

VOLUME 24 NUMBER 3

FREE

MAY 2016

CYCLING WEST

UTAH • IDAHO • WYOMING • NEVADA • W. COLORADO • N. ARIZONA • MONTANA

2016 BIKE EVENT CALENDARS INSIDE!
UTAH, IDAHO, WYOMING, NEVADA, W.
COLORADO, N. ARIZONA, & MONTANA

MAY IS BIKE
MONTH!
CELEBRATE!

FEATURING:

- BIKE MONTH PREVIEW
- TOURING NEAR CAPITOL REEF
- CALENDAR OF EVENTS
- BIKE FIT FOR MORE POWER
- IDEAL BODY WEIGHT
- UTAH BIKE SUMMIT

- FIRST SEASON OF COMPETITION
- EAST CANYON ROAD RACE
- CYCLING ON INDIAN RESERVATIONS
- BEAVER DAM GRAVEL GRINDER PREVIEW

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

BIKE MONTH

May is Bike Month!

By Dave Iltis

May is Bike Month! And it's time to get out, ride your bike, celebrate, and pedal to work, school, church, on the road, in the dirt, racing or just riding along! In Utah, Idaho, Arizona, Montana, Nevada, and surrounding states, there are a ton of events happening this month that are fun and encouraging for all cyclists.

Bike Month was established in 1956 and is a month long celebration of the bicycle! In Utah, the Governor declares May is Bike Month each year. Nationally, festivities are lead by the League of American Bicyclists

(bikeleague.org).

National Bike to Work Week is from May 16-20, 2016. This is a time to leave the car at home, leave the bus pass in your pocket, and ride your bike to work. The week culminates with National Bike to Work Day on Friday, May 20, 2016. Casual Friday is now Bike Friday! Look for Bike Week events in Bozeman, Boise, Reno, and Utah.

In Utah, there are a number of other planned Bike to Work Days throughout the month. See the calendar below for details. Join your fellow citizens and politicians to encourage more people to ride to work.

National Bike to School Day is May 4, 2016. Ride your bike to school, and arrive refreshed and ready to study.

The National Bike Challenge starts May 1 and runs through May 31. It's a great way to highlight your participation in riding this month. For details, see nationalbikechallenge.org.

The annual Cyclofemme Ride takes place worldwide on May 8, 2016, Mother's Day. This is a low key ride for women to ride together. Look for rides in Utah in Salt Lake City, Provo (on May 7), and many other locations (see cyclofemme.com for a full list). If you can't find a ride near you, the website has details on how to organize your own.

The Ride of Silence is a ride to remember fallen cyclists – those who have been killed or injured while riding their bikes. Rides are held in silence and the ride of silence poem is often read before hand. Look for rides in Salt Lake City and Provo, Utah; Prescott, Arizona; Las Vegas, Nevada; and Heyburn and Boise, Idaho. If you want to create your own ride, or find information on rides not listed in our calendar, see rideofsilence.org.

There are events including bike swaps to brewery tours to bike to work to bikes for kids. See the schedule below, or look for more in the calendar of events in this issue.

Happy Bike Month!

Bike Month Events

May 1-31, 2016, Provo Bike Challenge, Utah Bike Month, Provo, UT, Prizes and awards. Join the challenge and keep track of your riding all

month. Part of the National Bike Challenge. Aaron Skabelund, 385-207-6879, a.skabelund@gmail.com, provomayor.com/2015/04/28/provo-bike-challenge/

May 2, 2016, Bicycle Rodeo and Cruiser Ride, Utah Bike Month, Riverdale, UT, 6:00pm at Riverdale Elementary School as part of the city's Live Fit Program. Registration is free for Riverdale residents, their friends, and families. Cruiser ride too!, Micheal Staten, 801-589-2686, mstaten@ensignutah.com, riverdalecity.com/departments/recreation/Bike/Bike_Week.html

May 2-30, 2016, Monday Night Night Ride, Utah Bike Month, Provo, UT, Joaquin Park, 400 E 400 N, 9 pm every Monday in May., Aaron Skabelund, 385-207-6879, a.skabelund@gmail.com, bikeprovo.org

May 4, 2016, National Bike to School Day, Utah Bike Month, Everywhere, UT, A day to climb out of the motor vehicle and onto your bike on your way to school., None, noemail@cyclingutah.com, walkbiketoschool.org/ready/about-the-events/bike-to-school-day

May 5, 2016, Ogden Bike Park Shindig 2016, Utah Bike Month, Ogden, UT, Fundraising event and party to benefit the Ogden Trails Network and The Ogden Bike Park May 5th 5:30-8:30 pm - The Front Climbing Club 225 20th St, Josh Jones, 801-629-8757, joshjones@ogden-city.com, ogden-city.com, [facebook.com/events/1071396846232542/](https://www.facebook.com/events/1071396846232542/)

May 7, 2016, Cyclofemme Ride, Utah Bike Month, Provo, UT, Join us for the Third Annual CycloFemme ride. We are teaming up with the Provo Bicycle Collective and Provo City to make this ride a great. This will be a casual ride for all ages. The ride will start at Center Street and University Ave. at 2 pm the City Buildings and will take a nice slow paced 5 mile ride around Downtown Provo ending at Joaquin Park., Heather Skabelund, 971-404-1557, bikeprovo@gmail.com, Jennifer Messenger, jennbobenn17@yahoo.com, cyclofemme.com

May 7, 2016, Ogden Bike Swap, Utah Bike Month, Ogden, UT, Ogden Bicycle Collective is hosting a Bike Swap 9 am - 5 pm, 936 28th St., Josh Jones, 801-629-8757, joshjones@ogden-city.com, Clint Watson, 801-997-0336, clint@ogden-bikecollective.org, bicyclecollective.org/locations-a-hours/ogden/item/474-ogden-bike-swap-may-7th-2016

May 7, 2016, Bikes and Trikes, Utah Bike Month, Provo, UT, Memorial Park, 800 East Center Street, time TBA, Aaron Skabelund, 385-207-6879, a.skabelund@gmail.com, bikeprovo.org

May 8, 2016, Cyclofemme Ride - Performance Bike Shop, Utah Bike Month, Salt Lake City, UT, The most happening thing in Salt Lake City and in the rest of the world on May 10th is a beautiful idea and movement created by Girl Bike Love, Language Dept and League of American Bicyclists. Please come join us, Performance Bicycles of Salt Lake City as We Ride Together, accompanied by you all during CycloFemme 2016. This is a NO-DROP, meeting at our location, 291 W 2100 South, Salt Lake City, celebrating Women on Bikes, and we hope to see you there! Make sure you check out the important info below!- Free Bike

Continued on page 3

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Cover Photo: Mindy McCutcheon (Canyon Bicycles Shimano) on the front in the Pro/1/2/3 women's category at the East Canyon Echo Road Race on April 16, 2016..

Photo by Dave Iltis. Find a complete photo gallery at gallery.cyclingutah.com

**Bike Month! -
Continued from page 2**

Checks 9:30 AM, Safety Brief 9:45 AM (Must be present!), Ride starts at 10:AM, Helmets are required, Those under 13 must be accompanied by an Adult, Please bring a spare tube, if you don't have one we stock most tubes but please call first, Have Fun!, Performance, 801-478-0836, pbs128mgr@performanceinc.com, cyclofemme.com

May 10, 2016, Bike to Work Day in Provo City, Utah Bike Month, Provo, UT, 7:30-9:00 a.m. at the Historic County Courthouse (west lawn) off of University Avenue/Center Street in Provo, Utah. Free food, bike swag, and bike safety checkups. Police Escorted Bike Ride with Mayor Curtis begins at 8:00 a.m. sharp and is approx. 3 miles long around town. Breakfast Stations hosted by employers, large and small, across the city., Stacey Adamson, 801-227-8958, sadamson@rideuta.com, Aaron Skabelund, 385-207-6879, askabelund@gmail.com, utahideshare.com, rideuta.com

May 11, 2016, Bikes vs. Cars Movie, Utah Bike Month, Park City, UT, 7 pm, part of Park City Film Series, Jim Santy Auditorium, 1255 Park Ave, Director, 435-615-8291, director@parkcityfilmseries.com, parkcityfilmseries.com

May 12-14, 2016, Weber Pathways Weed Days, Utah Bike Month, Eden, UT, Partnership with USFS, focused on eradicating invasive weeds including puncturevine, Dyer's Wood, Star Thistle. May 12 - Huntsville Guard Station 6620 E. 100 S. Huntsville, 9 am to 1 pm; May 13 29th St. Trailhead, Ogden, 9 am to 1 pm; May 14 Eden - Eden Bowery, 2150 N. 550 E. Eden, 9 am to 1 pm - with art and craft show, barbeque, and Dyer's Wood demonstration, Rod Kramer, 801-393-2304, outreach@weberpathways.org, weberpathways.org

May 13, 2016, Ghost Ride, Utah Bike Month, Provo, UT, Friday the 13th Ghost Ride, sponsored by Provo Cycling Ghost Tours, Joaquin Park, 400 E 400 N, Aaron Skabelund, 385-207-6879, askabelund@gmail.com, bikeprovo.org

May 14, 2016, SLUG Cat, Utah Bike Month, Salt Lake City, UT, Alleycat race. Registration from 4-5 at Saturday Cycles. Event from 5-7 pm., Angela Brown, 801-487-9221, angel@slugmag.com, John Ford, 801-487-9221, johnford@slugmag.com, slugmag.com

May 14, 2016, Get Into the River Festival, Utah Bike Month, Salt Lake City, UT, Come learn about the animals and habitats supported by the river and how communities and individuals are enjoying it each and every day. There will be educational and recreational demonstrations during the festivities. Bring your bikes, your strollers, and your walking shoes and experience the Jordan River Parkway, Jen Parsons-Soran, 801-502-6794, getintotheriver@gmail.com, getintotheriver.org

May 14-20, 2016, Reno Bike to Work Week, Bike Month, Reno, NV, Bike to Work in Reno. Rides, Events, Prizes, Perks. Log your miles., Bike Washoe, info@bikewashoe.org, bikewashoe.org

