leukemia & Lymphoma Society."

America's Most Beautiful Bike Ride has been one of the nonprofit's major fundraisers, according to Vice President of Athletic Initiatives Stephanie Carlson, and once Fong first floated the idea of retirement a couple years ago, the organization was eager to step in.

"Given our relationship with him and the huge amount of volunteers we have that really rely on this event to help support the organization, we just felt like it was meant to be," said Carlson. "We took it over so that we could keep the legacy of America's Most Beautiful Bike Ride alive."

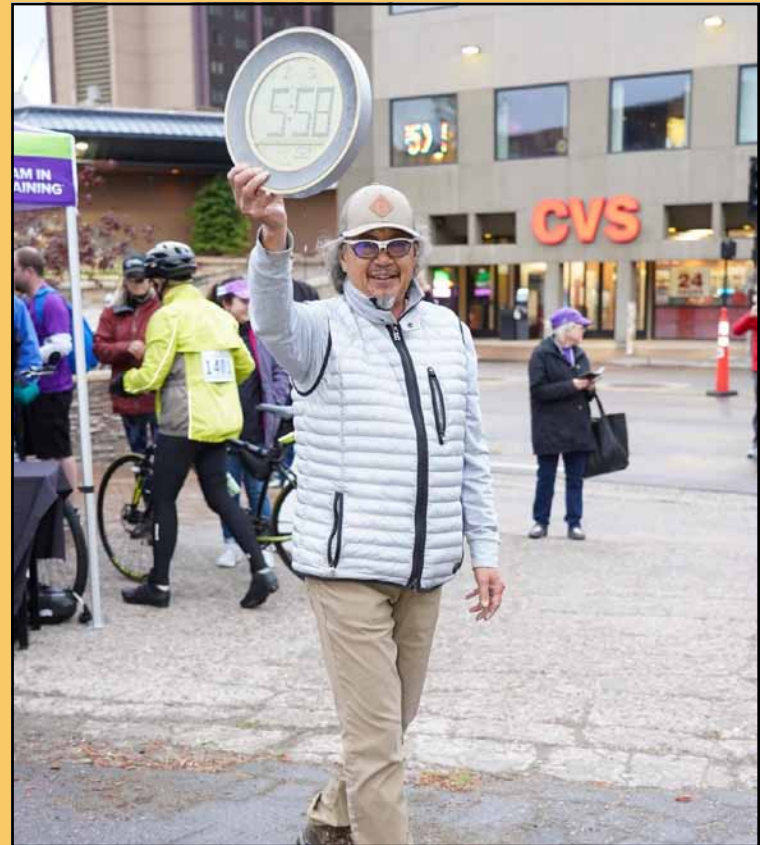
America's Most Beautiful Bike Ride has been held for 30 years in the Tahoe community and, since partnering with Fong 27 years ago, the Leukemia & Lymphoma Society has raised \$110 million through the event.

"When I look across all the relationships we have with race and ride directors, Curtis has been one of the most special because it has been a true partnership," said Carlson. "Our commitment to the area and the community is going to be the same as what Curtis' was because I want to make sure we carry on the legacy of the ride ... it's about money that's raised and making better research for blood cancers, supporting families that are affected by blood cancers, and making sure that we're advocating for them too. (America's Most Beautiful Bike Ride) is one of our biggest events that we do every year."

This year's event will include 500 people from the organization's Team In Training program, which seeks to raise money for research and advancements in the fight against cancer. Carlson said registration numbers have also surpassed 1,000 cyclists ahead of the event scheduled set for June 4.

Fong plans to remain onboard in advisory role for the next two years to help continue the race. He'll also retain the Bike the West brand — a company he formed 40 years ago that has put on events across Nevada and California.

As an avid cyclist, Fong formed



Curtis Fong of Bike the West is retiring after 40 years of promoting bike events. Photo courtesy Curtis Fong

Bike the West in 1984 after helping start one of the area's premier cycling organizations the Alta Alpina Cycling Club. That year he brought back the Death Ride, a more than 120-mile trek across the California Alps, and since then, Bike the West has put on events across the region under the brand "designed by bicyclists for bicyclists."

"I had no experience. I learned by doing," said Fong. "I learned from friends, and I built a course."

Fong went on to put on iconic events such as the Comstock Silver Century, The Challenge with Greg LeMond Bicycle Race Series, Death Camp, The Nevada City Classic Century, The Altitude 9000 Ride with the Mammoth Cycling Classic, The X Rides, Tour Las Vegas Ride of the Century, America's Most Beautiful Bike Ride, One Awesome Tour Bike Ride Across Nevada and Tour de Tahoe.

The Leukemia & Lymphoma Society also purchased Tour de Tahoe but won't host a ride in 2023. Tour de Tahoe, which hasn't been held since 2019, takes cyclists on a route that circumnavigates the highways clockwise around Lake Tahoe. Carlson said the Leukemia & Lymphoma Society's focus is on America's Most Beautiful Bike Ride, but they plan to continue the Tour de Tahoe in 2024.

Aside from organizing events across the Tahoe region, Fong has been a member of the South Shore Lake Tahoe Chamber of Commerce, Carson Valley Chamber of Commerce, North Lake Tahoe Chamber & Resort Association, Greater Austin Chamber of Commerce, Reno-Tahoe Territory of the Nevada Commission on Tourism and serves his community as a member of the Kiwanis Club of Tahoe Sierra.

He was an original charter member of the Lake Tahoe Bicycle Coalition and served as their vice president and developed the Bike Safe - Lake Tahoe, multi-media

Bicycle Safety Campaign.

Fong has also been a ski journalist in the West Region of the North American Snowsports Journalists Association, where he serves as the Vice President of Programs. He is also a member of the International Skiing Heritage Association and the US Ski & Snowboard Hall of Fame. For decades, he has been involved in radio, television and columns in Lake Tahoe, including his "The Guy From Tahoe" Mountain Resort Reports on KTHO Radio AM590/96.1FM and his website, <http://www.bikeandskitahoe.com>.

He has hosted the morning television series "Mountain Resort Report" and produced "What's Up Tahoe" on Outside Lake Tahoe Television. Fong has also contributed to the Tahoe Daily Tribune with a ski column titled "As the Bull Wheel Turns." He is also an inductee to the Nevada Broadcasters Hall of Fame. Other passions include fly fishing and racing Porsche sports cars as part of serving as the vice president of the Sierra Nevada region of the Porsche Club of America.

Going forward, Fong said he will take on an advisory role for two years in order to help smooth the transition as the Leukemia & Lymphoma Society takes on production of the annual America's Most Beautiful Bike Ride and the Tour de Tahoe.

Fong said he will continue putting on One Awesome Tour Bike Ride Across Nevada, an event that takes riders across from Stateline across Nevada to Ely. The 32nd annual ride is set for Sept. 24, and will be produced by Bike the West.

For more information or to register for events, visit <http://www.bikethewest.com>.

Justin Scacco is a reporter for the Sierra Sun, a sister publication of the Tahoe Daily Tribune.

This article first ran in the Tahoe Daily Tribune and is being reprinted with permission.

Presented by **ROOSTERS BREWING CO.** EST. 1995

ELDOCE
At Powder Mountain

New Date!

JULY 29, 2023

POWDER MOUNTAIN
Eden, Utah

12 HOUR | 6 HOUR
ENDURANCE MOUNTAIN BIKE RACE

15.2 miles of IMBA designed trails and 1900' ascent per lap.
Solo Riders, Duos, & Teams

LIFE UTAH ELEVATED

ELDOCEUTAH.COM

@eldoce12hourmountainbikerace

QR code

Epic trails, party vibes, camping, great food, & frosty beverages!

CYCLING TRIVIA

Tour de France Trivia



Wout Van Aert (JUMBO - VISMA) won stage 8 and the green jersey in the 2022 Tour de France. July 9, 2022, Stage 8 - Dole / Lausanne (186,3km). Photo by A.S.O./Pauline Ballet

By Dave Campbell

The 2023 Tour de France kicked off with a Grand Depart on July 1st in Bilbao in Spain's Basque Country. The 110th edition will finish on the Champs-Élysées in Paris on July 23rd and should be an epic battle between defending Danish champion Jonas Vingegaard and Slovenian Tadej Pogacar, who won the 2020 and 2021 editions. With only 22 km of time trialing, this year's race will be won and lost in the mountains. Pogacar's form is a bit of a question mark after injury in April's Liège-Bastogne-Liège. Nonetheless, we believe he will be fit, competitive, and in it for the win.

While the men finish in Paris, the women will begin in the French capital. This year's Tour de France Femmes includes four flat stages, two hilly stages, one 22 km time trial and one mountain stage that finishes atop the mighty Tourmalet. The prize money still pales in comparison to the men (500,00 Euros vs. 2.3 million) but continues to improve. Dutch veteran Annemiek van Vleuten, last year's winner has to be considered the favorite and

has already won this year's Vuelta. In 2022, she achieved something never before accomplished in men's or women's professional cycling by winning all three Grand Tours AND the World Road Championship. However, last year's QOM Demi Vollerling, also Dutch, has emerged as a strong rival, pushing van Vleuten to the limit in the Vuelta and swept the hilly Ardennes classics in the spring.

Q1. Belgian Wout Van Aert won the green jersey (Points) competition in last year's Tour and is a favorite to do so again. Many great Belgians have won (Vanderaerden, Maertens, Hoste, Planckaert) have won this over the years but back-to-back successes (unless your name is Peter Sagan or Erik Zabel) have been rare. Who was the last Belgian repeat points winner at Le Tour?

Q2. In 2015, Chris Froome won both the Mountains Classification and the Overall title at Le Tour. This pattern was repeated in 2020-22 with Tadej Pogacar (2020/21) and Jonas Vingegaard (2022). This is a new trend, however, for many years previous the King of the Mountains

was not also the domain of overall winners. Prior to Froome, who was

the GC winner to triumph in the KOM category as well?

Q3. Part A. Who has participated in (started) the most Tours de France? Part B. Who has finished the most Tours de France?

Q4. Six teams contested the inaugural Tour de France Féminin, held in 1984: The Netherlands, Great Britain, the USA, Canada, France A, and France B. The Dutch so dominant today, were also dominant then winning FIFTEEN of the eighteen stages! American Marianne Martin won two stages enroute to her overall victory. Can you name the nationality of the other stage winner?

Q5. From 1985 to 1989, the Tour Feminin continued as "The Grand Boucle Féminine Internationale" and the field sizes and competitiveness grew, although the distances and number of days decreased. Whereas due to the 1984 Olympics, many nations sent "B teams", later events featured the top

women racers in the world. What was the best American finish during these years?

Answers on page 21

Dave Campbell was born and raised in Lander, Wyoming and now resides in Bend, Oregon. A retired High School Science and Health teacher, Dave won four Wyoming state cycling championships before moving to Oregon to attend the U of O in Eugene. While there, Dave was a collegiate All American and went on to win six Oregon State Cycling Championships as well as a Masters National Road Title on the Tandem. He started writing Trivia in 1992 for Oregon Cycling News and continued the column with the Northwest Bicycle Paper. Dave also writes cycling history at "Clips_and_Straps" on Instagram and announces at cycling events throughout Oregon.

**Reach Cyclists in
9 Western States!
UT, ID, CO, NV, NM,
MT, WY, AZ, CA
Advertise in
Cycling West!**

Email: dave@cyclingatuh.com
Web: www.cyclingatuh.com/advertising-info/



White Pine Tourism & Recreation
150 Sixth Street, Ely, NV 89301
775-289-3720 www.elynevada.net



ROAD RACING

Your Riding Position Can Give You an Advantage in a Road Cycling Sprint

By Paul Franciscus Johannes Merkes, PhD candidate, Edith Cowan University and Chris Abbiss, Associate professor, Edith Cowan University

Many professional road cycling events are hundreds of kilometres long, but the final placings are often decided by what happens in the last few seconds of any race stage.