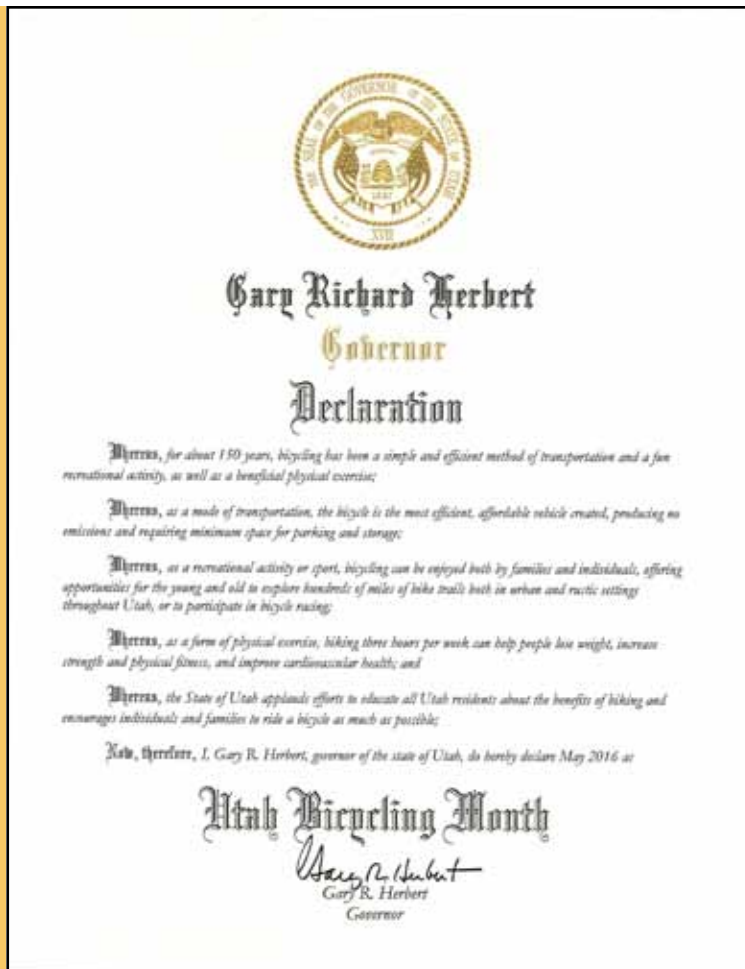
May 16-20, 2016, Utah Bike Week, Utah Bike Month, Salt Lake City, UT, Week-long festival with bike races, Bike Bonanza, Bike to Work Day, and more., Dave Iltis, 801-328-2066, dave@cyclingatutah.com, cyclingatutah.com, event-calendars/bicycling-events-swaps-and-festivals/

May 16-21, 2016, Boise Bike Week, Bike Month, Boise, ID, A celebration of cycling in all of its forms, Boise Bike Week take place in the middle of National Bike Month and recognizes National Bike to Work Day on Friday-May 20th. There is something for everyone: Mountain bike clinics, gravel rides, movies, women's rides, Bike to Work Breakfast, Market rides and commuter seminars. It all culminates with a big block party on Saturday May 21st in downtown Boise. Come ride with us!, Lisa Brady, 208-761-8507, lvca@biketreasurvalley.org, boisebikeweek.org, biketreasurvalley.org

May 16-20, 2016, Bike to Work and School Week, Utah Bike Month, Logan, UT, Encouraging cycling with information booths at the CVTD Transit Center and USU. Refreshments, tune-ups and educational materials. Everyday throughout the week from 7:30 - 9:30 am., Aggie Blue Bikes, 435-797-8139, tj.hall@usu.edu, Dayton Crites, 435-755-1646, dayton.crites@cacheounty.org, trails.cacheounty.org, aggiebluebikes.org

May 16-20, 2016, Utah Bike to Work Week, Utah Bike Month, All, UT, State employees across Utah are being encouraged to use their bikes to get to work this week. This could include using their bikes in conjunction with public transportation as a means of reducing single-occupancy vehicle trips. This effort is a way to raise awareness about active transportation options available to commuters., Heidi Goedhart, 801-964-4564, hgoedhart@utah.gov, udof.utah.gov

May 16-20, 2016, Bozeman Bike Week, Bike Month, Bozeman, MT, Celebrate bike commuting with the Bozeman cycling community the week of May 16, 20. There will be morning stops each day and an end of week party on Friday!, Alex Lussier, lussiera@hotmail.com, Megan Lawson, 406-570-7475, meganmclaw.com



son@gmail.com, Gallatin Valley Bicycle Club, gybcbike@gmail.com, gallatinvalleybicycleclub.org, gallatinvalleybicycleclub.org/community-events/bike-to-work-week/

May 18, 2016, Ride of Silence, Utah Bike Month, Salt Lake City, UT, Cyclists will take to the roads, escorted in a silent procession to honor cyclists who have been killed or injured while cycling on public roadways, meet at 6:30 at the Gallatin Center in downtown Salt Lake City. Ride leaves at 7 pm. Bike ride at 10 to 12 mph, mostly flat or minimum grade, about 11 miles., Tegan Feudale, 717-503-4275, tegan@bikeutah.org, rideofsilence.org

May 18, 2016, Ride of Silence, Utah Bike Month, Provo, UT, Join cyclists worldwide in a silent slow-paced ride - in honor of those who have been injured or killed while cycling on public roadways. Dixon Middle School, 750 W 200 N., Lucy Ordaz, 801-787-4384, lucyo@provo.edu, rideofsilence.org, [facebook.com/event/850656535006205/851159871622538/](https://www.facebook.com/event/850656535006205/851159871622538/)

May 18, 2016, Ride of Silence, Bike Month, Prescott, AZ, Ride to honor dead and injured cyclists and to honor Amber Harrington who was killed by a drunk driver in 2015. Organized by Greater Prescott Bicyclists Coalition, Eric Post., rideofsilence.org

May 18, 2016, Ride of Silence, Bike Month, Las Vegas, NV, Ride to honor dead and injured cyclists. Register 6:00 until 6:50 in the parking lot of the Regional Transportation Commission of Southern Nevada Building (RTCSN) at 600 South Grand Central Parkway south of the intersection of South Bonneville (Alta Drive) and South Grand Central Parkway. Ride starts at 7., James Little, rideofsilence.org

May 18, 2016, Ride of Silence, Bike Month, Boise, ID, Ride to honor dead and injured cyclists. Camels Back Park at 6pm, ride followed by a Road Safety Forum., Lisa Brady, 208-761-8507, lvca@biketreasurvalley.org, rideofsilence.org, biketreasurvalley.org

May 18, 2016, Ride of Silence, Bike Month, Heyburn, ID, Ride to honor dead and injured cyclists., Kim Walton, 208-678-3764, rideofsilence.org

May 19-21, 2016, Road Respect Southern Utah Tour, Road Respect Bike Tour, Utah Bike Month, Southern, UT, The Road Respect Bike Tour is a series of organized rides (free to public) focused on roadway safety and respect



Heidi Goedhart, UDOT's new Bicycle and Pedestrian Coordinator, rides through Salt Lake City's trend setting protected intersection at 300 S. and 200 W. The Bike Month banners will be up throughout May to celebrate the bicycle!

Photo by Dave Iltis

between cars and bikes. Ride details with routes on the website provided. 5/19/16: Richfield, 5/20/16: Cedar City, 5/21/16: Enterprise, Keri Gibson, 801-243-7571, kgibson@utah.gov, Jack Lasley, 801-450-8232, lasley@utah.gov, roadrespectutah.org

May 19, 2016, Bicycle Pit Stops, Utah Bike Month, Salt Lake City, UT, 7 a.m.-9 a.m. Morning commuter pit stops throughout Salt Lake City on popular bicycle routes. Snacks, safety info, bike maps. See facebook the week before for locations., Phil Sarnoff, 801-440-3729, psarnoff@bikeutah.org, Salt Lake City Transportation, 801-535-6630, bikesic@slcgov.com, bikesic.com, [facebook.com/bikesic](https://www.facebook.com/bikesic)

May 20, 2016, National Bike to Work Day, Utah Bike Month, Everywhere, UT, A day to climb out of the motor vehicle and onto your bike on your way to work., None, noemail@cyclingatutah.com, bikeleague.org

May 20, 2016, Ogden Mayor's Bike to Work Day, Utah Bike Month, Ogden, UT, Ride to Work with the Mayor - We will meet the Mayor at the South end of the Dee Events Center Parking lot 1300E 4600S on his ride into work at 8am, the group will ride with the mayor to the Ogden amphitheater (343 25th st) for a breakfast hosted by Ogden City, Threshold Gives, UTA, and WOBAC. Can't make it up to ride with the mayor? Then just pedal on down for breakfast. See you there! Food served until 10am, Josh Jones, 801-629-8757, joshjones@ogden.city, ogden.city, [facebook.com/events/1080722501970185](https://www.facebook.com/events/1080722501970185)

May 21, 2016, Bike Day with the Mayor of Springville City, Utah Bike Month, Springville City, UT, 10:00 a.m. bike ride with the Mayor around town. Opening of the Splash Pad at the Springville Civic Center to follow the ride. Springville Civic Center - 110 South Main Street, Free food, bike swag, and bike safety check-ups., Rod Oldroyd, 801-491-7684, roldroyd@springville.org, springville.org

May 21, 2016, Ogden Bike Park Spring Trail Jam, Utah Bike Month, Ogden, UT, 10am - Top of 9th street at the Ogden Bike Park, 3 new trails build

for the 2016 ride season will be showcased to the public along with free shuttles and food. Come enjoy one of the greatest places to ride in Utah., Josh Jones, 801-629-8757, joshjones@ogden.city, ogden.city

May 22-27, 2016, Flagstaff Bike to Work and School Week, Bike Month, Flagstaff, AZ, Bike to work, record your commute, win prizes!, Joe Shannon, 928-523-1740, joseph.shannon@na.edu, Anthony Quintile, 928-779-5969, flagstaff@absolutebikes.net, flagstaffbiking.org

May 24-29, 2016, Gear Up for Bike to Work Week, Utah Bike Month, Salt Lake City, UT, Come tune your bike at the Collective to get ready for bike to work day. 3-9 pm weekdays, 12-7 Saturdays, 12-5 Sunday., Davey Davis, 801-328-2453, davey@bicyclecollective.org, bicyclecollective.org

May 27, 2016, Bike To Work Day, Utah Bike Month, Park City, UT, Meet at Basin Field House and Doubletree Hotel at 7 am., Heinrich Defers, 435-649-8710, 435-659-1188, hdefers@parkcity.org, mountaintrails.org, basinrecreation.org

May 31, 2016, Salt Lake County and City Mayor's Bike to Work Day, Utah Bike Month, Salt Lake City, UT, A mellow ride with Salt Lake County Mayor Ben McAdams, Mayor Jackie Biskupski, South Salt Lake Mayor Cherie Wood, and other local municipalities under police escort. Breakfast, music, and more at 7:15 am, beginning at Sugar House Draw by 1300 E. In Sugarhouse Park. Bike ride begins at 8am and ends at the Salt Lake City and County Building., Alison Weyher, AWeyher@slco.org, Tara Olson, 801-535-6167, Tara.Olson@slcgov.com, slco.org/bicycle, slcgov.com/biketoworkday

June 11, 2016, Bike Prom, Utah Bike Month, Salt Lake City, UT, Bike Prom, the Bicycle Collective's annual fancy shindig. Pierpont Place, 163 W. Pierpont Ave. Wear your prom outfits. Pre-prom ride: 6:00pm starting at Pioneer Park., David Davis, 801-328-2453, info@bicyclecollective.org, bicyclecollective.org, bikeprom.com

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COMMUTER COLUMN

Commuting With Dogs - Tips for Riding With A Canine

Jamie rides to work with Chorney each day. Chorney is on a short leash attached to the rear rack.
Photo by Stephen Morningstar

By Jamie Morningstar

Owen Hancock and I work for Qualtrics, an Internet software company based in Provo, Utah. In addition to the fast-growing startup perks like catered lunches, casual offices, and sweet equity, Qualtrics boasts a special benefit: dog-friendly campuses! As long as the dog is (reasonably) well-behaved and (reasonably) well-groomed, man's best friend is welcome at work.

I love working in a dog-friendly environment, even though I have to apologize for the occasional bark in the background when I'm on the phone with a customer. Dogs add an affectionate, casual, playful vibe to the office. I'm also grateful to be able to spend the day with my pup rather than leaving her home alone.

As cycle commuters, however, Owen and I faced a challenge - how could we maintain a regular schedule of biking to the office and also take advantage of the Qualtrics dog-friendly workplace? Where there's a will, there's a way.

About Jamie and Chornaya

I work in the Qualtrics Provo office. I live in nearby Orem and commute by bike year-round (see the March 2014 Cycling Utah Commuter Column). My daily commute is quick

and easy 2.5 miles each way through side streets and bike trails.

Chornaya, or Chorney for short, is a six-year-old black Labradoodle. She's a very affectionate, very energetic dog. Cycle commuting with Chorney was borne out of necessity for two reasons:

1. I get to work by bike and if Chorney was going to come to work, she had to get there by bike as well.

2. Chorney has a lot of energy. At six, she's only just getting over her puppy wiggles. And if she was going to survive hanging out at my desk for eight or ten hours a day, she needed to run off some energy in the morning.

Chorney is a medium-sized dog and a great runner, so I knew that with some training and practice she would do well running alongside my bike as I rode. There are several products created specifically for riding with a dog, such as the WalkyDog, but in the end I found that a short 24-inch leash clipped to my rear rack with a carabiner was the best equipment for us. The leash is long enough that Chorney can get out of the way of my pedals but short enough that she can't get around in front of the bike to trip me up.

The key to successfully riding with Chorney is a no-pull harness. Chorney is a pretty well-trained dog, but she's still susceptible to getting

distracted when a critter crosses the street or a dog barks from behind a fence. I know that for my safety and hers it is imperative that Chorney can't pull me off-course if she bolts. The no-pull harness ensures that Chorney has to stay with me even if she'd rather go check something else out.

About Owen and Albert

Owen moved from Utah to Seattle last February to help Qualtrics open up a new engineering office. During the first year, he commuted between Provo and Seattle every week while his wife was finishing up pharmacy school at the University of Utah.

About the same time, Albert joined Owen's family. Albert is a fourteen-month-old white Maltese. He is a small dog, weighing about 14 pounds.

Owen's apartment in West Seattle is about 5 miles from the office, which doesn't seem like much, but during rush hour the drive can take more than 30 minutes! There are alternate commuting options such as busses and a water taxi that can make the commute easier, but biking actually is the fastest way for Owen to get to and from work. Plus, when Owen rides his bike he doesn't have to worry about parking, toll roads, or road rage, he reaps the health benefits, has fun, and most importantly spends time with Albert!

Albert accompanies Owen to



Owen brings Albert to his job at Qualtrics in Seattle. His commute is 5 miles each way.
Photo by Chelsey Hancock



Chorney is on a short leash attached to the rear rack with a carabiner.
Photo by Stephen Morningstar

work in a cute little backpack. Before committing to a pack, Owen did a lot of research because he wanted something that was low-profile and stylish. He found the perfect pack online from Timbuk2 called "The Mutt Mover." It is different from other backpacks because the dog sits sideways in the pack rather than backwards. The only downside to the Mutt Mover that Owen has found is that the bag doesn't have a built-in laptop holder. However, Albert is small enough that he can slide his laptop case right next to Albert in the pack.

Starting Out - Owen's Training Process

Albert is a professional commuter, accompanying Owen to work and flying on planes since he was 8 weeks old. Starting training young has definitely made the process easier and now Albert is used to being schlepped around town in his pack.

Teaching Albert to love the back-

pack was natural. Dogs love sticking their heads out of car windows, and the backpack provides Albert with the same experience. Owen started using the backpack with Albert when he was a puppy, initially introducing him to it with lots of treats and praise. After the first ride, Albert was hooked.

Now, whenever Owen grabs his helmet Albert knows that it's time for a ride. Albert walks over to the pack and waits for Owen. And if Owen takes too long getting ready, Albert gets impatient and will paw at the backpack until it's time to go.

Owen's Mutt Mover has seen a lot of mileage. He uses the backpack when riding his bike and also when commuting by bus, train, and even by airplane! If Owen is going anywhere with Albert, he makes sure to take the backpack because he can put him in the pack to go into a store or restaurant. Thankfully, Owen and Albert have only been turned away once!

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Starting Out - Jamie's Training Process

I knew that cycling with Chorney had the potential to be dangerous, so many days before our first commute we started off with simple rides up and down our street and around the block.

At first, Chorney was understandably nervous around the bike, but once she started getting comfortable with staying on my right side and not straining too far ahead or falling behind we began training with vocal commands.

Before I slow, stop, or turn I tell Chorney what's going on. I tell her "slowing" or "turn right" and I'm not saying that she can actually discern her right from left (although, who knows, sheep dogs do far more!) but at least she knows that if I tell her we're stopping or turning she needs to pay attention.

Catastrophes Averted - Jamie

Chorney and I have ridden hundreds of miles together with only two incidents.

The first was completely my fault. We were riding to the park, not our usual commuting route, and I turned right a little abruptly and without giving Chorney the notice she was used to. I turned right into her and we tumbled to the ground. Bike, rider, and dog were all fine and I took it as a good lesson in preparing myself and my dog before turning, especially when on an unfamiliar route.

The second was this winter during a slushy, sloppy day. Chorney and I had navigated to the turn lane on a fairly quiet side street and were slowing to turn left. A car buzzed around us on the right and disturbed a pile of slushy snow, making a big sound that surprised both me and Chorney. She spooked and bolted. Thanks to the no-pull harness she wasn't able

to pull me over, but we both wobbled a bit to regain our composure, which was especially nerve wracking to me as we were in the center lane and exposed to traffic on both sides.

Catastrophes Averted - Owen

Owen and Albert have only had one major accident. They were descending a hill during heavy traffic and came to embedded light-rail tracks. Usually Owen slows down and crosses the tracks perpendicularly, but because of the heavy traffic he was trying to match speed with the cars and didn't cut over the tracks at a sharp enough angle. His front tire got wedged in the gap, and Owen fell over the handlebars, head-first, into oncoming traffic.

Fortunately, Owen reacted quickly and moved out of the way in time, but when he stood up he realized that Albert was no longer in the backpack. Albert had jumped out during crash, run across the street, and was waiting patiently for Owen on the sidewalk.

The backpack has a built-in collar hook to prevent the pooch from jumping out, but that day Owen hadn't restrained Albert before leaving on his commute. That day was the last time Owen left Albert unhooked, and there have been no further incidents.

Bad Weather Advice

Although Seattle is notorious for rain, it rarely pours. True Seattleites don't let a little rain stop them, so rain or shine Owen rides with Albert. Owen keeps a towel at work for Albert so he can dry off his face when they arrive, and Owen can always opt for the bus on days with truly bad weather.

Visibility in the rain can be a problem. In addition to Albert's white head sticking out (which actually does a pretty good job of drawing attention), Owen has a light that

he attaches his helmet in addition to front and rear lights on his bike.

As for Chorney and I, we cycle commute year-round and she needs very few weather-based pieces of equipment. I do have booties for Chorney to wear in the snow, but most of the time we go without unless it's icy and I'm afraid that her paws might get cut. Thanks to her furry coat she doesn't need any extra layers in the cold except for a reflective vest that I put on over her harness if we are riding in the dark or at dusk.

The biggest weather issue for Chorney is hot pavement. Wisdom says that if you can't comfortably hold your hand on the pavement for 10 seconds, it's not safe for a dog to walk on either. Sometimes Chorney and I will hang out at the office a little later on summer afternoons to give the worst of the heat time to dissipate and sometime my husband will pick Chorney up on his way home from work if the pavement is too hot for her to run. I can also put her winter booties on during the summer to protect her paws.

Well Worth the Trouble

When Owen's hunched over his bike, riding up and down the Seattle hills in the rain, he admits that there have been times that he wishes he didn't have Albert weighing him down. At those times, Owen simply has to look back at Albert's smug face, tongue out, and realize how much Albert loves every day's commute.

Owen's favorite part of the commute is waiting at stoplights. At least twice a week someone will pull up next to Owen and Albert on their bike or in their car and ask to take a picture. His cuteness is irresistible!

As for me, it's a little extra work to ride with Chorney. I don't get to zip in to work at top speed and have to take it even slower when she tires. I have to prepare her for turns and stops. I have to protect her and myself from unleashed dogs that come up to us when we're riding on bike trails. Commuting with a dog definitely does have its annoyances.

But when I pull her harness out in the morning and she sits up on her back legs so I can more easily get her harness on, when I see her running next to me with her big doggy smile, and when she's napping peacefully in her bed next to my desk at work, I know that riding with a dog truly makes commuting communal.

If you have a suggestion for a commuter profile, have a commuter question, or other comments, please send it to dave@cyclingatuh.com.

What's on your mind? Send your feedback and letters to the editor to: dave@cyclingatuh.com

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EVENT PREVIEW

Bike MS to Celebrate 30 Years with Ride in June

By Dave Iltis

April 21, 2016 – Bike MS, a two day bike tour organized by the Multiple Sclerosis Society of Utah will hold their 30th anniversary ride on June 25-26, 2016 in Logan, Utah. The ride consists of two days of cycling through the beautiful roads of Cache County. The ride raises funds for research on multiple sclerosis, a disease that damages the myelin (nerve sheath) and can cause muscular impairment, extreme fatigue, blurred vision, and numbness.

We asked Melissa Mathews of the MS Society to tell us more about this year's event.

Cycling West: This year is the 30th Anniversary of Bike MS. What special festivities and themes will you have this year?

Bike MS: Our theme this year is "Throw Back Thirty" to celebrate our 30 years of Bike. We want to celebrate our heritage, our cyclists who have been riding with us for 30 years and really capitalize on the 80's decade.

We are encouraging our Rest Stops to also celebrate the 80's. Harmons, our presenting sponsor is hosting a Rest Stop at the 30-mile mark to celebrate our 30th Anniversary with an 80's band. We will have other bands and entertainment as well throughout the event.

Cycling West: Tell us about the courses for each day. What are the

highlights? What is the difficulty level? What are the length options each day?

Bike MS: This two-day event is based out of the Cache County Fairgrounds in Logan, Utah and offers route options for all levels of cyclists. Riders can choose to ride as little as 45 miles one day or as much as 150 miles over both days.

Day one's course heads north towards Idaho and is relatively flat with options of 45, 75, or 100 miles. On Sunday, cyclists can take a 20-mile option or a 50-mile option of the beautiful ride up Blacksmith Fork Canyon and still enjoy lunch with us back at the fairgrounds.

Cycling West: Tell us about the mission of the ride. How do you use the funds that are raised?

Bike MS: Harmons Best Dam Bike Ride is Utah's largest cycling fundraising event with 2,000 cyclists raising over 1.5 million annually. Our Bike MS helps to fund critical research and help provide programs and services to assist the 1 in 300 people in Utah impacted by the disease. There is no cure for MS and it is not known what causes it, but today there are 13 disease-modifying therapies that are helping to change the course of the disease and helping people with MS live more active lives. Prior to 1993, there were none.

Cycling West: What are the rest stops, lunch, and support like?

Bike MS: The seven Rest Stops



Bikes and riders of all types are welcome at the MS Bike Tour.
Photo by Bike MS Utah

on Saturday and three Rest Stops on Sunday provide a place for riders to stop and relax with a beverage and snack. Lunch is provided for all cyclists and there will be entertainment at the lunch rest stop. We will also have great support from our local Bike Shops to assist our cyclists throughout the ride.