Research shows that a rider can gain up to an extra 5kph advantage in those final sprint seconds, and it all depends on how they position themselves on their bicycle.

That can be enough to make the difference between winning or losing a race.

Race to the finish

If you've ever watched a professional road cycling event, either live or on television, you know they can go on for several days or even weeks.

But more than half of the stages during the Santos Tour Down Under and the Tour de France, as well as some of the recent World Championships, were won in either a head-to-head, small group, or mass sprint finish.

The average speed during professional road cycling sprints is 63.9kph (53.7-69.1kph) sustained for between 9 and 17 seconds for men, and 53.8kph (41.6-64kph) for 10-30 seconds for women.

During the sprint, men produce peak power outputs between 13.9 and 20.0 Watts per kilogram (989-1,443 Watts), and women 10.8-16.2 Watts per kilogram (716-1,088 Watts).

But peak power output is not the only important factor to win the sprint, with tactics playing a significant role.

Our research, published in 2018 in the International Journal of Sports Physiology and Performance, shows that adopting a forward standing position during a sprint could give riders a speed boost of up to 5kph.

The drag on a cyclist

Cycling speed is affected by several factors, including power output, aerodynamic drag (CdA), road characteristics, and environmental variables.

During the sprint, roughly 95% of the total resistive forces working against the rider is caused by aero-

dynamic resistance. Therefore, it is important to reduce aerodynamic drag in road cycling, particularly during the sprint which is the fastest activity on the bicycle (with the exclusion of some downhill riding during a race).

Given that the outcomes of road cycling sprints are often decided by very small margins – in one race stage down to just 0.0003 seconds – the aerodynamics are meaningful to overall sprint performances.

Studies on flow dynamics in cycling have shown that lowering the head and torso significantly reduces wind resistance.

That is why several cyclists have, over the past few years, begun to adopt a forward standing cycling sprint position.

This novel sprint position has already shown to be successful at the highest level of professional cycling, in events such as the Giro d'Italia and Vuelta a España and in Australia's biggest road cycling race, the Santos Tour Down Under.

Body position to the test

To better understand why this forward standing position may give riders an advantage, we compared it with the more traditional seated and standing sprint positions.

During the study, participants rode 250 metres in two directions at 25kph, 32kph and 40kph and in each of the three positions, resulting in a total of 18 efforts per participant.

During these efforts we measured cycling velocity, power output, road gradient, wind velocity and direction, temperature, humidity, and barometric pressure.

We then used these variables, together with the weight of the cyclist and bicycle, and constants for rolling resistance and the efficiency of the drive system, in a mathematical model to calculate the aerodynamic drag.

This model has previously been shown to give valid measurements compared with a wind tunnel.

The results are in

We found the forward standing cycling sprint position resulted in a 23-26% reduction in aerodynamic drag compared with a seated and standing position, respectively.

This decrease in drag could potentially result in an important



Caleb Ewan (Lotto Soudal, white and red jersey) and Elia Viviani (Deceuninck- Quick Step, blue jersey on left) in the Tour de France 2019 - 23/07/2019 - Etape 16 - Nîmes / Nîmes (177 km). The forward standing cycling sprint position they use resulted in a 23-26% reduction in aerodynamic drag compared with a seated and standing position. Photo: A.S.O./Alex Broadway



The three tested sprinting positions from left to right: seated, standing, and forward standing. Reprinted by permission from P.F.J. Merkes, P. Menaspà, and C. R. Abbiss, "Reducing Aerodynamic Drag by Adopting a Novel Road-Cycling Sprint Position," International Journal of Sports Physiology and Performance, 14 (2019): 733-738.

increase in cycling sprint velocity of 3.9-4.9kph.

Throughout the average duration of a typical road cycling sprint (about 14 seconds) this would result in a gain of 15-19 metres, which is why it could mean the difference between winning and losing a race.

How ECU is helping the world's best cyclists improving their sprint

performance.

While this novel position was more aerodynamic, it is plausible that changes in body position may influence a rider's movement kinetics, and therefore increasing or decreasing power output. This is currently under investigation in this PhD project.

But cyclists who want to improve

their sprint performance might want to start practising the forward standing position. It takes time to learn how to sprint in that position but you could gain those aerodynamic benefits, and potentially win more races.

This article is republished from The Conversation under a Creative Commons license.

★★★★★ – Tenacious, effective and authentic.

"GREG'S PROFESSIONALISM, ATTENTION TO DETAIL, COMPASSION, AND COMPLETE DETERMINATION TO MAKE SURE JUSTICE WAS SERVED NEVER WAVERED THROUGHOUT MY CASE." – CONI

utahbikinglaw.com

HK
HOOLE & KING L.C.
LAW OFFICES

Free consultation with top-rated attorneys and cycling enthusiasts
801.272.7556
greg@utahbikinglaw.com

SUPPORTING BIKE ADVOCACY ACROSS THE COUNTRY SINCE 1996

planet
bike



MOUNTAIN BIKING

Leave No Trace on the Trails



All mountain bikers need to embrace the Leave No Trace Principles. Photo courtesy Erica Tingey

By Erica Tingey

We're so excited to get back in the saddle! There is nothing more magical than riding through forests, aspen stands, or red-rock landscapes. Unfortunately, we have all likely experienced how a beautiful area can be ruined by careless behavior such as littering, trail destruction, and pollution. Now is a great time to review Leave No Trace principles.

Leave no trace.

The general premise of Leave No Trace is to minimize the impact of our visits and to leave the land, air, and waterways just as they are. (Visit lnt.org to read more about the seven principles.) Below, we'll discuss some Leave No Trace actions you can take while mountain biking.

Ride only dry trails.

It's super tempting (especially after long winters) to hit your favorite trail the second the snow melts, but it's really important to wait until they are dry. Riding on muddy trails can cause extensive damage that makes them much less safe and enjoyable. A great rule of thumb: If mud is sticking to your tires, turn around and come back another day. Waiting until trails are dry will help keep them from forming ruts, washboards, and soft corners.

Stick to legitimate trails.

Always stay on designated trails, and make sure mountain biking is allowed. Biking on undesignated routes can disrupt ecosystems and damage the landscapes we love. Follow rules for trail direction.

Don't use shortcuts.

Don't pave your own paths or trails. While it may be tempting to cut a switchback, doing so can create drainage patterns that result in land erosion.

Rest on durable surfaces.

When you need to step off the bike path for any reason, rest or gather on durable surfaces if possible. Look for areas with rocks, sand, or durable vegetation like dry grasses. In desert areas, avoid stepping or riding on cryptobiotic soil or biological-soil crust. Soil crust covers much of the ground in southeast

Utah and is a crucial part of desert ecosystems.

Keep singletrack single.

Don't ride two abreast on single-track trails. If you encounter a rain or mud puddle, ride or walk your bike through the puddle instead of around it. Avoid riding around challenging features—if you don't feel comfort-

able, get off and walk it whenever possible.

Following these tips will help keep trails and surrounding lands pristine for future generations of riders. As always, have fun and ride safely!

Erica Tingey is the head coach of Women in the Moun-

tains, a mountain bike skills coaching company for adult women. She and her coaches hold clinics in Park City and St. George, Utah. For more riding tips and clinic information, follow @womeninthemountains on Instagram and check out her website, womeninthemountains.com



Discover Ways to Connect in Park City

We've connected the trails so you can connect with each other

Make your next trip to Park City, Utah to discover 500 miles of well-designed trails that allow you to connect with nature, friends and family, and adventure. With our acclaimed network of singletrack, flow trails, bike parks, and lift-access riding, you'll enjoy beautiful scenery, a wide variety of restaurants and bars, multiple lodging options, arts and culture, and endless outdoor recreation while connecting with each other.

From fast downhill and festivals to epic cross-country terrain and Olympic history, exploring Park City and making connections will make for an unforgettable vacation. Book your trip by visiting mountainbikingparkcity.com.

**Support Your
Community Bike
Magazine!
Join
Online!**



Produced by Park City Area Lodging Association with the support of Summit County Restaurant Tax Funds

**MOUNTAIN BIKING
PARK CITY**

mountainbikingparkcity.com

TRAVEL

Hail the Great and Powerful Oz!



The post event crawfish boil after the Double Barrel Gravel Ride. Photo by Eli Powell

By J. Eli Powell

When my wife first mentioned that we would be taking our vacation

this spring in north west Arkansas, I have to admit my first question was, "Why?" Actually, I think my question

was something more along the lines of, "Why would we take our hard-earned personal time off and go dodge tornados amongst the corn in the heartland?"

My wife, beside being very smart, is also a patient woman. She was patient enough to take the time not only to tell me, "That's Kansas!" But also, to add a constructive observation like, "you moron! The Ozark frigging mountains are there!"

We laughed; I say stupid things all the time. But I was pretty sure I was right about this one.

We drove to Bentonville from our current home in Austin and passed through Oklahoma. Memories of reading the Grapes of Wrath about Okies fleeing the dustbowl passed through my mind as I dreamed about politely, nay benevolently, telling my wife that, "It's okay, geography isn't for everyone." Well, to make a long story short, my self-satisfied chuckles faded as we passed through the Ozarks and through the wooded hinterlands of Fayetteville and on to Bentonville. There were big hills, there were vast expanses of woodlands and pastoral meadows. We were surrounded by natural beauty, and though the locals refer to this area of the Ozarks as "Oz," we did not have to go through Kansas or a tornado to get there.

All joking aside (since my third-grade teacher, Sister Llewella, and her trusty yard-stick would have had my knuckles singing out over such geographical lapses) northwestern Arkansas and the Bentonville area is the home to some spectacular cycling no matter your preferred flavor of two wheeled adventure. Folks



Brin Powell riding Bentonville singletrack. Photo by Eli Powell

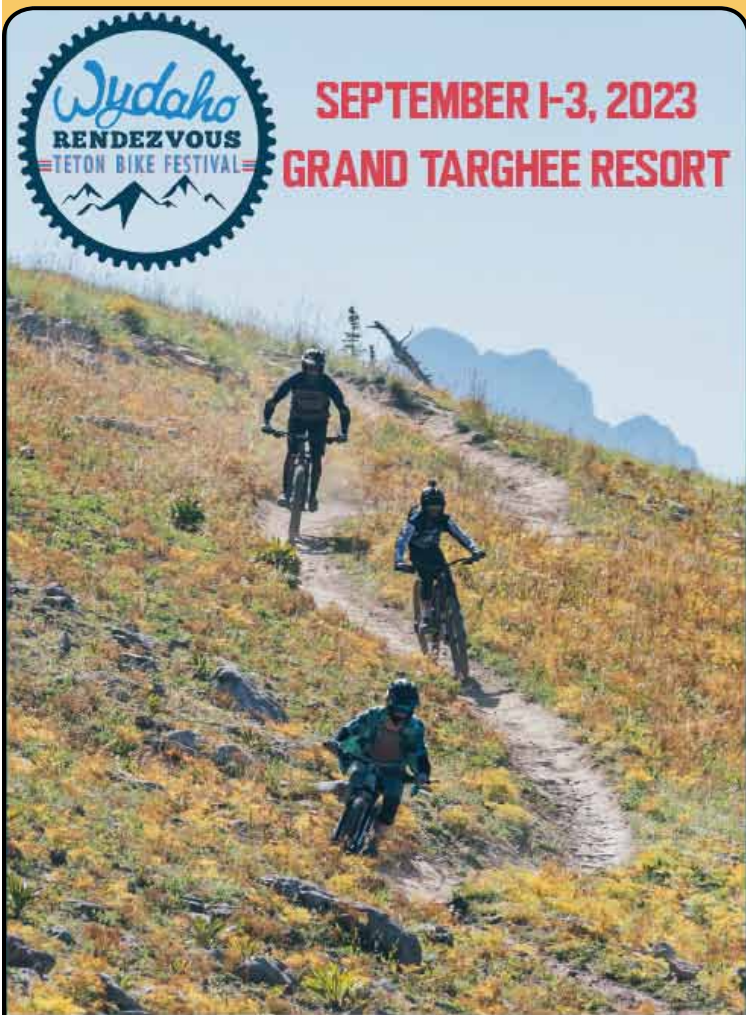
who follow American cyclospor may be familiar with the area as hosting the International Mountain Bicycling Association (IMBA) World Summit in 2016, the Red Bull Pump Track World Championship in 2019 and the 2022 Cyclocross World Championships. The area is also home to 5 IMBA EPIC trails. This designation is one the association holds for 20-plus-mile immersive backcountry routes of more than 80% singletrack. This is the most EPIC trails of any state, one more than Colorado! As for the rest of us who couldn't name a pro circuit MTB rider to save our lives and for whom 20 miles of singletrack sounds, um ... daunting, there is plenty of other terrain to keep any cyclist interested. It lays claim to more than 400 miles of singletrack and an abundance of paved and gravel routes.