Cycling West: What is the best way to participate in the ride? Is there extra support if needed for riders with MS?

Bike MS: Cyclists and volunteers come from throughout Utah, and other states to ride throughout beautiful Cache Valley, up in

Logan. Cyclists ride for the personal challenge, the camaraderie of riding together and for the cause – a world free of MS. There is extra support for riders with MS. We encourage everyone to ride, no matter what level! This isn't a competition and we look forward to seeing all levels of participants.

Cycling West: Is there anything else that you would like to add?

Bike MS: We are looking forward to celebrating our 30th Anniversary with our participants and encourage everyone to register and start fundraising.

Event Details: June 25-26 — Bike MS: Harmons Best Dam Bike Ride, Bike MS, Logan, UT, Join thousands of cyclists from around the region and celebrate 30 years of Bike MS: the premier fundraising cycling series in the nation raising funds for a world free of MS. The Bike MS experience offers route options ranging from 45 to 150 miles over two days and is friendly to all abilities with rest stops every 8-12 miles. Camping, meals, and entertainment based out of Cache Valley Fairgrounds (400 S 500 W) in Logan, Melissa Mathews, 801-424-0112, melissa.mathews@mss.org, bikemsutah.org



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CYCLING AND THE LAW

Car Insurance for the Cyclist

By Russ Hymas and Ken Christensen

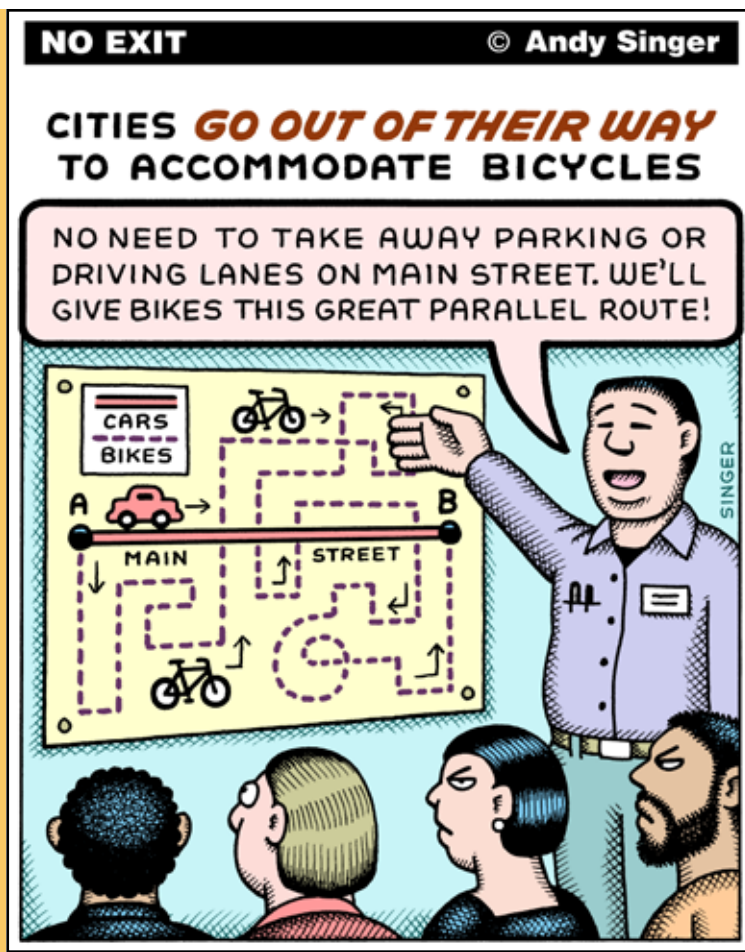
I've heard that my personal car insurance can pay for my damages if I'm hit by a car on my bike. Is that true? --Justin H., Ogden, Utah.

It is true. If you are hit by a car while riding your bike, there are certain insurance coverages available under your personal car insurance policy, as long as you haven't waived them. Two critical types of coverage that should *never* be waived are uninsured motorist coverage and underinsured motorist coverage. Both uninsured and underinsured motorist coverages are available only when the driver of the car carries a majority of responsibility for causing the collision (i.e., the cyclist must be less than 50% at fault). However, another important type of coverage, personal injury protection, is available to cyclists injured in any vehicle collision – regardless of who is at fault.

Uninsured motorist coverage (UM) applies in cases involving a "hit & run," as well as collisions where the at-fault driver has no insurance. Your own auto insurance carrier offers UM coverage, which will pay for your medical bills, lost time from work, and pain and suffering in these situations. Afterward, your insurance will likely seek reimbursement from the irresponsible driver.

Underinsured motorist coverage (UIM) is important in circumstances where the at-fault driver carries auto insurance, but the insurance limits aren't high enough to pay for all your damages. For example, a driver turns in front of you and you're catapulted onto the asphalt, tearing your rotator cuff. Your medical bills after surgery and physical therapy are \$45,000, while the driver only had \$25,000 insurance limits. In this case, your own UIM coverage can make up the difference.

Personal injury protection (PIP) applies in any bicycle vs. vehicle



accident. All vehicles in Utah are required to carry PIP – and that coverage applies to any cyclist hit by a car. PIP benefits include a minimum of \$3,000 to cover medical expenses, as well as up to \$250 per week for lost time from work due to injuries sustained in the collision. PIP can also cover payment for household services and funeral benefits. The insurance company for the driver in a car vs. bicycle accident will be responsible for the primary PIP benefits listed above. However, once that PIP coverage is exhausted, you can often make a secondary PIP claim under your personal car insurance policy for additional benefits if your PIP limits are higher than the other party's.

Most people only think about their car insurance when they're behind the wheel of their own car. As a result, many cyclists don't realize that if they're hit while on their bike, the availability of PIP benefits makes seeking immediate medical care much less daunting. And the cyclist's own UM/UIM coverage can

provide much-needed financial protection. Although UM/UIM coverages are optional, we believe all cyclists should consider them mandatory before getting out on the road.

We suggest cyclists carry \$5,000-\$10,000 in PIP benefits, and \$250,000 limits for both UM and UIM, but never less than \$100,000 for each. If your policy limits are less, call your insurance agent and make the change before your next ride!

Ken Christensen and Russ Hymas are avid cyclists and Utah attorneys at UtahBicycleLawyers.com. Their legal practice is devoted to helping cyclists injured in collisions with motor vehicles. They are authors of the Utah Bicycle Accident Handbook and are nationally recognized legal experts on cycling laws and safety.

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COACH'S CORNER

What to Expect in Your First Season of Competition

By Heather Nielson

In part 1 of "what to expect in your first season" of serious riding in the April 2016 issue of Cycling West / Cycling Utah, I went over the basic logistics of competing and participating in organized events. If you don't plan for contingencies, they can cost you that big win or an enjoyable day! In this second part, I go over some deeper, more mental, and physical aspects of competition.

Expect to 'lose'

Ok, I admit this is a negative headline, but I want to get across the reality of endurance sports competition. Whether you're a runner, triathlete, mountain biker, recreational/century/gran fondo cyclist or bike racer, the odds of winning are not 50/50 like in a football or basketball game. I would strongly encourage you before you participate in your event, to write down some very specific goals. It can be one or it can be several (though I suggest limiting your list to three or less).

There are so many things to learn every time you compete that if you

are only focused on winning and not on being present in every moment, you will miss out on so many opportunities to get better as an athlete and vastly improve your chances of success in your next competition, or even one you're in the process of competing in.

For example: let's say you're doing your first event, and you know that you need to work on your group awareness to better understand how to navigate among your competitors – who to pay attention to, when to respond to a move, when to use features on the course to your advantage, etc. Use that first race to practice moving smoothly around and up in the group, staying safe, communicating to those around you, adjusting your position smoothly instead of reacting when there's a crash or a sudden move around you, getting comfortable competing closely next to and behind other riders, and pacing yourself during long efforts. Honestly, these skills take years to master, so don't get discouraged if you're not the smoothest, most efficient and tactical athlete in your first event! I'm not saying don't try to win; of course you want to win!

Just remember, if you're doing all of those things right, you're setting yourself up for a better chance to succeed than if you only focused on winning in the end. 'Be' in every moment of the race.

Expect to adjust your goals

The previous subject leads perfectly into this one: adjusting your goals. Learn to adjust your goals all the time; not just after an event! If you are truly living in the moment, reading the other athletes around you, their strengths and weaknesses, dealing with changing weather conditions, accidents, and changes in terrain, you should be constantly adjusting your goal(s). You need to always be asking yourself: "Am I in the position I need to be in right now to reach my goal?" If you need to conserve energy, are you taking a break when you should be, or are you constantly reacting to everyone around you, thereby using more energy than necessary to get a 'result'? How do you want to be positioned before and in the middle of key moments on the course, given your strengths and weaknesses versus those of your competitors? Utilize your strengths



The Rocky Mountain Raceways Criterium in West Valley City, Utah is a great place to learn bike racing techniques and tactics. The C flite is shown here on 4-19-2016. In Idaho, try the SWICA Criterium Series. Photo by Dave Iltis, CyclingUtah.com

and use others' weaknesses to your advantage.

Following your event, I would still recommend a mental debriefing of some sort. Refer back to your written goals and assess honestly whether you reached them or not, what you would do differently, what you would change, and what you need to do for next time. Writing things down is a very powerful yet vastly underutilized tool in helping to 're-wire' neural pathways in learning, development and behavior. Do more than just visualize or talk about things, and do a written review after you've spoken to your coach, team director and/or team captain. Do it within a few days after your event, but not necessarily right away, in order to allow for perspective, and to allow inflamed emotions to subside. Then leave it...in the past. Onward.

Expect to be nervous

I remember my first season of bike racing; I would be nervous the entire week before an event. Now I'm only nervous the hour before, and I try to keep that nervousness at the optimum level of intensity (yes there is such a thing as optimal nervousness). You don't want to be too relaxed or overconfident, and you don't want to be so nervous that your whole body is shaking on the start line.

Looking back, I believe that the main reason athletes get nervous is because of all the unknowns. I would suggest spending some time the week(s) before your event preparing yourself for what to expect. The more you know about what to expect, the less nervous you'll be, the more realistic you'll be with your goals and

expectations, and the less reactive you'll be in the middle of the race. That way, you can make decisions clearly and at the right moments, and quite frankly the more you'll actually enjoy participating!

Research the details of an event: time, distance, location, number of participants, level of competition, course profile, when and where on the course lie the main 'features,' such as climbs, turns, descents, etc. Start thinking about how your strengths and weaknesses as an athlete match up to the course and the other competitors, as well as how you need to compete in order to give yourself the best chance at getting a 'result.' The 'result' you want is, again, up to you, and will be a goal you need to set beforehand.

I hope both these articles help you stay positive and focused during your first season. And remember, there is always something to learn, always someone faster, and always another goal to reach. Learn to enjoy the journey without getting obsessed with the 'end,' because competition in sports and life doesn't end after the finish line; it ends when you quit.

Heather Nielson is a USA Cycling Level 3 coach, has worked with all levels of cyclists across a wide age range and has been coaching since 2010. She is also a cat 1 bike racer racing at the elite/national level and is currently the operations manager at Cycle University in Seattle WA. You can find her on her website ridempowered.com on Twitter @ridempowered & on Instagram @ridempowered

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ENDURO RACING

Deer Valley Resort to Host Fourth Stop of the 2016 SCOTT Enduro Cup on August 28th



The SCOTT Enduro Cup will be held at Deer Valley Resort in 2016. Photo by Eric Schramm

Salt Lake City (April 15, 2016) The SCOTT Enduro Cup presented by Vittoria announced that the final stop of the 2016 race season. Deer Valley Resort will host the Park City, Utah race on Aug. 28, 2016. Registration will open for the Park City race stop on Friday, April 22. Registration for Moab, UT (May 7), Angel Fire, NM (June 11-12) and Sun Valley, ID (June 25-26) are currently open.

“We are excited to see Deer Valley added as the fourth and final

stop of the 2016 SCOTT Enduro Cup Season,” said SCOTT Bike Marketing Manager Zack Vestal. “SCOTT is very familiar with the quality of trails and terrain offered at the Resort as it is closely located to our North American headquarters in Salt Lake City, UT. Deer Valley will provide a great finish to the race season.”

Deer Valley Resort enlisted world-renowned bike park development company, Gravity Logic, to embark on the resort’s largest-ever investment to modernize and update

its existing mountain biking trail system. During the summer of 2015, they built the incredibly popular flow trail, Tidal Wave, and made improvements to many existing trails. Deer Valley is continuing their expansion this summer, 2016 with a new flow trail called Holy Roller. Fresh berms, rollers and jumps will leave no question as to why the International Mountain Bicycling Association (IMBA) dubbed Park City, as a Gold-Level Ride Center, an honor that was reconfirmed in 2015. See <https://www.imba.com/ride-centers/current/park-city>.

“With the extensive upgrades to our mountain bike trails, it’s a great time to expand our event offerings as well,” said Deer Valley Events and Promotions Manager, Carrie Westberg. “We are thrilled to be able to showcase our trail system and support the SCOTT Enduro Cup series.”

The SCOTT Enduro Cup presented by Vittoria will award \$12,000 cash to the podium place finishers in the open class at each race stop. Podium place amateur riders will be awarded with product provided by race sponsors. Vittoria is sponsoring a prime, the Vittoria Bolt, at each race location for the fastest downhill

time of a designated stage. One male and one female racer will win the prime awarding each a \$100 cash prize.

Sun Valley, ID, (June 25-26) and new this year, Angel Fire, NM, (June 11-12) races are now officially sanctioned by the North American Enduro Tour (NAET). This acknowledges both races as qualifiers for the Enduro World Series. Read the press release.

ROTOR, the Spanish bicycle component company with offices in Utah has signed on as a sponsor of the SCOTT Enduro Cup. ROTOR is known throughout the world of cycling for creating innovative, out-of-the-box products and is working to expand outreach in the U.S.

SCOTT Enduro Cup presented by Vittoria 2016 Race Schedule Moab, UT - May 7

Angel Fire, NM - June 11-12
Sun Valley, ID - June 23-26, in collaboration with the Ride Sun Valley Bike Festival

Deer Valley Resort, Park City, UT - Aug. 28

For registration information, visit endurocupmtb.com. Registration is open to men and women, professional and amateur adults and juniors ages 13-18. Riders can choose to participate in a single race or purchase a season pass. In addition to race entry, all registration fees include an event T-shirt, lunch and lift tickets (where applicable). In order to collect points to qualify for the Enduro World Series, racers will need to obtain an EMBA license through EWS.

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BIKE TOURING

Bike Touring Around Capitol Reef National Park



Desert slickrock, a fast road, and Boulder Mountain looming in the distance. Photo by Tom Diegel



There are many "gates" to ride through in the Waterpocket Fold. Photo by Tom Diegel

By Tom Diegel

It was Memorial Day weekend and we wanted to do a quick southern Utah bike tour, but 3 days is not much time to do a nice loop (and loops are always nice, in any kind of ride) and many of the great stretches of desert bike touring are a little long, so we had to do a little research on what might be both appealing and

viable. Sometimes those aspects are compatible, and sometimes they aren't.....

A few years ago we had the opportunity to ski 11,500 foot Mount Ellen, the highest point in the Henry Mountains, which loom impressively over Hanksville (apparently Henry wanted his formal name attached to the mountains, and his nickname attached to a hardscrabble little

to the east. It also offers a fine, 3000-foot ski line if you are lucky enough to catch the combo of the dirt road not being snowed in or a recently-melted grease fest and still have enough snow to ski its dramatic east face. While on that ski tour we noticed that our access road continued on up and over a high pass, and we thought "that would make a

ated a big west wind that blasted us through the park and along Highway 12 towards Hanksville, which enabled us to get some decent miles despite starting our weekend Saturday morning driving from Salt Lake. Not far from Hanksville we came across a funky little house/farmstand with a sign that said "homemade pesto!" on it; being a sucker for farmstands



Lonely roads and sublime views are the norm. Photo by Tom Diegel

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wayside that's best known for its milkshakes on the way home from Lake Powell). The Henries have the distinction of being the last mapped range in the US, which is indicative of their relative remoteness, and are a high island poking out of some of the most dramatic desert environments in the world, with the Waterpocket Fold to the west and Canyonlands

good bike tour sometime" and didn't give it much thought again until we were looking for a nice 3 day loop in the southland, remembered that road, and thought it would be a good conduit from one side to the other.

We started our loop – which was essentially a bulged-out loop around Capitol Reef National Park – in Torrey, and a storm in the north cre-

and good local food we pulled in, and after some amount of hollering finally found the proprietor; a classic aging hippie organic farmer who seemed a bit out of place near Hanksville. After spending way too

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Most everything is great about southern Utah bike touring.....but sand can be a challenge! It's not too bad on the Notom road, fortunately.
Photo by Tom Diegel

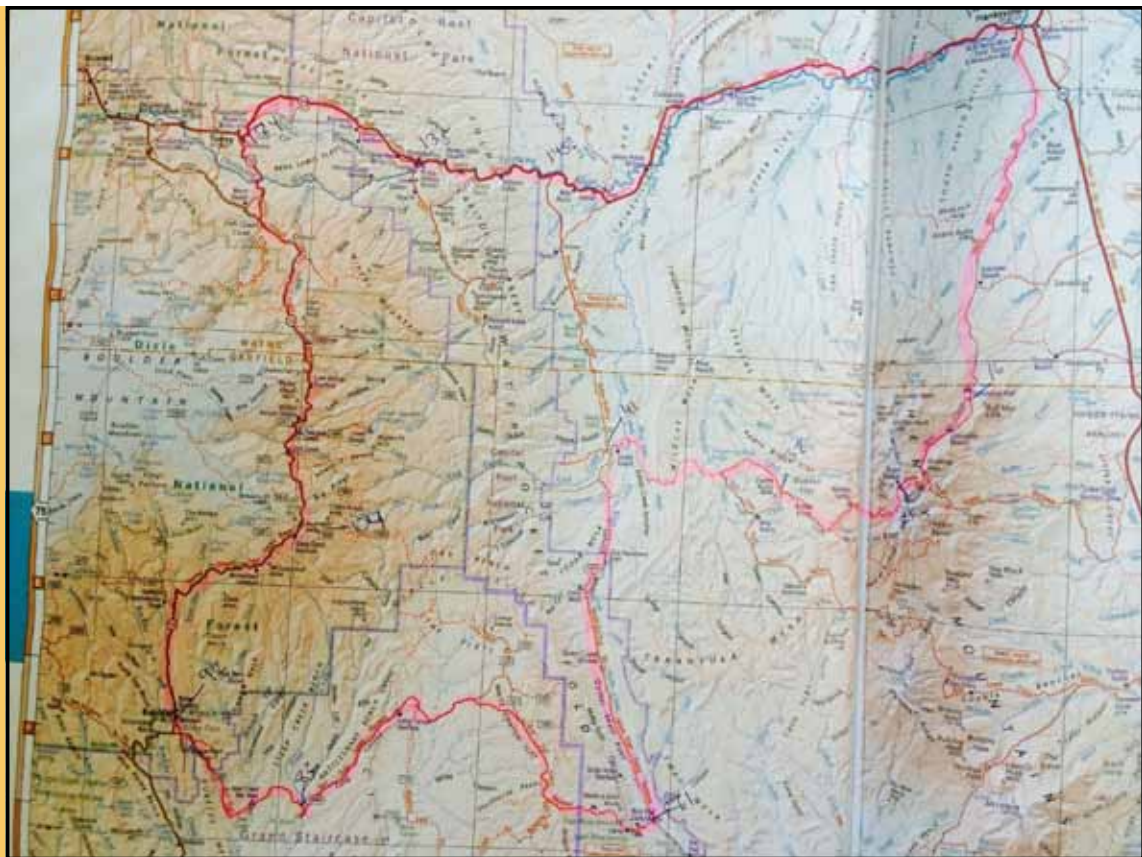
much money with him buying jars of pesto, organic kale and arugula, etc. I couldn't help but notice that he had some nice pastureland and adjacent outbuildings, and if you've ever driven through Hanksville during a windstorm you know that it also be pretty brutal sandstorm, and those buildings looked like pretty good windbreaks with no sand upwind. "Uh, it's late in the day and we are looking to camp soon; any chance we could camp here in your pasture in the lee of one your buildings?" fully anticipating that he'd say "Sure! No problem!", especially after we'd bought probably most of his week's worth of sales at his little shop. To our surprise, however, he said "No, can't do that." Huh? As touring cyclists we've become so accustomed to gracious people we meet along the routes that we were a bit stunned to be turned down. But so it goes, and we wobbled a couple of miles down the road and found shelter behind a cliff for a decent-enough campsite.

There aren't too many opportunities in these parts to do 6000 foot climbs, but starting in Hanksville and ending at Bull Creek Pass is all of a 6400 climb on a gravel road. Though it was a short trip and therefore we didn't have a ton of food, we were a little nervous about our opportunities to find water, so were toting a fair bit of weight as we ground slowly up into the Henries. It was a longggg haul, but at least it got a fair bit steeper towards the end! Finally we topped out at the pass and took in the sweeping desert views that we had seen a few years prior on our ski tour. Originally we had thought that we'd take the opportunity to hike up to the south peak of the Mount Ellen ridge-line, but after the long climb on the bike and our desire to find a decent camp we elected to bounce down the west side of the pass.

5000 feet of bumpy, rocky, and

dusty descending got us down to the Notom Road, which is a north-south connector between Highway 12 at the east entrance to the Park and Bullfrog Marina on Lake Powell. Though we knew it was not paved in that section (the northernmost 10 miles of it is paved) we assumed that it was well-traveled enough and it was spring so there wouldn't be much sand to slow us down. However, 'twas not the case that year. Periodic bits of hard clay were interspersed by hundreds-of-yard sections of quad-crushing, snail-slow sand, and it was tempting to turn about to go north on the Notom road and make our loop considerably smaller. However, the other main goal of our loop was to ride the famous Burr Trail that climbed up onto and traversed that magical Waterpocket Fold, the thought of going forward through maybe??? less sand that we didn't know sounded better than backtracking through the sand that we did know, and we wanted to make our tour longer rather than shorter, at least at that point. Plus there was a campground listed on the map, and we figured there'd be water there, because...hey, it's a campground!