Our visit to the area was motivated by the "Girls Gone Gravel

Festival," which my wife, Brin, and her friend Julie had signed up for. This three-day event caters to women gravel riders of all ages, ethnicities, abilities, and body types. It offered not only exciting rides but also skills clinics and social activities in a non-competitive atmosphere. The festival provided a fantastic opportunity for women to connect with fellow riders, learn maintenance and repair tips, and have a great time together. For women interested in joining this group, which organizes events in various locations and advocates for women gravel riders, check out their website at <https://www.girlsgone-gravel.com/>.

The cycling scene in the Bentonville area is infused with a real sense of playfulness. This was revealed to us in another event we stumbled across, the Double Barrel

Continued on page 9




- All levels of riding - beginner to expert.
- 70+ miles of lift-served downhill & XC mountain bike trails
- Largest adaptive festival in the US.

INFO - TETONBIKEFEST.ORG

CALIENTE MTB FEST



CALIENTE, NV 4TH ANNUAL

SEPT 15-17 2023

FOOD, SHUTTLES, RAFFLE, GAMES, MUSIC, & MORE!

HAVE ANY QUESTIONS? CALIENTEMTB @GMAIL.COM

INFO & REGISTRATION



Oz! - Continued from page 8

Gravel Ride. This event offers three distance options—15, 31, and 71 miles—taking riders through picturesque backroads in Arkansas and Missouri. Organized by the local Phat Tire Bike Shop, it culminated in an enjoyable post-ride experience with skeet shooting (never done that after a bike ride), live music by a tight cover band called the Frisky Squirrels, a damn fine crawfish boil with jambalaya, and the best beer we had on our trip from Fossil Cove Brewery in Fayetteville. Donations, merchandise sales, and raffle ticket proceeds went toward supporting local charities though the ride itself was free. The route was charming, with a few manageable climbs that won't intimidate those accustomed to riding in the Wasatch and Rockies. The dirt roads were lined with tall trees and lush foliage, providing ample shade for the mid-May ride. Although some participants may have approached it as a race, without chips, bibs, or podiums, it was more of a casual gathering for fun-loving cyclists. Notably, we encountered very few cars during the ride—less than ten on the 15-mile route—and not a single loose dog! Despite inadvertently adding a few extra miles to our ride due to missing a turnoff, my wife and I enjoyed the day so much that we forgot to complain about course markings to anyone.

The heart of the Bentonville is a little like a mountain town that doesn't have to split its allegiances between skiing and cycling. This town is all in on bikes. There are numerous bike shops throughout the town and no shortage of places you can rent or get repairs on bicycles. Cycling themed bars and restaurants abound (like the Pedaler's Pub and Bike Rack Brewing Company) and you can even get your morning coffee and pastries along with tubes and chain lube at the Meteor Café. Paved bike paths

course throughout the urban area and many of these lead directly to trailheads for mountain bike routes. The gravel scene is booming here, as in many places, but the area really seems to embrace having bicyclists and their bicycles on the road. Much of this pro-cycling attitude has to do with the influence of Tom Walton, one of the grandchildren of Walmart's Sam Walton (Walmart's corporate headquarters are based in Bentonville), who has used the resources of the family's charitable fund to preserve, build and maintain local trails. I've rarely ridden on better constructed or marked trails.

There are some other incredible things to do in town when not sitting in the saddle. The Crystal Bridges Museum of American Art has some of the best examples of modern and contemporary American painting and sculpture that I've seen outside of places like New York or Chicago. The structure itself is a stunning piece of architecture that integrates the galleries with reflecting ponds, naturalistic landscaping and outdoor sculpture. They also have a house designed by Frank Lloyd Wright on the grounds to walk through. In the town center, you'll find numerous boutiques and dining options, while summer Saturdays come alive with a charming farmer's market overflowing the town square.

Getting to Bentonville can require some commitment by travelers from the intermountain West. For example, the drive from Salt Lake City is a cool 19 hours (you can even choose a route through Kansas!). You can easily fly into the regional airport in Fayetteville with single stopovers and then drive the 40 minutes to Bentonville. Either way you get there it's worth checking out.

Explore more about trails and types of riding in northwest Arkansas on <https://www.oztrails.com> and <https://www.arkansas.com/cycling-and-biking>.

BICYCLE TOURING**Why I Tour**

Nancy's Ziegler's final stop in Duluth, Minnesota on a 100 mile day (with a smile on her face). Photo courtesy Nancy Ziegler

By Nancy Ziegler

What is it like for me to bicycle tour? I become totally immersed in the journey. Every part of my body is performing. My body sets a rhythm that moves me forward. I am aware of every feature of every bit of pavement over which I move. My brain is totally "on". I am listening to every subtle change of sound that registers in my brain. I hear the variations of the sounds of vehicles approaching from behind. My body adjusts and prepares for the passing of the vehicle. Is it a school bus, a semi, a slow-moving car or truck, a souped-up car? Sometimes, I know it is roaring down the road far too

close to me.

What is absolutely most frightening is when an oncoming car does not see me and passes a slower moving vehicle in its lane. I bale! That is, I hit the gravel on the side of the road. In those circumstances, the driver usually notices me at the last second and swerves back into the other lane. By that time, my adrenaline has peaked, and I am thanking God I was not hit.

Then, I move along. Yes, there by the grace of God go I. I smell the different livestock on those large farms. I enjoy the peacefulness of watching animals quietly graze in green pastures. I see and smell plants growing, blooming. I love the smell of the wet earth after a rain storm. Oh, those rain storms that come on the winds of huge, dark, foreboding storm fronts. It is great to have those winds push me along on my journey. The phenomenal layering of steel grey clouds threatening, getting ever closer. I pedal hard and fast, hoping I will reach my destination before the lightening, thunder and rain hits.

And, when the rain comes there is always the gamble of when to stop to put on the rain gear. Oftentimes, I optimistically wait just a little too long. That means wet clothing. If it is warm, that's okay. There have been many times when I go into a restaurant with water dripping off me. I quietly shed the rain gear. I take napkins and clean up dripping water. I put my feet up on the chair opposite me and let my legs relax while I gather the warmth of the room. I am re-energized after some food and rest. Hopefully, the rain has stopped, and I am ready to move on.

There is an energy, a joy that fills me when I re-count my cycling day. I see something in my mind that opens up an incredible horizon of the beauty of this earth. It is when I am by myself, rolling through the country. It is when I am away from the urban world, away from the bar-

rage of our media.

Hills? Yes, they exist. I just downshift and climb. I move at a slower pace, but the rhythm is continuous. I have certain tunes I always sing when climbing. Sometimes I say repetitive prayers that are my "hill climbing" mantra. How funny?

I imagine most folks would assume flying down hills is absolutely great. Sometimes yes, sometimes no. If the pavement is smooth and straight and not too steep, it is great. Most of the time, there are patched spots, or holes, or curves or possible other vehicles on that downhill. Applying the pumping action of breaking is very tiring on the hands. "Heads up!" I say. Keep alert.

I come across some very interesting sites along my routes. I am able to check on some needed information using a smartphone, but some of the richness of the journey comes from interacting with local folks. They are often curious. I almost always have a friendly smile to offer. I often get good directions of local roads and their conditions. The GPS doesn't give me what someone who travels the back roads every day can give me.

When all is said and done, the whole experience of solo bike touring fills my whole being like no other experience. I am still able to do it after 45 years of touring. I need to lessen my miles. I need to stretch before and after I ride. I need to rest and let my body re-energize. A good night of sleep in my tent is perfect for that.

I have the stars and moon in my eyes. I bicycle and am alive.

Nancy Ziegler is a retired high school teacher living in Duluth, Minnesota. She took her first self-contained bicycle tour in 1974 through the Canadian Rockies and down into Glacier National Park.

**RIDE THE HAYDUKE TRAIL
THROUGH REDROCK COUNTRY:
GRAVEL MTB!**



**LIZARD HEAD
CYCLING
GUIDES**
ROAD CYCLING & MOUNTAIN BIKE TOURS
970.728.5891

**TRIP DEPARTURES:
SEPTEMBER,
OCTOBER**

LET'S RIDE
lizardheadcyclingguides.com

Saturday Cycles

Social Distancing Since 2005

801.935.4605

605 North 300 West

Salt Lake City, Utah • SATURDAYCYCLES.COM

Tim Young - Continued from page 2

then Wyoming, then the world. He rode to Dubois with friends, toured Yellowstone on two wheels and flew to Europe to cycle from London to Athens and back.

“I realized bike touring was one of the best ways to travel, to see the world, to meet people,” he said. “You could actually get places, and the pace was slow enough to see something and learn something.”

Inspired, he and friends Peter Wuerslin and Steve Williams hatched their most ambitious itinerary: an international bike expedition. They pedaled out of Jackson in 1980, cycling south through Central America and on down to Buenos Aires, Argentina. That alone is a remarkable trek — and it was just the first leg of what they dubbed the Too Tyred Tour Around the World. Over the next seven years, they rode through Cape Town and Cairo, Karachi and Kathmandu, Perth and Hong Kong. They climbed over Himalayan highlands, hitchhiked on an Air Force jet, ski bummed in the Alps and got to know people of every stripe.

In northern Sudan on the Too Tyred Bike Tour, with no road to Egypt, Tim Young and his co-travelers modified their bikes to ride on the old British narrow gauge rail line. It took 10 days to build the parts, and a couple weeks to ride across the Nubian Desert. (Tim Young)

“It was quite an adventure,” Young said.

Wuerslin, who also still lives in Jackson, said it’s almost impossible to communicate how meaningful and experience-rich the trip was.

“We can tell a million stories, but it just can’t bring anybody there,” he said. “That’s how amazing it was.”

When they returned to Jackson, Young viewed his home through new eyes, he said. “It was certainly an inspiration for me seeing the opportunities in some places in the world for biking and walking, but realizing that even Jackson Hole was certainly not planning ahead for biking and walking.”

At the time, the county had no bike paths. His new interest led him to attend public meetings to talk about the importance of pedestrian and bike safety in planning. At a time when transportation discussions were almost exclusively focused on highways and vehicles, he said, the concept “was sort of revolutionary.”

In Jackson, though, it struck a chord. Local officials initiated a citizens’ task force to look into it. Young volunteered for the task force around 1990.

“That’s probably the start of my official bike advocacy career,” he said.

New path

Young had a degree in food dis-



Tim Young cycles in Yellowstone National Park in spring, 2016, before the South Entrance road was opened to motorized vehicles. Photo by Angus M. Thuermer Jr./WyoFile

tribution, and had previously worked with local supermarkets and as a product manager for Jackson-based Life-Link International, which made Croakies and other gear.

But once he joined the task force, what unfolded was a 30-year career in government and nonprofit bike, pedestrian and trails programs. It grew organically; a passion sowed seeds for identifying needs that then fueled opportunities to help shape projects.

Bike touring sharpened skills he would rely heavily on, he said. He learned to write grants while seeking sponsorship of the world trip, and it demanded on-the-fly problem solving and logistical organization. He also needed to communicate well with his co-travelers along with bureaucratic officials, which underscored the benefit of partnerships.

Young served as chairman of the Jackson task force, which wrote the county and town’s first conceptual pathways plan — an award-winning document that won favor from local leaders.

The county then offered Young a job; in 1992 he became Teton County’s first pathways director. He held that position for 10 years, leading the planning and execution of several miles of local trails and paths as well as sidewalk plans.

Tim Young cycles in Yellowstone National Park in spring 2016. The South Entrance road was open to cyclists only before motorized vehicles were permitted for the season, a cycling window no longer allowed. (Angus M. Thuermer Jr./WyoFile)

He learned a lot about government planning, but also saw how crucial grassroots bicycle advocacy can be in galvanizing support and making things happen, he said. He still has the workbook he received as a participant in an advocacy training early in his career, which opens with a Margaret Mead quote he admires: “Never doubt that a small group of thoughtful committed citizens can change the world. Indeed, it’s the only thing that ever has.”

So in 1994, he founded Friends of Pathways in Jackson, though he initially didn’t work for it beyond

getting it off the ground. The nonprofit organization has gone on to facilitate many projects. Teton County now has 70 miles of paved path, plus an additional 16 miles in Grand Teton National Park.

Taking it statewide

Young’s work took him beyond county lines. He formed a relationship with Wyoming’s Department of Transportation, learned how to tap into federal funding opportunities and sat on a state committee to award transportation enhancement money. He helped start an alliance of state and local bicycle advocacy groups, lobbied in D.C. and worked to create pathways in Grand Teton National Park following a high-profile fatality.

He returned to Friends of Pathways to serve as its director in 2006, extending the organization’s reach including work with the U.S. Forest Service to construct and improve trails.

The notion of having a statewide bike advocacy group had long hung in his mind, and in 2012 Young co-founded Wyoming Pathways with Todd Thibodeau and Bruce Burrows. He served as its director for 10 years.

A lot of that work, he said, entailed traveling to Wyoming communities to understand their local needs, and then helping match those needs to opportunities like funding or planning.

Tim Young in 2021 near the top of Sublette Pass, where Wyoming Pathways helped facilitate a project to reroute a section of the Continental Divide Trail. (Katie Klingsporn/WyoFile)

The group connected advocates with officials and lobbied the Legislature. Pathways pushed a bill that created a state bicycle and pedestrian task force. Young chaired that task force, which in 2018 produced the Wyoming Bicycle Pedestrian Report.

The group also initiated trail partnerships around the state with public land agencies like the Bureau of Land Management and Forest Service. It facilitated “charrettes” in communities, worked with towns like Thermopolis to plan trails and helped advance the 180-mile Greater Yellowstone Trail System. Pathways also launched a survey in 2021 to gauge statewide interests and needs. Respondents named greenways, pathways, safe school routes, crosswalks and more.

Young stepped away from the director role in 2022 before deciding to officially retire.

Reflecting on Young’s work, current Wyoming Pathways Director Kusiek said he’s not sure Wyoming’s

Accessible Bike Racing - Continued from page 3

Here’s how weekly races can expand their impact:

- More kids. While there are a few teenagers racing who have discovered bikes due to their parents, there needs to be more intentional outreach to get high school kids out to try cycling in a fun group environment. I don’t see any coordination between the events I go to and local NICA high school MTB teams that would allow some of those kids to try a different kind of racing. I wish bike brands brought demo fleets of inexpensive, aluminum road bikes to some of these events, so beginners could try out the sport.

- More women. Typically these events skew heavily male, maybe 80% or more. Most bike races look like a men’s club get together; they’re intimidating. So onramps must be built that allow women to get up to speed, learn about group riding and race together in their own groups. That means lots of hard work for race directors; achieving diversity is never easy. But the events would be much more fun and more inspiring with equal sized fields of women.

- More bike clubs. While I do see a few clubs well represented at the weekly events I attend, there are many, many more who are not present at all. Event directors need to spend at least some time reaching out to local cycling organizations, and the leaders of those groups need to, in turn, regularly remind membership about these events. I realize that weeknight criteriums are mostly run as a hobby by those with day jobs, but just a little more effort could grow participation a lot.

Peter started racing bikes in high school and has continued to ride his entire life. He also runs the Abraham Studio (ABRHM.com), which works

well-loved pathways would exist without Young.

Many in the trails realm, Kusiek said, “they’re like, ‘oh my gosh, what an unfillable gap in the cosmos of Wyoming human-powered activities.’”

Happy trails

Young intends to stay involved in local trail issues, with an eye on national park improvements. He’s also going to do what he loves best. He’s got a bike tour of the Greater Yellowstone Trail System planned for June.

He’s enjoyed fighting for things he considers “building blocks for successful communities.”

Thinking back to that around-the-world expedition, Wuerslin said he saw traits that have carried Young through his career: persistence, patience and the ability to move forward with a really big idea.

“When I think of Tim, his strengths were the exact strengths that led him to what he did after the trip ... he really could sit down with whatever problem we had and sort of plan out a plan and then go execute it,” he said.

Tim Young takes a break at



Kids at El Dorado Park getting good at bike racing: Jack Watson, 15. Photo by Peter Abraham



Peter’s post-race hangout after Camarillo criterium practice. Photo by Peter Abraham



Cyclists Jelaani Davis and Chris Ackerman. Photo by Peter Abraham

with purpose-driven brands in sports, technology and health-care to find their voices and tell their stories. He lives in Los Angeles, California.

Turpin Meadows Ranch during a bicycling trip that took him through Grand Teton National Park. (Angus M. Thuermer, Jr./WyoFile)

Kusiek and Dowson both credit Young with fundamentally changing the nature of transit in Wyoming.

Young considers his work just the beginning. “Absolutely, I think there’s more to be done.” Both for the statewide group and for citizens who want to make a difference.

“It goes back to the Margaret Mead quote ... ‘a small committed group of people can change the world,’” he said. “I do believe that. And I think that’s good advice going forward.”

Katie Klingsporn is WyoFile’s managing editor. She is a journalist and word geek who has been writing about life in the West for 15 years. Her pieces have appeared in Adventure Journal, National Geographic Adventure and Patagonia’s Cleanest Line blog.

WyoFile is an independent nonprofit news organization focused on Wyoming people, places and policy.


TeamNash
A BOUTIQUE INSURANCE AGENCY
miles and miles of experience!
check us out at
nashinsurance.com


JOIN US!
Become a member of the
League of American Bicyclists:
bikeleague.org/join

TRAINING

The Athlete's Kitchen: Power to Weight—Costs and Benefits

By Nancy Clark MS RD CSSD

*"I want to lose weight so other bikers don't drop me on the hills."
"I plan to shed a few pounds before the marathon to be faster."
"Losing weight would really improve my Power to Weight ratio..."*

Lugging around excess body fat can certainly hinder athletic performance. Just notice how much harder you work when carrying a heavy bag of groceries up a flight of stairs! That said, if you are an already-good athlete and contemplating weight loss to supposedly improve your athletic performance, should you think again? I talk to many athletes who are fixated on having a better Power to Weight Ratio (the power you generate during exercise divided by your body weight). They overlook the fact that the cost of losing weight (poorly fueled muscles, higher risk for injuries) can limit the benefits of being lighter and supposedly faster, swifter. Here's some food for thought:

- When pondering the Power to Weight Ratio, most athletes focus on fat loss instead of power gain. Losing fat is hard. (How many people do you know who have been trying to lose the same 5 pounds for the past 10 years...?) Losing fat is even harder if you are already leaner than others in your family. Genetics matters!
- Being lighter and leaner works to a certain extent. Countless athletes have told me they performed their best after having lost weight. Makes sense because their bodies had been training at a heavier weight. The trouble starts when weight-reduced athletes enforce a restrictive diet for months, if not years, to maintain a leaner physique. Injuries start to happen—repeatedly! As one runner who been too thin said, "I was like a race car—until the wheels started falling off. And then the engine dropped out..."
- Among 126 recreational male marathon runners, race times correlated best with training (number and length of workouts, miles per week), not percent body fat—unless body fat was more than ~17%. Runners

with 8.5% to 14% body fat had similar marathon run times (1).

- Wrestlers who repeatedly lost the most weight over seven seasons sustained more injuries than those who lost less weight. Cutting weight increased risk for getting injured (2).
 - Too many athletes restrict their food (and nutrient) intake to either maintain or attain a desired lightness. Even among top female soccer players, 88% consumed far less than the recommended baseline of 2,300 calories/day. Their average daily carbohydrate intake was only about 200 grams/day—way short of the recommended 350 to 500 grams (2.5 to 3.5 g carb/lb body weight) needed to properly support hard exercise (3).
- While these players intellectually knew that "carbs are important for athletes," they still restricted their carb intake, perceiving carbs as being fattening (4). False! Muscles preferentially burn carbs for fuel. Bread and starchy foods are important for replenishing the muscle glycogen stores that get depleted with hard training and lifting. A high-protein, high-fat chicken Caesar salad doesn't do the refueling job. More sandwiches please!
- Athletes who take this advice to consume more starchy foods than usual should know they will likely gain a few pounds. It will be water-weight. Each 1-ounce of carb stored as muscle glycogen holds about 3-ounces of water. This weight gain means you are better fueled. Pay attention to how much better your next workout feels!
 - Female athletes who restrict their food intake often experience amenorrhea. Under-fed males experience low testosterone and low libido. Both males and females experience low thyroid, low bone mineral density, and have a higher risk for bone injuries. One study reported dieting athletes lost ten-times more training days due to injuries than non-dieters (5).
 - Among young girls, body fat gain associated with puberty is often seen as a threat to performance. Some girls go to great extremes to cut back on food and curb the developmental changes that are supposed to happen. Bad idea!!! Restricting

food (valuable nutrients) puts them at a three times higher risk of getting stress fractures, as compared to their male peers. About two-thirds of weight-obsessed young ladies will develop disordered eating habits, if not an outright eating disorder.

- Athletes younger than 18 years should not manipulate their body weight (6). Parents, coaches, and teammates alike need learn how to talk comfortably about puberty and the body changes that are supposed to happen throughout middle and high school.
- Super-runner Mary Cain's story sums it up: "I was the fastest girl in America until I joined Nike" (7) Mary had been shamed about her weight and pressured to get smaller because her breasts and bottom had become too big. She lost her period for three years and broke 5 bones. Unhealthy! Mary Cain's terrible experience opened the door for many other athletes to become more vocal. The New York Times article "Female college athletes say pressure to cut body fat is toxic" (8) highlighted the need for a culture change that is now happening. Body fat measurements are no longer taken at many colleges.