We rolled into the campground late in the day, pretty whupped but happy to have made it through a big effort, and since the following day was our last and we felt really far from our starting spot we hoped to get some water and keep on "rolling" (pushing?) down the road towards the Burr Trail. However, a quick lap around the loop of sites did not yield any water spigots, and we realized that "primitive campground" was code for "no water for thirsty cyclists." We sat down for a snack to evaluate our options, and just then we heard the rumble of a truck rolling up towards us and soon enough a camper appeared that had a nice couple in it who were not only happy to share a couple of gallons of water



A 2.5 day tour around Capitol Reef National Park with a climb over Boulder Mountain and a stretch on the Burr Trail. Base Map courtesy of Benchmark Maps from the Utah Road & Recreation Atlas.

but also a coupla cold beers, so our decision got made for us.

With fresh morning legs and longer sections of hard clay we made short work of the rest of the Notom road, then turned up the famous "Muley Twists" section of the Burr Trail that ascended up to the mesa that was the Fold. On top it turned to pavement, and we rolled onward and upward toward Boulder, where we knew the famed Burr Trail Grill was awaiting us, since we were running out of food (in anticipation of the Burr Trail Grill). Hitting Boulder in mid-afternoon we were surprised to

find that the Grill hadn't yet opened for "the season" (isn't Memorial Day "the season?") and all we were able to find to fuel us up for the last grind up and over Boulder Mountain were a couple of muffins. But probably just as well; the burger, beer, and piece of banana cream pie that we likely would have mowed into probably would have hurt more than it would have helped.

We had driven over Boulder Mountain many times and never ridden it, despite saying every time: "We gotta ride this!" As always, you never really get a true sense of a road

until you ride it, and the realities of a 3000 foot climb and a "descent" that has some additional climbs in it can be a bit harsh with heavy bikes and tired legs. But we chugged along and soon enough we were on the final coast down into Torrey.

In hindsight it was a bit of an ambitious route for what was essentially a 2.5 day tour at 170 miles and over 11,000 feet of climbing, but it was clearly doable and there are ways to make it shorter or just take another day (and be strategic about water). And make sure the Burr Trail Grill is open!



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HEALTH

Determining Your Ideal Body Weight for Cycling: Weight Loss vs. Power Gain

By Breanne Nalder, MS, RDN

If you ride bikes regularly, especially up the unavoidable hills of our glorious state, you likely have experienced the simple physics that body weight can have on performance. The concept seems simple: the more or less you weigh, the more or less energy it will take to pedal your bike. But that doesn't mean it's easy to achieve, let alone to know what weight is best for your body, your gender, your riding style, etc. The purpose of this quick article is to help you determine your ideal power:weight (P:W) so you can feel strong without putting yourself at risk of being malnourished.

Is there one ideal body weight to strive for?

Rule of thumb equation for appropriate weight is to take 100 pounds for the first 5 feet of height (for women) and 106 pounds (for men). Then, add 4-6 pounds per inch of height above this base (women), and 5-7 pounds per inch (men). Now, this can be used as a baseline calculation, but there is a lot of variability. There is a fine line between what we want to be striving for and what is realistic. What I mean by this is that we must consider the fact that there is a point where losing too much weight can lead to loss of strength on the bike. Therefore, it is important to factor in your power:weight (ratio) when trying to determine your personal ideal body weight.

Everyone's always talking about power:weight

By definition, the P:W ratio is the formula used to determine your strength compared to your weight, and it's the great equalizer when comparing riders of different sizes. It is calculated by dividing your body weight in kilograms (1 kg = 2.2 lbs) into average watts for a given range. For example, if you can produce 300 watts for your functional threshold power (FTP), and you weight 74 kg (163 lbs), your power to weight ratio is 4.05 at your FTP range. This means you can generate 4.05 watts for every

		MAXIMAL POWER OUTPUT (W/kg)							
		Men				Women			
		5 sec.	1 min.	5 min.	FTP	5 sec.	1 min.	5 min.	FTP
World class (e.g., international pro)	25.18	11.50	7.60	6.40	19.42	9.29	6.74	5.69	
	24.88	11.39	7.50	6.31	19.20	9.20	6.64	5.61	
	24.59	11.27	7.39	6.22	18.99	9.11	6.55	5.53	
	24.29	11.16	7.29	6.13	18.77	9.02	6.45	5.44	
	24.00	11.04	7.19	6.04	18.56	8.93	6.36	5.36	
Exceptional (e.g., domestic pro)	23.70	10.93	7.08	5.96	18.34	8.84	6.26	5.28	
	23.40	10.81	6.98	5.87	18.13	8.75	6.17	5.20	
	23.11	10.70	6.88	5.78	17.91	8.66	6.07	5.12	
	22.81	10.58	6.77	5.69	17.70	8.56	5.98	5.03	
	22.51	10.47	6.67	5.60	17.48	8.47	5.88	4.95	
Excellent (e.g., Cat. I)	22.22	10.35	6.57	5.51	17.26	8.38	5.79	4.87	
	21.92	10.24	6.46	5.42	17.05	8.29	5.69	4.79	
	21.63	10.12	6.36	5.33	16.83	8.20	5.60	4.70	
	21.33	10.01	6.26	5.24	16.62	8.11	5.50	4.62	
	21.03	9.89	6.15	5.15	16.40	8.02	5.41	4.54	
Very good (e.g., Cat. II)	20.74	9.78	6.05	5.07	16.19	7.93	5.31	4.46	
	20.44	9.66	5.95	4.98	15.97	7.84	5.21	4.38	
	20.15	9.55	5.84	4.89	15.76	7.75	5.12	4.29	
	19.85	9.43	5.74	4.80	15.54	7.66	5.02	4.21	
	19.55	9.32	5.64	4.71	15.32	7.57	4.93	4.13	
Good (e.g., Cat. III)	19.26	9.20	5.53	4.62	15.11	7.48	4.83	4.05	
	18.96	9.09	5.43	4.53	14.89	7.39	4.74	3.97	
	18.66	8.97	5.33	4.44	14.68	7.30	4.64	3.88	
	18.37	8.86	5.22	4.35	14.46	7.21	4.55	3.80	
	18.07	8.74	5.12	4.27	14.25	7.11	4.45	3.72	
Moderate (e.g., Cat. IV)	17.78	8.63	5.01	4.18	14.03	7.02	4.36	3.64	
	17.48	8.51	4.91	4.09	13.82	6.93	4.26	3.55	
	17.18	8.40	4.81	4.00	13.60	6.84	4.17	3.47	
	16.89	8.28	4.70	3.91	13.39	6.75	4.07	3.39	
	16.59	8.17	4.60	3.82	13.17	6.66	3.98	3.31	
Fair (e.g., Cat. V)	16.29	8.05	4.50	3.73	12.95	6.57	3.88	3.23	
	16.00	7.94	4.39	3.64	12.74	6.48	3.79	3.14	
	15.70	7.82	4.29	3.55	12.52	6.39	3.69	3.06	
	15.41	7.71	4.19	3.47	12.31	6.30	3.59	2.98	
	15.11	7.59	4.08	3.38	12.09	6.21	3.50	2.90	
Untrained (recreator)	14.81	7.48	3.98	3.29	11.88	6.12	3.40	2.82	
	14.52	7.36	3.88	3.20	11.66	6.03	3.31	2.73	
	14.22	7.25	3.77	3.11	11.45	5.94	3.21	2.65	
	13.93	7.13	3.67	3.02	11.23	5.85	3.12	2.57	
	13.63	7.02	3.57	2.93	11.01	5.76	3.02	2.49	
Untrained (recreator)	13.33	6.90	3.46	2.84	10.80	5.66	2.93	2.40	
	13.04	6.79	3.36	2.75	10.58	5.57	2.83	2.32	
	12.74	6.67	3.26	2.66	10.37	5.48	2.74	2.24	
	12.44	6.56	3.15	2.58	10.15	5.39	2.64	2.16	
	12.15	6.44	3.05	2.49	9.94	5.30	2.55	2.08	
Untrained (recreator)	11.85	6.33	2.95	2.40	9.72	5.21	2.45	1.99	
	11.56	6.21	2.84	2.31	9.51	5.12	2.36	1.91	
	11.26	6.10	2.74	2.22	9.29	5.03	2.26	1.83	
	10.96	5.99	2.64	2.13	9.07	4.94	2.16	1.75	
	10.67	5.87	2.53	2.04	8.86	4.85	2.07	1.67	
Untrained (recreator)	10.37	5.76	2.43	1.95	8.64	4.76	1.97	1.58	
	10.08	5.64	2.33	1.86	8.43	4.67	1.88	1.50	

Power Profile Chart. Use this chart to determine typical power outputs (watts/kg) for different categories of cyclists. Republished with permission of VeloPress from *Training and Racing with a Power Meter, 2nd Ed.* by Hunter Allen and Andrew Coggan, PhD. Learn more at velopress.com/power.

kilogram of body weight. A power to weight ratio of 4 to 4.5 is equivalent to a competitive Category 2 racer. A power to weight ratio of 5-6 would put you in the range of a Category 1 elite professional (according to Andy Coggan's power profiling chart, displayed in this article).

Since P:W is determined by the simple formula power (watts) ÷ mass (kg), hopefully even the most non-mathematical readers can appreciate that there are three ways to increase your power-to-weight ratio:

- Increase your power output while

keeping your weight constant

- Keep your power output constant while decreasing your weight
- Increase your power output while also decreasing your weight.

Two important aspects of this equation are the loss of body fat while maintaining or increasing lean muscle mass and strength. However, there are limits to how much you can or should lose in body fat as well. The minimum body fat range for men is 6% and for women is 14%. Dropping below these ranges

can negatively affect your health and performance. But if you are nowhere near these body fat ranges and have a goal to lose weight, then losing a few pounds in body fat can lead to a big difference in your strength on the bike.

So, which is more important, losing weight or gaining power?

For novice cyclists and/or experienced racers who are carrying around more than 10 extra pounds, losing weight and gaining power are equally important and equally achievable. This also means that heavier cyclists can make bigger improvements in their P:W ration because they have more room to attack both parts of the equation. It's a matter of being realistic as well as honest with yourself. Find the spot where you can maintain your desired weight without losing performance. In short, there is a lot to gain as a cyclist by reducing your weight, including climbing faster,

and even more to gain by simultaneously getting stronger, but achieving an ideal race weight happens with smart decisions and hard work.

Editor's Note: Look for a guide to reaching your ideal body weight in *Cycling West* this spring.

If you want to determine your FTP, ideal P:W ratio, and/or get a nutrition plan to achieve these numbers, give me a call!

Breanne Nalder, MS, RDN has a Master's degree in nutrition with an emphasis in sports dietetics at the University of Utah. She is a Registered Dietitian, the nutrition coach at PLAN7 Endurance Coaching, and races for Visit Dallas DNA Pro Cycling team. For individual custom nutrition coaching, you can reach Breanne at 801-550-0434 or breanne@plan7coaching.com.

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ADVOCACY**Now is the Time for Bicycles**

By Phil Sarnoff

Many of you are probably aware of the population projections for Utah over the next 35 years. Here is a quick overview of the statistics from a study by the Utah Foundation (<http://www.utahfoundation.org/uploads/rr720.pdf>).