- Even the military has changed their focus from percent body fat to performance (9). Soldiers need to be strong and powerful. The military now uses Fat-free Mass Index* as a way to track muscle gain, as compared to requiring soldiers to control their body fatness. (*FFMI = fat-free weight/height)

The bottom line: As an athlete, you want to:

1. Train to improve performance, not to burn calories. Surround your workouts with food, so you are not exercising on empty, in muscle breakdown mode.
2. Consume adequate calories so you are not living in energy deficit during the active part of your day. Being under-fueled leads to lethargy, cold hands, loss of menstrual periods (women) and libido (men), reduced bone health, and less pep—to say nothing of reduced ability to heal and recover from hard workouts.
3. Remember that restricting food means restricting important nutrients like protein, iron, zinc, calcium, etc. that reduce your risk for injuries. Drink milk with meals; snack on yogurt. (The current science suggests moderate amounts of dairy fat are unlikely bad for health). Enjoy sandwiches made with peanut butter. (PB-eaters tend to be leaner than folks who avoid this supposedly "fattening" food.)
4. Enjoy the success that comes with being well fed, healthy, strong, and powerful. You will always win with good nutrition!

References:

- 1) Tanda, G & B Knechtel. Marathon performance in relation to body fat percentage and training indices in recreational male runners. J Sports Med, 4:141-9, 2013 Open access
- 2) Hammer E. et al, Association of in-competition injury risk and the degree of rapid weight cutting prior to competition in Division I collegiate wrestlers. Br J Sports Med 57(3):160-165, 2023
- 3) Morehen et al. Energy expen-

diture of female international standard soccer players:

- A doubly labeled water investigation Med Sci Sports Exer 54(5):769-779, 2022
- 4) Carbohydrate fear, skinfold targets and body image issues: a qualitative analysis of player and stakeholder perceptions of the nutrition culture within elite female soccer McHaffie et al. Sci & Med in Football, 2022
- 5) Heikura et al. Low energy availability is difficult to assess but outcomes have large impact on bone injury rates in elite distance athletes Int J Sport Nutr Exerc Metab 28(4):403-411, 2018 Open access
- 6) Ackerman, K et al. REDS: time for a revolution in sports culture and systems to improve athlete health and performance. Br J Sports Med 54(7):369-370, 2020
- 7) <https://www.nytimes.com/2019/11/07/opinion/nike-run-ning-mary-cain.html>
- 8) <https://www.nytimes.com/2022/11/10/sports/college-athletes-body-fat-women.html>
- 9) Harty et al. Military body composition standards and physical performance: Historical perspectives and future directions. J Strength Cond Res 36(12): 3551-61, 2022

Nancy Clark MS RD CSSD counsels both fitness exercisers and competitive athletes in the Boston-area (Newton; 617-795-1875). Her best-selling Sports Nutrition Guidebook is a popular resource, as is her online workshop. Visit NancyClarkRD.com for info.

Reach Cyclists in 8 Western States! Advertise in Cycling Utah and Cycling West!

Email: dave@cyclingutah.com
Web: www.cyclingutah.com/advertising-info/

coffee garden

Salt Lake City 9th & 9th 801-355-3425 coffeegardenslc.com

Cache Valley Century
COMMON GROUND OUTDOOR ADVENTURES

Saturday, August 26th, 2023
Richmond, UT

Presented by Headspin Events, Organizers of the Cache Gran Fondo

"THE PERFECT LAST LONG RIDE BEFORE LOTOJA"

MILE OPTIONS
35 • 60 • 100

THE CACHE CENTURY will remain a fundraiser for Common Ground Outdoor Adventures.

USE THIS CODE: **CacheCentury23** for \$10 off and consider donating \$10 back when you register.

www.cachevalleycentury.com



ROAD RACING

Tales of Greg LeMond: America's First (and only) Men's Tour de France Winner



Greg LeMond in the Yellow Jersey in the 1986 Tour de France on stage 21 to the summit of the Puy de Dôme. Joop Zoetemelk, the reigning world champion at the time, is on his wheel. LeMond went on to win the 1986 Tour de France. Photo by Graham Watson

The US only had two other professional riders...George Mount and Greg LeMond.

"Smiling" George Mount had turned pro after the 1980 US Olympic boycott and in 1981, with almost zero fanfare, had become the first American to contest a Grand Tour, finishing 25th in the Giro d'Italia. Neo-pro Greg LeMond, Junior World Champion in 1979, was racing for the French Renault team under the tutelage of renowned coach Cyrille Guimard, Guimard was developing his protege very slowly and carefully, with a Tour de France debut still years away. Americans were suddenly starting to make their mark in professional cycling internationally!

As a junior rider in Wyoming in the early 1980s, I had to venture to Colorado to find races with sizeable fields and strong competition. In the cycling hotbed of Boulder, Colorado I competed for ten days in August of 1983 against 65 other junior riders in the Red Zinger Mini Classic. In the shops, I also found a brand new magazine: "Winning Bicycle Racing Illustrated". It would be instrumental in fueling and informing the growth of the sport of cycling in America. Riders like me could now follow our heroes as they continued to make inroads into this esoteric and previously exclusively European sport. I bought the inaugural issue, which primarily detailed the career of Belgian Eddy Merckx, the greatest cyclist of all time and...the current issue, issue #2, that was just out!

The cover detailed "Boyer and LeMond Success Abroad" with a special focus on the 1982 Worlds Road Race in England. All three of our pros competed. This would be the first real detailed accounting I had ever read of a professional road race, and it lit me up! The magazine detailed the final exciting moments of the race blow-by-blow. Boyer had launched an attack in the final mile on the long grind to the finish. He faded to 10th but LeMond, only 21 years old and in only his second year as a pro had won the silver medal. Italian Giuseppe Saronni, the winner, was already an established star in the European peloton, but Greg beat the rest including Irishman Sean Kelly, a name I knew from the Tour de France.

More importantly, we, the United States, had two riders who were right in there at the end of the World Championship going for the win!

By Dave Campbell

An excerpt from the forthcoming book "Saddling up to ride in Cowboy Country...in Spandex!"

A unique tale of both personal and American cycling history

I started racing in 1981, the first year that an American rode in the Tour de France. That rider was Jonathan (Jacques) Boyer from Carmel, California. While Americans (seen by many Europeans as cowboys) struggled to make their way in the European peloton, I struggled to make my way in an exciting but exotic sport in actual "Cowboy Country" ...Wyoming!

In fact, Boyer's tour debut was such a significant event that he was allowed to ride in a stars-and-stripes jersey, despite not being the National Champion! In 1981 there was no US National Professional Championship.

The only sealant you should ever put in a tube!

• Available in quality oriented shops •

Tubes are made to last for years... never destroy a tube by using a sealant that isn't.

Made in Utah for cyclist who want the best. Since 1982



flat-Attack 5585 So. Commerce Dr. Murray, UT 84107
801.288.1111 steveh@flatattack.com



Greg LeMond of the La Vie Claire team in the 1985 Tour de France on the Col d'Aubisque, stage 18. Phil Anderson, Sean Kelly, and Pedro Delgado are the cyclists chasing LeMond, and he's chasing the stage-winner Stephen Roche. LeMond finished second to Bernard Hinault in the General Classification. Photo by Graham Watson

And this young guy, only 21 years old and in his second year as a professional finished 2nd! Could he win it next year? The first ever US World Road Cycling Champion? And what about his prospects in the Tour de France? This could be "our guy", an American who can beat the best in

the world!

After reading about Greg LeMond in those Winning Magazines I brought home from Colorado and his 1982 Worlds medal, I was desperate to learn more about my new hero. As was often the case in that era, the coverage of that historic silver medal didn't come to me until well after the fact, so I was playing catch up. I turned to ... where else,

but my high school library, mining the card catalog for bike racing gold on the very first day of high school! While my classmates stood in line for burgers and shakes at the local Dairy Queen, I ate my rice cakes and yogurt in the library, a student of my sport. I educated myself on my new hero Greg LeMond, and how he was taking on the world!

There was not much to be found

except ... a July 13, 1981 issue of Sports Illustrated with an article entitled "Goldilocks 1, Bears 0". Young Greg vs the Big Soviet Bear! I was loosely familiar with the story of Greg defeating the Soviet Olympic Team in the Coors Classic, as the older members of my cycling club (several who "went down to Colorado to follow the Classic") regaled us with tales at the local shop. Now I wanted all the details! In the early 1980s of Ronald Reagan's America, and particularly in Cowboy Country, the Soviet Union was "the evil empire". This was a looming threat to our western way of life and so when an American kicked their asses? Oh, hell yeah!

The article's author, Barry McDermott, wrote "Now the Soviet Union has something else to worry about. It ran into Greg LeMond! The dimple-chinned, blonde-haired, rosy-cheeked Yankee Doodle Dandy from Washoe County, Nevada took on the older, more seasoned Soviet stars in the torturous nine-day stage race in the Rockies!"

What a script! Race promoter Michael Aisner had a flair for the dramatic and so, following the American boycott of the 1980 Olympics (where the Soviets dominated) he invited them to race America's premier event!

The Pro-Am event, then in its seventh year featured eleven stages in Colorado in July with a mixture of high-altitude road races featuring big climbs, downtown criteriums, and time trials. In the excellent Drake/Ochowicz book "Team 7-Eleven," Aisner recounted: "I got letters from racers, who were friends, who said the Russians will come and take all the prize money away! Why would you do this? It will ruin the race!" He noted his unwritten response was "Get off your asses and beat them!" One racer who responded positively? Greg LeMond! He said "Bring 'em on! I'll show them which wheel to get on!"

LeMond, who was barely 20 years old when the Coors started, was in his first year as a professional with the Renault-Gitane team led by Bernard Hinault. His astute director Cyrille Guimard only wanted his protege to gain experience that year ... and focus on a few races including the Dauphiné Libéré and the Coors Classic. He helped Hinault win Paris-Roubaix in April, finished third behind his team captain in June's Dauphiné, and then headed to

Continued on Page 14

Greg LeMond- Continued from page 13

America with a young French team to race the Classic!

Coors promoter Aisner noted that the Russians brought their very best riders and were “supremely confident” of winning the 538-mile event and the lion’s share of the \$50,000 purse.

“They came not just to win, but to embarrass!” Greg LeMond explains. “Facing Sergei Soukouroutchenkov and Yuri Barinov, The Olympic Gold and Bronze Medalists, was for me a real test of who would have been Olympic Champion. This was my real revenge on missing the Olympics because of the boycott.” LeMond had been a favorite for an Olympic Gold medal following a strong spring campaign with the US National team in Europe. It included an historic first American victory in a major European Pro-Am Stage Race, France’s Circuit de la Sarthe, and ultimately helped land him that 1981 pro contract.

LeMond won the Prologue Time Trial but then Russian Yuri Kashirin took over the Red Leader’s Jersey after the high-altitude Bob Cook Memorial Road Race. Miffed at how intimidated his countrymen were by the Russians, LeMond was keen to race on all terrains, even earning bonus seconds in field sprints in the criteriums!

On Stage seven, the “Suicide Hill” circuit race in Snowmass, a torturous up/down, “LeMonster” broke clear with Colombian Noberto Cesares, ultimately winning the stage and putting four minutes into the Russians. Later in that afternoon’s time trial, his second place allowed him to pull on the leader’s jersey, for good this time.

On the penultimate stage, the Morgul-Bismark road race, the entire Soviet team broke clear and only LeMond could stay with them. LeMond recalls “We went head-to-head, me against four Russians on the Morgul Bismark course. They tried every which way to drop me and every time they’d attack, I’d

chase one guy down. I would slow just before I caught him and then as the other group caught up, just before they caught, I’d attack and drop everyone. Then I’d slow down and when they caught me, they’d send somebody off and I would go after him. I just played this game with them, four against one, and they couldn’t drop me.”

With only the North Boulder Park Criterium remaining, Greg had a nearly five minutes overall lead, while the Russians lay 2nd-5th on GC and would have to be content with the team prize. 40,000 spectators gathered in Boulder’s cycling mecca, and even a last lap crash (“I over-cooked the last corner”) couldn’t keep LeMond from overall victory. And that, I found was the story of how Greg LeMond defeated the mighty Russians or as Sports Illustrated wrote: “Goldilocks slayed the FOUR Bears!”

It was an All-American success story kind of like “The Miracle on Ice”, only in this exotic sport that I was falling in love with. My sport! His irrepressible drive to succeed, ability to overcome adversity, and win against all odds would serve him well in the years to come. I loved his attitude! This was my guy and from then on, I rabidly followed the incredible story of Greg LeMond.

Perhaps more importantly for America as a fledgling cycling power, Greg was proving to be our guy! According to those Winning magazines I was studying intensely, Jonathan Boyer became only the first American to ride the Tour de France in 1981, finishing a credible 32nd. He improved to 23rd the following year and was 12th in 1983. LeMond, under his brilliant and calculating coach Guimard, whose riders had triumphed in five of the previous seven Tours up to that point, was being carefully built up for his debut in 1984. I wondered what “LeMonster” do in the Tour de France? I had to think he could be a contender. This really could be our guy!

A few weeks later, Bob Moon, proprietor of my local bike shop Freewheel Sports, returned from a bike tour around Europe. He even watched the World Pro Road Championships in Switzerland! And, he informed me LeMond had won it! Greg LeMond was the World Champion! He went in a break with a couple laps to go and by the final lap he was solo! He won alone by over a minute! An American cyclist was World Professional Road Champion and would wear the rainbow jersey in the European peloton during the 1984 season!

LeMond, in the rainbow jersey of reigning World Champion, ended 3rd in his debut Tour and won the White Jersey as best young rider. Plagued by bronchitis and sore feet, he languished in 8th place with a week to go. Guimard stated Greg was “riding the Tour on one leg”. Greg, however, as he would show again and again, is something very special. He fought back in the final week in the Alps, to make the podium. He was joined there by American Marianne Martin who had won the inaugural but sadly short-lived Tour de France Féminin. He had given all Americans hope that a male American Tour winner



Greg LeMond in the 1985 Coors Classic. LeMond took first overall. Photo by Dave Campbell

was not that far away.

Greg finished a disappointed 2nd the following year to team leader Bernard Hinault in a race many, including Greg, thought he should have won. The final margin was barely a minute after Greg waited for an injured Hinault on the mountain stage to Luz Ardiden. In a breakaway with third-placed Stephen Roche, Greg’s French team staff misinformed him of the gap to Hinault behind. Rather than aid Roche in moving past the Frenchman, the American was ordered to wait. He later realized that the gap to Hinault was much larger than he had been told, and he had thrown away a winning opportunity. Hinault, meanwhile, won his fifth Tour joining all-time greats Eddy Merckx and Jacques Anquetil. After LeMond rallied to win the final time trial, Hinault pledged his support to the American for the 1986 edition, stating to the press “next year I will suffer for him as he has sacrificed for me”.

It was after the 1985 Tour that I met my hero in person. Just 16, my best friend and training partner and I drove down to Boulder to watch the final two stages of the Coors Classic. And not just any Coors, but a mountainous California/Nevada/Colorado edition that featured the La Vie Claire team (rebadged as Celestial Seasonings Red Zinger for the event) of LeMond and Hinault. I was going to cheer and hopefully meet my hero. After crashing with a friend, we rode our bikes out to the stage with many others. So many people had turned out! The American cycling cult was out in force! We didn’t catch Greg, the race leader, prior to the start but we strategically waited by the doping control trailer after the race. No one else was there. Within five minutes, the door opened and there was my main man, Greg!

“Hi, guys!” he boisterously exclaimed. “Are you bike racers?”

“We are!” we proudly responded.

He signed our hats, our books, smiling and taking time to talk with us and listen to us. I told him I knew he would win the Tour next year. He said he appreciated that. What an ambassador of the sport and just a nice guy. He was one of us!

The 1986 Tour, well documented in Richard Moore’s excellent book “Slaying the Badger”, was one for the ages and LeMond overcame his team leader Hinault, who constantly raced against him, to become America’s first Tour de France cham-

panion. Further American history was made by the participation of the first ever American team, 7-Eleven, who won a stage (Davis Phinney) and enjoyed a day in the yellow jersey (Canadian Alex Stieda).

Greg’s incredible story was not over, however.

In the spring of 1987, while recovering from an early season injury, LeMond’s brother-in-law shot him in a hunting accident and he was unable to defend his title. Injuries and illness kept him out of the race again in 1988, but he returned in 1989 to win what many consider the greatest Tour of all time on the final day by only 8 seconds. Later that year, he won his second world road title and in 1990, again wearing the rainbow jersey, he would win his final Tour de France.

After the disqualification of Lance Armstrong for years of systematic doping, Greg LeMond, along with Marianne Martin, who won the 1984 Tour Féminin, remain the only American winners of the Tour de France.

References:

Drake, Geoff with Ochowicz, Jim. (2011) Team 7-Eleven: How an Unsung Band of American cyclists took on the World and Won. Velopress.

McDermott, Barry. “Goldilocks 1, Bears 0”. Sports Illustrated, 13 July 1981, <https://vault.si.com/vault/1981/07/13/goldilocks-1-bears-0-actually-the-soviets-did-win-the-team-title-in-the-coors-classic-but-nevadas-greg-LeMond-stunningly-took-individual-honors-to-become-the-uss-fair-haired-boy>.

Dave Campbell was born and raised in Lander, Wyoming and now resides in Bend, Oregon. A retired High School Science and Health teacher, Dave won four Wyoming state cycling championships before moving to Oregon to attend the U of O in Eugene. While there, Dave was a collegiate All American and went on to win six Oregon State Cycling Championships as well as a Masters National Road Title on the Tandem. He started writing Trivia in 1992 for Oregon Cycling News and continued the column with the Northwest Bicycle Paper. Dave also writes cycling history at “Clips_and Straps” on Instagram and announces at cycling events throughout Oregon

ADVOCACY

Bipartisan Infrastructure Law Funds Many Bicycle-Related Safety Projects

By Charles Pekow

The goodies keep coming from the Bipartisan Infrastructure Law. In late June, the U.S. Department of Transportation announced 162 RAISE grants across the country for transportation infrastructure. RAISE grants, a discretionary program expanded under the latest surface transportation reauthorization, go to communities of all sizes for infrastructure construction, repair, and planning projects to help people get around, with added benefits such as combating climate change and improving safety. This year, the administration divided the funding equally between rural and urban communities. Each state got at least one. Many should help bicyclists in the Mountain West., to wit:

- West Valencia Road: Creating Safe and Equitable Community Connections in Pima County, AZ. The \$20 million grant will improve approximately 1.3 miles of West Valencia Road, from Camino de la Tierra to Mission Road, including buffered bike lanes.
- Phoenix Cultural Corridor Project in Phoenix, AZ. This \$10,220,242 grant goes to improving 3.3 miles of roadway, including bicycle facilities between downtown, South Phoenix, and Phoenix Sky Harbor International Airport.
- Us 95 Safety Improvements: Wellton-Mohawk Canal To Aberdeen Road Project. This \$8.5 million planning grant will finish design of safety improvements of about nine miles of US 95 and allow for cycling along the roadway.
- Colorado 119 Diagonal Highway Mobility Improvement Project, \$25 million to build multimodal improvements including a bikeway between Boulder and Longmont with connections along the way. The project includes adding adaptive signal controls and AI cameras to monitor pedestrian and bicycle usage.
- Us 6 And Wadsworth Interchange And Multimodal Improvements Project in Lakewood, CO. The \$20 million grant will include building a 10-foot-wide multi-use path along both sides of Wadsworth Boulevard between 4th and 8th avenues, allowing bike access to a park, railroad station, school, and grocery stores.
- Delta Revitalizing Main Street Project, Delta, CO. \$13,196,356 to

reconstruct Main Street and include bike lanes between 13th and 16th streets.

- Foothills Transit Station and Roundabout in Fort Collins, CO. This \$10,713,570 project will build a Foothills Transit Station in the West Elizabeth transit corridor and a roundabout at the intersection of Overland Trail and West Elizabeth, an area without a transit hub. Planners anticipate the hub will generate many bike trips.
- Idaho Springs Downtown Mobility Plan, Idaho Springs, CO. The \$2.431 million planning grant will finish design of a transit hub and related infrastructure, including a connection to the Clear Creek Greenway and a Complete Streets plan to provide separate lanes for autos, pedestrians, and cyclists.
- North Portneuf Crossing, Pocatello, ID. The \$7.75 million grant includes upgrading and adding bike facilities in the area around North Kraft Road and North Main Extension.
- McCall SH55 and Deinhard-Boydston Corridor Design. The Idaho Department of Transportation gets \$2,877,512 to plan and design improvements in the area in downtown McCall, which should make it more bikeable.
- Downtown Safety and Mobility Project. Missoula, MT. A \$24,535,398 grant goes toward building a downtown transit network, including protected bike lanes and a widening of the Riverfront Trail, with connections to downtown. It also aims to close gaps in bike trails.
- Marcus Street Multimodal Planning and Design Study, Hamilton, MT. The \$877,275 planning grant will go to design multimodal use of about 1.5-miles of the Marcus Street/SR 269 corridor, including adding bicycle lanes.
- Uptown Connect: The Uptown Transit Center Joint Development, Albuquerque, NM. The \$25 million grant will rebuild the transit plaza on America's Parkway, between Uptown Boulevard NE and Indian School Road NE, which should reduce cycling accidents, a common occurrence in the area.
- Ely Downtown Infrastructure and Complete Streets Project. The Nevada Department of

ROAD BIKING

One of the Hardest Road Climbs Around: Saratoga, California's Bohlman Road/On Orbit Drive



Severe grade at the start of On Orbit Drive. Photo by John Summerson

By John Summerson

Looking for something a bit different as an uphill challenge? Perhaps short and sweet? If you find yourself in the vicinity of San Jose, California then Bohlman Road/On Orbit Drive might just be what you are looking for. In a region where ascents are common, this one stands out as one of the most difficult in the United States over a similar distance. Don't let its short (2.3 miles) length fool you, as almost the entire route is over double-digit grade. Throw in occasional traffic and multiple tight switchbacks and it's a truly demanding hill climb.

A brief shallow start soon becomes more difficult as the road swings first left and then right. As you make your way up the hill between interesting residences, the slope quite suddenly steepens. Continuing uphill within a tunnel of trees, riders soon encounter a series of tight switchbacks; at mile 1.1 there is a short stretch of 20% grade. This is the beginning of one of the most difficult miles of climbing in

the United States.

Right after this particularly steep section, a tight left-hand turn with shallow grade allows riders to catch their breath. The slope then gradually steepens again up to a 'T' intersection with On Orbit Drive. At the junction, turn left on On Orbit to quickly find even steeper grades. If the ascent is too much at this point it is possible to bail out to the right to continue uphill on the far less steep Bohlman Road.

The trees give way here to allow a bit of a view. Pedaling then eases briefly, but riders will quickly encounter an even more severe slope that includes another 20% ramp. This is part of the steepest sustained climb on the hill, forcing most riders out of the saddle to stand on the pedals. The grade eases a bit near the crest of On Orbit at mile 2.2. Turn left on Apollo Heights Court (going straight takes riders back to Bohlman Road) for one more sharp but short section of uphill before the climb mercifully dead ends.

As mentioned, Bohlman Road/On Orbit Drive is one of the steepest climbs in California, competing

with Yosemite's Old Priest Grade for the title of the steepest climb of any reasonable distance in the state. Regardless of how it might be ranked, riders should eat their Wheaties for this one.