Approximately 85% of Utah's population currently lives along the Wasatch Front. From 2010 to 2050, the populations in the four Wasatch Front counties is expected to increase significantly:

- Weber County - up 72% (from 231,236 to 398,699)
- Davis County - up 52% (from 306,479 to 465,664)
- Salt Lake County - up 61% (from 1.03 million to 1.66 million)
- Utah County - up 136%. (from 516,564 to 1.22 million)

The projected increase for many other counties across the state is even more significant

- Washington County - up 242% (from 138,115 to 474,567)
- Wasatch County - up 225% (from 23,530 to 76,389)
- Tooele County - up 171% (from 58,218 to 157,821)
- Summit County - up 143% (from 36,324 to 88,334)

The reason I bring this up is because of a healthy level of concern for what Utah will look like in 35 years. These increases in population will mean more cars, traffic congestion, more air pollution, and greater deterioration of roadways. Hopefully, this is not a certain future.

If we hope to avoid this future, a significant change is needed in our infrastructure priorities and it needs to get kick started immediately. The bike lanes, multi-use pathways, and trails have to be on the ground and ready for use.

Consider this a teaser for our next major campaign, which we will be unveiling in the coming months. This initiative will lay the foundation for what will be a change in the landscape for bicycling.

Most importantly, we need you to be involved. Our campaign will require grassroots support from people interested in seeing a more positive future for all types of bicycling. Sign up for our email list at bikeutah.org

Phil Sarnoff is the executive director of Bike Utah, a statewide advocacy organization.

2016 Mike and the Bike Book For Kids is Released

SALT LAKE CITY (April 27, 2016) – The new Sprint to the Finish Activity Book for elementary-aged children has been produced just in time for the final month of school across Utah and National Bike Month. This 18-page, full-color booklet was created by Larry H. Miller Tour of Utah and University of Utah Health Care. Illustrations from the popular Mike and The Bike children's book series are used to share creative lessons on geography, nutrition and bicycle safety. Parents and teachers across the country are invited to download the Sprint to the Finish Activity Book and supporting educational documents from the Tour of Utah web site (Experience section). The booklet will be distributed this year at the Tour of Utah.

Throughout the activity book, young cyclists Mike and Lucille, from Mike and The Bike, offer children a guided tour of each stage of the professional bike race. Their story is complemented with interactive lesson plans. Three professional cyclists have contributed content this year to promote exercise and good nutrition -- 2015 Tour of Utah defending champion Joe Dombrowski (Cannondale Pro Cycling Team), two-time Under-23 U.S. national champion and Utah native Tanner Putt (UnitedHealthcare Pro Cycling Team), and Top 10 finisher in the 2015 Tour of Utah and Utah native Rob Squire (Holowesko-Citadel Racing Team presented by Hincapie Sportswear).

"The Tour of Utah and our local organizing committees are happy to give back to our local communities through the Sprint to the Finish program. With the activity booklet and the kids races during race week, we want to inspire children to not just ride bicycles safely, but become more active and healthy," said Jenn Andrs, executive director of the Tour of Utah. "The booklet is designed for elementary-aged children, but I think a lot of parents will enjoy the content as well."

A downloadable version (PDF format) of the Sprint to the Finish Activity Book is available in English at <https://www.tourofutah.com/about/mike-and-the-bike>.

-Jackie Tyson

Salt Lake County Bicycle Advisory Committee News for May 2016

In yet another progressive and groundbreaking move by the Salt Lake County Bicycle Advisory Committee, April's meeting hosted the yearly executive committee elections. Kate Sturgeon served as the board's first female chairperson through the 2015 year and she announced that she would step down from that position in May. The committee was asked to elect a successor and it wisely chose Betsy Byrne to serve as the 2016-17 chair. The committee now has elected women to lead it in consecutive years!

SLCBAC operates with a generous annual budget from the county and uses this funding to support improvements and outreach concerning bicycle development in the county. Measures to assist the County Mayor's objectives of increasing ridership, safety, education and providing better facilities are considered in use of these funds. By sending board members to events such as the National Bicycle Convention in Washington D.C. and the Utah Bike Summit, the committee develops valuable networking with other organizations as well as gains experience and perspectives on other cities' approaches to integrating bicycles as a part of their communities. Results of these conferences benefit County development of a master plan that includes biking and walking as integral parts of how the future of Salt Lake County will accommodate population growth and use of transportation networks.

The county is engaging in an ambitious and vital segment of its development which will determine how its cities will handle growth during the next 10-15 years. Several public meetings will be held to collect input and ideas that will guide neighborhoods to better commuting paths and safer roads and streets. By participation in these sessions, SLCO citizens can provide vital input on how they want their communities to develop for future generations. Please consider attending meetings by joining the SLCBAC and MBAC mailing lists and social media channels where announcements and locations will be made. Salt Lake County is already a great place for bicycles but that doesn't mean that it can't become better! Listed below are the remaining dates and times for our meetings in 2016:

Wed. May 11, 2016– 2nd Weds in May

Wed. Jun. 8, 2016– 2nd Weds in June

Wed. Jul. 13, 2016– 2nd Weds in July

Wed. Aug. 10, 2016– 2nd Weds in Aug

Wed. Sep. 14, 2016– 2nd Weds in Sept

Wed. Oct. 12, 2016– 2nd Weds in Oct

Wed. Nov. 9, 2016– 2nd Weds in Nov

Wed. Dec. 14, 2016– 2nd Weds in Dec

Location: County Government Complex at 2001 South State Street, North Building room N2-800, 5:30pm.

-Ian Scharine

Tour of Utah Seeks Volunteers for 2016 Race

Volunteer applications are being accepted by Local Organizing Committees (LOC) that are hosting stage starts and finishes for the 2016 Larry H. Miller Tour of Utah. As many as 1,200 volunteer positions will be needed for the annual, professional cycling event, Aug. 1-7. The volunteer application will be available on the Tour of Utah web site (under the Experience tab) the week of May 16.

Volunteers play a key role in the success of this world-class sporting event, providing their time and expertise throughout the seven days of racing across Utah. The Tour of Utah will begin in southern Utah for a third time on Monday, August

1, 2016. Volunteer for one day at a stage start or stage finish or multiple days. The local communities and the Tour of Utah appreciate your support.

Monday, Aug. 1 – Stage 1
Zion Canyon Village to Cedar City

Tuesday, Aug. 2 – Stage 2

Escalante to Torrey

Wednesday, Aug. 3 – Stage 3

Richfield to Payson

Thursday, Aug. 4 – Stage 4

Lehi to Kearns

Friday, Aug. 5 – Stage 5

Antelope Island State Park to Bountiful

Saturday, Aug. 6 – Stage 6

Snowbasin Resort to Snowbird

Ski and Summer Resort

Sunday, Aug. 7 – Stage 7

Park City to Park City

-Jackie Tyson

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SPEAKING OF SPOKES

Utah Bike Summit 2016 - A Success Story

By David Ward

I was able to attend the Utah Bike Summit held in Salt Lake City on April 5th. This was my second opportunity to attend, and I was impressed with the growth of this event, both in attendance and content. Phil Sarnoff, Bike Utah's executive director, is to be commended for his efforts in bringing this event together.

While I am advocate for cycling, I am not a shaker in the advocacy ranks. I don't have the drive, ambition or abilities of people such as Phil Sarnoff, Dave Iltis, Dan Fazzini, and many other leading advocates. They make things happen. I support their efforts, and do my small part to help them bring change about.

So this Bike Summit helped me better realize and understand how I can assist those leading the way. I suspect most people at the Summit are like me. We aren't going to lead the charge. But we can swell the ranks of supporters so badly needed by those leaders.

I came away from the Summit with a greater understanding of many factors currently at play in cycling advocacy, and some basic ideas that can help drive change. Let me review aspects of the Summit that stood out to me.

The keynote speaker, Mikael Colville-Andersen, was inspiring. A dynamic and enthusiastic speaker, he focused on what works and doesn't work in urban transportation, and specifically as that relates to incorporating cycling into urban design. I was impressed with his concept of focusing on human observation versus computer modeling: Specifically, observing what pedestrians and cyclists are doing and then designing accordingly. He used the example of looking down on a park after a snowstorm. You could see where the sidewalks were, and where people actually walked. They were not the same. Such hands on observation prior to design can help provide effective infrastructure.

The closing speaker was Andy Clarke, former president of the League of American Bicyclists, who is currently with Toole Design Group. His remarks focused on a concept also addressed by Colville-Andersen which he termed the "arrogance of cycling". The basic premise is that, as cyclists, we too often expect transportation designers to cater to us. In amplifying this, Clarke spoke about "why it isn't about the bike" and made several key points. First, bicycling is not an end in itself. It is a means to an end. Second, not everyone likes bikes. Third, it is about people and places. Fourth, bicycling, walking and transit are in this together. Don't just show up when bicycling is on the table, but when a transportation issue is on the table. And finally, everything is multi-modal, multi-disciplinary, connected.

With these ideas in mind, we should be involved not just when bicycling is being addressed, but

when transit issues are also being addressed so that bicycling is part of the discussion. But we need to remember it is only a part. And we shouldn't just be making demands for cycling. Rather, and more importantly, we need to show designers and planners how bicycling can help solve their transit issues.

UDOT's deputy director, Shane Marshall had spoken earlier in the afternoon, and Clarke made it a point to acknowledge how remarkable it was that UDOT would send its deputy director to this Summit. In his address, Marshall was up front about the fact that he does not bike. In fact, he was refreshingly honest in his comments about what all the factors that need to be considered by UDOT in its design process, and that in the end, planning needed to be and would be focused primarily on moving motor vehicle traffic around. To a certain extent, his remarks represented a continuing issue with UDOT's vision. But he also acknowledged the need for integrated transportation and collaboration, and that bicycling needs to be a part of the transporta-

tion discussion.

Marshall also made several other points. He discussed maintenance, and the idea that if you are going to build something, you need to plan how you are going to maintain it. He also spoke to specific issues such as wide shoulders, rumble strips, share the road signs, signs reminding drivers of the 3' law, and allowing space for bikes. I was also impressed to see that he stayed at the Summit all day, interacting with others.

There was much else that was good about the Summit. Ivan Marrero, Division Administrator for the Federal Highway Administration, Utah Division, spoke to transportation efforts and funding from the federal perspective. His address was well conceived and delivered, and very informative for me.

Also speaking was Jordan Mathis, a health officer with the TriCounty Health Department. He stated that of the factors that affect health, environmental (30%) and lifestyle change (50%) combine to make those factors 80% of what can lead to good health. With that in mind, the TriCounty



Michael Colville-Anderson gave a very engaging keynote address on bicycle urbanism at the 2016 Utah Bike Summit. Photo by Dave Iltis

Health Department seeks to develop ways that can economically help change the environment to bring about positive lifestyle changes.

Finally, the Summit had several breakout sessions to address and discuss specific local actions and ideas for those attending.

As a person who simply wants to do my small part to help promote and

advance cycling, I found attendance at the Utah Bike Summit to be a premium and worthwhile event to attend. My thanks go to Phil Sarnoff and the many others who helped make the Summit the overwhelming success that it was. Any person interested in trying to help advocate for bicycling should plan on attending next year's Summit.