The challenging descent is also one of the most dangerous in the area, so riders may be better off skipping On Orbit Drive on the way down and using the full length of Bohlman Road to get back to the bottom of the hill.

Crux stretch - A half-mile long section beginning at mile 1.6 averages over 16% with a dab of 20% along the way is a key to the summit.

Directions - From the intersection of Route 9 and 6th Street in Saratoga, California, head south on 6th Street to Bohlman Road (cemetery ahead and to the right). At the intersection, turn right on to Bohlman Road. The listed climb begins shortly just before the road turns to the left.

Statistics

- Total elevation: 1,569 ft
- Length: 2.3 miles
- Top elevation: 2,148 ft
- Average grade: 12.9%
- Minimum grade: 2%
- Maximum grade: 21%
- Distance >= 5%: 2.1 miles
- Distance >= 10%: 1.9 miles
- Steepest mile: 14.6%
- Steepest 3 miles: N/A

John Summerson is the author of The Complete Guide to Climbing by Bike book series including 50 Climbs by Bike in Utah and the revised 2nd Edition of The Complete Guide to Climbing by Bike in California which includes all of the giant ascents within Owens Valley

Transportation gets \$24,009,830 to rebuild US-50/West Aultman Street from 1st Street to Bell Avenue and US-93/East Aultman Street from East 10th Street to East 15th Street in downtown Ely. The project will include Complete Streets elements to improve bicycle safety.

• Charleston Boulevard High-Capacity Transit Planning, \$5,861,631 to the Regional Transportation Commission of Southern Nevada to plan a transit corridor revamp between Pavilion Center Drive in Summerlin and Nellis Boulevard in East Las Vegas, including "dedicated bicycle lanes."

• First/Last Mile Connections: Improving Communities' Quality

Of Life, \$24,494,147 to the Utah Department of Transportation to build active transportation infrastructure at about 23 light rail and bus stops in Wasatch Front which are designed to make it safer to pedal to and from mass transit.

• Spine Through the Heart Of Utah, a \$750,000 planning grant to the Spring City Corporation in Sanpete County, UT to study building about 47 miles of multi-use trails in the county. The study will address gaps in the bike network and seek to promote bicycle tourism.

Details at https://www.transportation.gov/sites/dot.gov/files/2023-06/RAISE%202023%20Fact%20Sheets_0.pdf

EAST BENCH COMPOSITES
UTAH CARBON BIKE REPAIR
Affordable • Fast • Sustainable
Set an appointment today!
EASTBENCHCOMPOSITES.COM
2374 Harrison Blvd, Ogden UT, 84401
(385) 240-5265

IF YOUR CYCLING SHORTS LOOK LIKE THIS...
...YOUR BIKE SHOP SHOULD LOOK LIKE THIS

LOYAL CYCLE CO. 15 EAST STATE STREET
FARMINGTON, UTAH - 801-451-7560

Support Your Local Bike Shop!

GEAR RUSH
ONLINE GEAR CONSIGNMENT
GEARRUSH.COM

BikeFitr
Professional Bike Fit Services
Pre-purchase, Initial Set-up, Problem-solving
Unique & Boutique Bicycles
Tri, Road, Gravel
Production & Custom Models
Fit Accessories & Components
Saddles, Cockpits, Shoes, Insoles
801.930.0855 | bikefitr.com

Hangar 15 Bicycles
877 N. 700 E.
Spanish Fork, UT 84660
(801) 504-6655
hangar15bicycles.com

Level Nine Sports
644 State St.
Orem, UT 84057
801-607-2493
levelninesports.com

Mad Dog Cycles
350 N. Orem Blvd
Orem, UT 84057
(801) 222-9577
maddogcycles.com

Racer's Cycle Service
Mobile Bike Shop
Provo, UT
(801) 375-5873
racerscycle.net

Ride 'N Bikes
36 W. Utah Ave
Payson, UT 84651
(801) 465-8881
<https://ridenbikes.business.site>

Taylor's Bike Shop
1520 N. 200 W.
Provo, UT 84604
(801) 377-8044
taylorsbikeshop.com

ARIZONA

Cave Creek
Flat Tire Bike Shop
6032 E Cave Creek Rd
Cave Creek, AZ 85331
480-488-5261
flattirebikes.com

Flagstaff
Absolute Bikes
202 East Route 66
Flagstaff, AZ 86001
928-779-5969
absolutebikes.net

Sedona
Absolute Bikes
6101 Highway 179 Suite D
Village of Oak Creek
Sedona, AZ 86351
928-284-1242
absolutebikes.net

Thunder Mountain Bikes
1695 W. Hwy 89A
Sedona, AZ 86336
928-282-1106
thundermountainbikes.com

CALIFORNIA

Box Dog Bikes
494 14th Street
San Francisco, CA 94103
415-431-9627
boxdogbikes.com

Dr. J's Bicycle Shop
1693 Mission Dr.
Solvang, CA 93463
805-688-6263
www.djsbikeshop.com

COLORADO

Southwest Colorado
Brown Cycles
549 Main Street
Grand Junction, CO 81501
970-245-7939
browncycles.com

Colorado Backcountry Biker
150 S Park Square
Fruita, CO 81521
970-858-3917
backcountrybiker.com

Over the Edge Sports
202 E Aspen Ave
Fruita, CO 81521
970-858-7220
otesports.com

IDAHO

Boise
Bob's Bicycles
6681 West Fairview Avenue
Boise, ID 83704
208-322-8042
www.bobs-bicycles.com

Boise Bicycle Project
1027 S Lusk St.
Boise, ID 83796
208-429-6520
www.boisebicycleproject.org

Custom Cycles
2515. N. Lander St.
Boise, ID 83703
208-559-6917
harlobikes@icloud.com
facebook.com/Custom-Cycles-1071105139568418

Eastside Cycles
3123 South Brown Way
Boise, ID 83706
208.344.3005
www.rideeastside.com

George's Cycles
312 S. 3rd Street
Boise, ID 83702
208-343-3782
georgescycles.com

George's Cycles
515 West State Street
Boise, ID 83702
208-853-1964
georgescycles.com

Idaho Mountain Touring
1310 West Main Street
Boise, ID 83702
208-336-3854
www.idahomountaintouring.com

McU Sports
822 W Jefferson St
Boise, ID 83702
208-342-7734
mcusports.com

Ridgeline Bike & Ski
10470 W. Overland Rd.
Boise, ID 83709
208-376-9240
ridgelinebikenski.com

Spokey Joe's Bikes & Gear
2337 S. Apple St.
Boise, ID 83706
208-202-2920
spokeyjoe.com

TriTown
1517 North 13th Street
Boise, ID 83702
208-297-7943
www.tritownboise.com

Rolling H Cycles
115 13th Ave South
Nampa, ID 83651
208-466-7655
www.rollinghcycles.com

Victor/Driggs
Fitzgeralds Bicycles
20 Cedron Rd
Victor, ID 83455
208-787-2453
fitzgeraldsbicycles.com

Habitat
18 N Main St.
Driggs, ID 83422
208-354-7669
ridethetons.com

Peaked Sports
70 E Little Ave.
Driggs, ID 83422
208-354-2354
peakedsports.com

Idaho Falls
Bill's Bike and Run
930 Pier View Dr
Idaho Falls, ID
208-522-3341
billsbikeandrun.com

Dave's Bike Shop
367 W Broadway St
Idaho Falls, ID 83402
208-529-6886
facebook.com/DavesBikeShopIdahoFalls

Idaho Mountain Trading
474 Shoup Ave
Idaho Falls, ID 83402
208-523-6679
idahomountaintrading.com

Pocatello
Barries Ski and Sport
624 Yellowstone Ave
Pocatello, ID
208-232-8996
barriessports.com

Element Outfitters
222 S 5th AVE
Pocatello, ID
208-232-8722
elementoutfitters.com

Element Outfitters
1570 N Yellowstone Ave
Pocatello, ID
208-232-8722
elementoutfitters.com

Rexburg
Sled Shed
49 East Main St
Rexburg, ID, 83440
208-356-7116
sledshedshop.com

Twin Falls
Epic Elevation Sports
2064 Kimberly Rd.
Twin Falls, ID 83301
208-733-7433
epicelevationsports.com

Spoke and Wheel
148 Addison Ave
Twin Falls, ID83301
(208) 734-6033
spokeandwheelbike.com

Cycle Therapy
1542 Fillmore St
Twin Falls, ID 83301
208-733-1319
cycletherapy-rx.com/

Salmon
The Hub
206 Van Dreff Street
Salmon, ID 83467
208-357-9109
ridesalmon.com

Sun Valley/Hailey/Ketchum
Durance
131 2nd Ave S
Ketchum, ID 83340
208-726-7693
durance.com

Power House
502 N. Main St.
Hailey, ID 83333
208-788-9184
powerhouseidaho.com

Sturtevants
340 N. Main
Ketchum, ID 83340
208-726-4512
sturtevants-sv.com

Sun Summit South
418 South Main Street
Hailey, ID 83333
208-788-6006
crankandcarve.com

The Elephant Perch
280 East Ave
Ketchum, ID 83340
208-726-3497
elephantsperch.com

MONTANA

Free Heel and Wheel
33 Yellowstone Avenue
West Yellowstone, MT 59758
406-646-7744
freeheelandwheel.com

Summit Bike Ski
26 South Grand Ave
Bozeman, MT 59715
406-587-1064
summitbikeandski.com

NEVADA

Boulder City
All Mountain Cyclery
1601 Nevada Highway
Boulder City, NV 89005
702-250-6596
allmountaincyclery.com

ELY
Sportsworld
1500 E Aultman St
Ely, NV 89301
775-289-8886
sportsworldnevada.com

Las Vegas
Giant Las Vegas
9345 S. Cimarron
Las Vegas, NV 89178
702-844-2453
giantlasvegas.com

Las Vegas Cyclery
10575 Discovery Dr
Las Vegas, NV 89147
(702) 596-2953
lasvegascyclery.com

NEW MEXICO

Bosque Mobile Bicycle Repair
Albuquerque, NM
bosquemobilebicyclerepair.com

Fat Tire Cycles
421 Montañito Rd NE
Albuquerque, NM 87107
505-345-9005
fattirecycles.com

WYOMING

Jackson Area
Fitzgeralds Bicycles
500 S. Hwy 89
Jackson, WY
fitzgeraldsbicycles.com
307-201-5453

Hoback Sports
520 W Broadway Ave # 3
Jackson, Wyoming 83001
307-733-5335
hobacksports.com

Hoff's Bike Smith
265 W. Broadway
Jackson, WY 83001
307-203-0444
hoffsbikesmith.com

The Hub
410 W Pearl Ave
Jackson, WY 83001
307-200-6144
thehubbikes.com

Teton Bike
490 W. Broadway
Jackson, Wyoming 83001
307-690-4715
tetonbike.com

REI
974 West Broadway
Jackson, WY 83001-9475
307-284-1938
REI.com/stores/Jackson-Hole

Teton Village Sports
3285 W Village Drive
Teton Village, WY 83025
tetonvillagesports.com

Wilson Backcountry Sports
1230 Ida Lane
Wilson, WY 83014
307-733-5228
wilsonbackcountry.com

UTAHBICYCLELAWYERS.COM
CHRISTENSEN & HYMAS

INJURED IN A BICYCLE ACCIDENT?

CALL FOR A FREE CONSULTATION:
801.506.0800

Support Your Local Bike Shop!

of spectacular gravel, views, and friendly competition, 3 stocked aid stations, Full SAG and support, Finish food, beer and party at Riverside Park, Jennifer Barbour, 303-503-4616, jen@teamevergreen.org, Kim Nordquist, 303-249-6168, kimnordquist@msn.com, salida76.com, teamevergreen.org

September 16, 2023 — Monarch Gravel Grinder, Idaho Panhandle Gravel Series, Sandpoint, ID, Syringa Cyclery, 208-610-9990, syringacyclery@gmail.com, syringacyclery.com

September 24, 2023 — The Crippler, Cañon City, CO, 65 Miles, 5000 Feet of Climbing, a Colorado-style gravel road race that will provide AMAZING scenery with panoramic views while simultaneously pushing your limits for climbing and descent., Adam Spahr, 619-780-1138, info@omnigravel.com, thecrippler.org

**Mountain Bike
Tours and Festivals**

July 22, 2023 — Wildflower Trailfest, Powder Mountain, UT, NEW DATE! A non-competitive, women only mountain bike ride. All ages and levels welcome. Come join us for a day of fun on Powder Mountain!, Nick Bowsher, 801-610-9422, info@wildfloweroutdoor.com, wildfloweroutdoor.com

July 22, 2023 — Pedal for the Park, Leadville, CO, A fundraiser for our new bike park project, Cloud City Wheelers, info@cloud-citywheelers.com, cloudcitywheelers.com

August 18-20, 2023 — Outerbike Crested Butte, TENTATIVE, Crested Butte, CO, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films, at Crested Butte Mountain Resort, Mark Sevenoff, 800-845-2453, 435-259-8732, outerbike@westernspirit.com, outerbike.com

September 1-3, 2023 — Wydaho Rendezvous Teton Mountain Bike Festival, Teton Valley,

WY/ID, Ride epic cross country and lift-access downhill trails, improve your mountain biking skills with clinics hosted by professional coaches at a great price, join group rides, enjoy discounted lift pass access and meet people who love bikes just like you. Don't forget that Wydaho also hosts the largest adaptive bike festival component in North America, with support of two great local adaptive organizations! Wydaho is celebrating 12 years as a family-friendly, grassroots gathering right here in the Tetons. TVTAP, 208-201-1622, info@tetonbikefest.org, Tony Ferlisi, 208-201-1622, tony@tetonbikefest.org, tetonbikefest.org, grandtarghee.com

September 9-11, 2023 — Women's White Rim Mountain Bike Clinic 1, Moab, UT, Join us for 3 days of intermediate riding with professional coaches, beautiful hikes, and gourmet meals made by Holiday's guides., Karen Johnson, 800-624-6323, 801-266-2087, karen.holidayriver@gmail.com, Natalie Osborn, natalie.holidayriver@gmail.com, bikeraft.com

September 15-17, 2023 — Caliente MTB Festival, Caliente, NV, Friday: trail work, BYOBBO, and bike movie at the park, Saturday: shuttles, vendors, dinner, raffle, live music, and bike games, Sunday: group rides and swap meet, CAMBA, 775-549-5992, calientemt@gmail.com

September 16-17, 2023 — Albuquerque Dirt Fiesta MTB Festival, Albuquerque, NM, 12 hour race, 2 hour race, and weekend long mtb festival, Seth Bush, 505-554-0059, ElCapitan@ZiariRides.com, ziarides.com

September 16-17, 2023 — Banana Belt Mountain Bike Race, Salida, CO, This classic race leads racers south out of town up a 3,000ft climb to the Rainbow trail, across the front of Methodist Mountain and back down to town., Monica Gutierrez, 719-539-6738, director@alliancechaffee.org, monarchcrestcrank.com

September 17, 2023 — Monarch Crest Crank, Salida, CO, Mountain bike event along one of IMBA's Epic mountain bike trails with proceeds going to the local nonprofit orga-

nization: The Alliance, which helps victims of domestic and sexual abuse. There will be a post-ride party in Salida's Riverside Park featuring live music, free lunch, libations, and games with space limited to 100 riders., Monica Gutierrez, 719-539-6738, director@alliancechaffee.org, Becky Rupp, crestcrank@gmail.com, monarchcrestcrank.com

September 22-24, 2023 — BetterRide Women's MTB Camp, Fruita, CO, BetterRide's Women-Only Mountain Bike Camp, Clinic and Skills Coaching covers the same core skills as the co-ed camps in a supportive, non-judgmental atmosphere. Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiency with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Ilse Harms, admin@betterride.net, betterride.net

September 25-29, 2023 — Women's White Rim Mountain Bike Clinic 2, Moab, UT, Join us for 4.5 days of in-depth intermediate riding with professional coaches, beautiful hikes, and gourmet meals made by Holiday's guides., Karen Johnson, 800-624-6323, 801-266-2087, karen.holidayriver@gmail.com, Natalie Osborn, natalie.holidayriver@gmail.com, bikeraft.com

September 29-October 1, 2023 — Outerbike Moab, Moab, UT, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films, 7000 N. Hwy 191 at Moab Brands Trailhead, Mark Sevenoff, 800-845-2453, 435-259-8732, outerbike@westernspirit.com, outerbike.com

**Utah Weekly MTB
Race Series**

April 12-August 2, 2023 — Weekly Race Series, WEATHER PERMITTING, WRS, Sundance,

Wasatch County, UT, Wednesday nights, April-August. Venue alternates between Wasatch County sites and Sundance, 5:30 pm Racer check-in and 6:30 pm prompt start time. Pros/Experts 1hr race time, Sports 50mins, Beginners 30-40mins., WRS Races, 435.565.4602(Wasatch), 801-223-4849 (Sundance), races@weeklyraceseries.com, weeklyraceseries.com

May 16-August 1, 2023 — Mid-Week Mountain Bike Race Series, Wasatch Front, Wasatch Back, Salt Lake Valley, Utah Valley, UT, Tuesday, Wednesday, and Thursday nights. Locations TBD. Fun, competitive mountain bike racing for all ages and abilities. XC races and Mini Enduro races, Bike Utah, 385-831-1515, info@bikeutah.org, Trilby Cox, 385-831-1515, trilby@midweekmtb.com, midweekmtb.com

**Regional Weekly
MTB Race Series**

May 23-August 19, 2023 — Gallatin Valley Summer Series, Bozeman, MT, Weekly series that includes road races, time trials, criteriums, mountain bike races and more. Most events on Tuesdays., Alex Lussier, lussiera@hotmail.com, Phil Rotherman, phil@rothconst.com, Mollie McKiernan, mollie.mckiernan@gmail.com, Patrick Wessel, patrickwessel@yahoo.com, gallatinvalleybicycleclub.org

**Utah Mountain
Bike Racing**

July 15, 2023 — Soldier Hollow ICUP, Intermountain Cup, Soldier Hollow, UT, Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, intermountaincup.com

July 22-23, 2023 — Big Mountain Enduro, Big Mountain Enduro Series, Brian Head, UT, Reversed for its incredible gravity fed

descents, technical single track, and access to hundreds of miles of scenic back country trails beyond the resort boundaries, Brian Head's lift served terrain is accessible to beginner through advanced level riders. This is the only BME race that does not include an e-bike category for 2021., Robert Herber, robert@bigmountainenduro.com, bigmountainenduro.com

July 29, 2023 — El Doce at Pow Mow, Powder Mountain - Eden, UT, NEW DATE! 12/6 Hour Endurance Mountain Bike Race at Powder Mountain, Utah. Solo, Duo and 3-4 Teams. 15.2 mi course lap with ~1900' elevation gain, IMBA-designed trails., Eric Bauman, 801-399-1773, eric@goalfoundation.com, Reide Thompson, 801-399-1773, reide@goal-foundation.com, eldoceut.com

August 4-5, 2023 — Abajo (Blue Mountain) Enduro, Monticello, UT, Two day, three stage race in the Abajo Mountains by Monticello Utah. Stage 1 starts Friday afternoon. A shuttle will be provided from the end of each stage to the start of the following course or to the parking area for the stage., Dustin Randall, 435-590-2741, info@roamutah.com, roamutah.com/abajoenduro

August 5, 2023 — The Rage at Snowbird ICUP, Intermountain Cup, Snowbird, UT, XC race. Snowbird has done a great job with some new trails and creating trails for real MTB racing with a great mix of fast flow single track, service roads, and a few short technical sections to keep you on your toes. 5-25 miles, 570' elevation gain per lap. Beginning just above the Tram Plaza at Snowbird Center on the dirt road, this 5.1 mile course offers up approximately 570ft of climbing per lap., Margaret@redrockbicycle.com, intermountaincup.com

August 12, 2023 — Sundance Showdown Downhill, TENTATIVE DATE, Go-Ride Gravity Series, Sundance Resort, UT, USAC sanctioned Downhill, Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

August 19, 2023 — Odyssey at Brian Head Enduro, Intermountain Cup Endurance

JOIN CYCLING WEST! MAKE THE WORLD A BETTER PLACE THROUGH CYCLING!


COMMUNITY CYCLING FREE LATE SPRING 2023

CYCLING WEST

UTAH • IDAHO • WYOMING • NEVADA • COLORADO • NEW MEXICO • ARIZONA • MONTANA • CALIFORNIA

2023 EVENT CALENDARS INSIDE!

MAY IS BIKE MONTH!



IN THIS ISSUE:

- 2023 EVENT CALENDARS!
- BIKE ADVOCACY
- BIKE TOURING ICELAND
- CYCLING AND AGING PART 2
- GIRO CYCLING TRIVIA

SEA OTTER TAKEAWAYS

- LA BEACH TO BLANCHARD
- BEETROOT
- INTUITIVE EATING
- GIVING UP THE BIKE
- TRUE GRIT

ROAD • MOUNTAINS • GRANDPARKS • TOURING • RACING • COMMUNITY • ADVOCACY

\$30/YEAR

cyclingutah.com/subscription-info/

Supporting Adaptive Recreation Programs at the National Ability Center



SUMMIT CHALLENGE

2023

AUGUST 26 | 2023

100 | 80 | 50 | 25 | 16 MILE ROAD RIDE

PARK CITY, UTAH




REGISTER: SUMMITCHALLENGE100.ORG



BICYCLE ART***Zooming Through the Divide: The Bicycle Art of David Vincent Gonzales***

Name of Artist: David Vincent Gonzales

Title: Zooming Through the Divide

Medium: Acrylic

Size: 36x30x2

Brief artist's statement: When I was one years old, I was nearly flat-

tened by a truck in Germany, and it was a cyclist who swooped in to save me. My parents turned their backs for a moment, and there I went rolling down the sidewalk in a stroller to meet impending doom. My parents were hysterical and chased me down. After they saw that I was okay, they looked up to thank the man on the bike. My parents said that he was nowhere to be seen.

After I won the art poster contest in

2015 for the USA Pro Challenge in Colorado; this story came flooding back into my memory. Ever since then, it has deepened my connection to cycling.

"Zooming Through the Divide" is a painting I created during the Pro Challenge that depicts cyclists racing through the Continental Divide near Aspen, CO. One of my career highlights was collaborating with Tour de France legend Greg LeMond

to help raise money for inner-city youth. Taking on a challenge like a bike race is physical, emotional and can be a transformative experience. It is this cathartic encounter with life that I strive to depict in my paintings.

Where can people find or buy your art?: DVGart.com, Thomas Anthony Gallery (Park City, UT), Raitman Art Gallery (Breckenridge

& Vail, CO) and Inart Gallery (Santa Fe, NM)

Website: DVGart.com

Social media handles:

Instagram: @DVGartist

Facebook: DVGartist



ACTIVE, HEALTHY, CONNECTED COMMUNITIES

Biking and walking in your community has a bigger impact than you might realize. It helps you save money. It helps you live a healthier life. And it improves traffic, parking and air quality for everyone.

UDOT's Move Utah program works with government organizations and community leaders to provide community-level planning and design assistance — which gets more people walking and biking safely and improves all our lives.

Move.Utah.gov

A UDOT Program

PARTNERS