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ADVOCACY

Indian Reservations Face Many Roadblocks to Safe Cycling

By Charles Pekow

If you build infrastructure, will they come? Will residents of Indian reservations be more inclined to ride bicycles-- and advocate for bicycling -- if their communities built a more friendly bicycle infrastructure? Or will reservations become more bike-friendly only if residents want it and work for it? And do tribes, state and federal governments and bicycle advocates need to work more closely together to improve cycling conditions for the Native American community? If ever an underserved community could use a hand to promote bike riding, it consists of the Native American one.

A major problem: roads on reservations tend to be in terrible shape and not equipped for bicycling. Congress has made some efforts to help. The Fixing America's Surface Transportation (FAST) Act signed into law late last year is supposed to make it easier for tribes to get federal transportation money without the added burden of dealing with state transportation departments. Also, FAST created a new \$100 million Nationally Significant Federal Lands and Tribal Projects program of grants to build and rehab transportation facilities on federal or tribal land. The Federal Highway Administration (FHWA) hasn't awarded any grants yet and applicants must follow a set of rules and preferences, but tribes with innovative ideas that include bicycle lanes could get some money. The criteria include improving "critical transportation facilities, including multimodal transportation facilities." See <https://www.fhwa.dot.gov/fastact/factsheets/nsftpfs.cfm>.

The law also calls for a multi-agency study of traffic safety on Indian reservations to be completed within a year. While the report would have to deal with matters such as drunk driving and pedestrian safety, it does not mention bicycling. (The law doesn't rule out exploring it as part of the study, though.)

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Furthermore, the Senate Committee on Indian Affairs approved a bill to relieve road conditions for Indians. The Tribal Infrastructure & Roads Enhancement & Safety (TIRES) Act (S. 1776) contains a variety of administrative measures to speed approval of traffic projects in Indian country and calls for studies on safety. But it says very little about bicycling, as if it's not important.

The bill does allow for expedited permitting and approval of Tribal Public Safety Projects (federal agencies would have to decide within 75 days maximum on go-aheads). Such projects can include "installation and maintenance of signs, including fluorescent, yellow-green signs, at pedestrian-bicycle crossings and in school zones (and) construction and yellow-green signs at pedestrian-bicycle crossings and in school zones."

In other words, the bill may allow for quicker approval of bicycle safety markings around schools and at crossings in Indian country. Nothing in the bill would deal with the paucity of bicycle facilities. Its only other consideration of cyclists states that if rural public safety projects include rumble strips or other warning devices, such devices could not interfere with bicycle safety.

The committee approved the bill and it was placed on the Senate calendar for a vote Feb. 29. The full Senate had not acted as of late April, though, and no similar legislation is pending in the House.

The committee did not even conduct a hearing on the bill. A year ago, however, it did hear testimony on the decrepit state of roadways on reservations. The only specific mention of biking came when J. Michael Chavarria, governor of the Pueblo of Santa Clara in New Mexico, stated that a "crucial part of road safety in our area focuses not only our drivers, but on pedestrians and bikers as well." Chavarria was referring to a two-lane highway where autos zip through his village of about 1,000, putting bike riders at risk.

Chavarria did not elaborate in his testimony but said in an interview that about 14,000 vehicles zip through town daily because Santa Clara lies on the commuter route to Los Alamos National Laboratory.

He has been trying, thus far unsuccessfully, to get the State of New Mexico to put in a sidewalk and bike-path. "We have a school crosswalk but folks don't respect the signage," Chavarria complains. "We've had accidents....People are in a rush to get to work or to get home from work" so drivers will take the shoulder to pass vehicles in front of them.

But overall, the 2015 Senate testimony indicated that tribal roads are hardly the best places for a bike ride. Rick Kirn, a tribal executive board member on the Fort Peck Reservation in Montana, testified that "Of our 211 miles of Bureau of Indian Affairs (BIA)-owned roads, over half are gravel and dirt routes. Thus, the majority of our transportation infrastructure is outdated and in need of upgrade (paving) while the rest of the infrastructure is owned and maintained by the state and county governments which often do not maintain and reconstruct their roads on the reservation with the same diligence as they do elsewhere in the state. When overstressed and under-maintained, our infrastructure gives way, creating safety hazards...." As Kirn alluded to, the mix of responsibility over the roads leads to disorganization, as everyone from BIA to FHWA to state, county, city, tribe and even private operators can own any given stretch.

Big John Smith wears several transportation hats (wish we could say they include a bicycle helmet). He serves as transportation director for the Eastern Shoshone and Northern Arapaho tribes' Joint Business Council on the Wind River Indian Reservation in central Wyoming as well as Rocky Mountain regional representative on the Tribal Transportation Committee and executive director of the Intertribal Transportation Association. He echoed Kirn's concern, telling the committee "if your roads are icy and full of dangerous curves and gigantic potholes because you don't have the money to maintain them and if you don't have proper signage and wide shoulders, you can educate people until the cows come home. You won't have safe roads...."

To worsen the situation, not only are many tribal roads not built to

accommodate bicycles, thorns from plants along the road easily pop tires and livestock and wildlife get in the way. Towns tend to be spread out and activities concentrated on main roads, which are not the most conducive ones to ride on.

The unique problems of tribes have sometimes fallen beneath the radar of bicycle advocacy groups who have taken up promoting bicycling among other under-represented groups, from those living in high poverty zones to women and even specifically black women. Representatives of the League of American Bicyclists (LAB) expressed sympathy for the idea of helping Indian communities though they said they hadn't specifically targeted them. Think of LAB's Women Bike program for instance. Black Girls Do Bike, Inc., has set up dozens of chapters around the country. This correspondent attended LAB's 2016 Bike Summit and Women's Forum in Washington, DC as well as ones in most recent years and does not recall seeing an Indian representative.

"I travel the country helping communities become more bicycle friendly," normally to places trying to achieve or upgrade Bicycle Friendly Community (BFC) status, says Steve Clark, LAB BFC program specialist. "I've never gone to a reservation and maybe that's something I should consider doing."

Actually, last year, the Jamestown S'Klallam Tribe in Washington state became the first Indian tribe to win Bicycle Friendly Community status. It won Bronze. LAB quoted Annette Nesse, S'Klallam's chief operations officer, saying that the tribe works with other local communities on matters such as a bikepath that runs through them all.

Many smaller tribes lack the staff resources to pursue available funding and administer programs if they could get a grant, notes Michelle Lieberman, technical assistance project manager for the Safe Routes to School (SRS) National Partnership. They can get overwhelmed dealing with multiple state and federal transportation agencies. "In some cases, they are covering large geographic areas," she says. She suggests tribes partner with other tribes or neigh-

boring communities, which some have successfully done to get and implement a grant. (In the interview, Chavarria, for instance, indicated he was unaware of funding possibilities such as SRS.)

"I think it is up to all of us to do a little more in terms of understanding that there is a great need for tribal communities in terms of infrastructure and programs to support active transportation," Lieberman says. It could mean providing technical help to walk them through the grant process.

The partnership has produced a pamphlet outlining the unique challenges to implementing SRS on tribal lands: <http://saferoutespartnership.org/resources/fact-sheet/tribal-brief>. It suggests incorporating SRS into tribal transportation plans and school health and wellness programs.

A BIA spokesperson in Washington, DC said the national office hasn't established a policy or program to promote cycling for Native American tribes.

The Bicycle Collective, which refurbishes bicycles and donates them to needy people in Utah, has given 80-90 bicycles to Indian communities, says Executive Director Davey Davis. "Whenever a reservation-based group has contacted us for free bikes, we sent them out. It really depends on if someone is available to transport them," he says. Demand also has to come from within. "What I'd like to see is a group of people interested in starting a Bicycle Collective branch in a reservation. We'd support that wholeheartedly. We can't send in employees because we don't have time." The collective maintains branches in Salt Lake City, Ogden, Provo and Westminster. "We can't do it without a group of local people who really want to see it happen," Davis notes.

It's happening in a few places. The Navajo Nation's Division of Natural Resources is trying to set up some bike trails and races, says division Executive Director Bidtah Becker. "We're still in the beginning stages," she says. "We're still working on who, what, where, when." The nation encompasses more than 27,000 square rural miles in Arizona, Utah and New Mexico.

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MOUNTAIN BIKE RACING

Tingey and Lindine Win Cactus Hugger Intermountain Cup



Erica Tingey (Jamis) returned to racing after a long break with a win at the Cactus Hugger Intermountain Cup race in St. George, Utah, April 2, 2016. Photo by Angie Harker, Find your photo at selective-vision.com



Justin Lindine (Hyperthreads) is shown here on his way to winning the Cactus Hugger Intermountain Cup race in St. George, Utah, April 2, 2016. Photo by Angie Harker, Find your photo at selective-vision.com



Kaden Pulley catches air at the Cactus Hugger Intermountain Cup race in St. George, Utah, April 2, 2016. Photo by Angie Harker, Find your photo at selective-vision.com

A Photo Gallery by Selective Vision.

The Cactus Hugger Intermountain Cup was held on April 2, 2016 in St. George, Utah. It was race number 2 in the series. See results on page 16.



Big air in the cross country race at the Cactus Hugger Intermountain Cup race in St. George, Utah, April 2, 2016. Photo by Angie Harker, Find your photo at selective-vision.com

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ROAD RACING

McCutcheon and Slack Take Wins in 2016 East Canyon Echo Road Race



Eric Slack (left) won the sprint for first over Cormac McGeough at the 2016 East Canyon Echo Road Race on April 16, 2016. Photo by Dave Iltis, CyclingUtah.com

By Dave Iltis

On a sunny but chilly spring day, the East Canyon Echo Road Race, one of Utah's classic road events, took place in Henefer, Utah on April 16, 2016. The race starts with a 5 mile climb from Henefer to the top of Hogsback, with a descent to East Canyon Resorts, back up the stair-step climb to Hogsback and out to the Echo Canyon and back to Hogsback for the finish. Close to 200 racers including Colorado's Fort Lewis College Skyhawks lined up for the 60-mile road race (14 for Juniors, and 40 for Women 3/4 and Women Masters).

In the women's race, Mindy McCutcheon (Canyon Bicycles – Shimano) showed her strength by leading up the return climb from East Canyon Resorts. The women's field was largely intact at the top of Hogsback. From the turnaround and through Henefer again for the third ascent to the Summit-Morgan County Line, the field was down to Breanne Nalder (Visit Dallas/DNA Cycling), Mary Emerson (TOSH Hyperthreads), McCutcheon, Jenna McPherson (Fort Lewis) and a bridging Anne Perry (Canyon Bicycles Shimano). Nalder pulled for most of the climb with McCutcheon in tow. With McCutcheon's teammate Anne Perry not far off the pace, she had the luxury of sitting on. When it came to the final kilometer, it was all McCutcheon for the win. Nalder came in second with Perry a bit back in third. Emerson was fourth, and Fort Lewis College's Jenna McPherson in fifth. "I kind of made her work then managed to just drop her in the last 1k. She's probably not too happy I sat on her wheel for the last four miles. But hey, that's bike racing," said a happy McCutcheon. McCutcheon and Nalder are both off to New Mexico's Tour of the Gila in early May.

In the Men's pro race, Canyon Bicycles Shimano controlled the race throughout. Impressive, given the presence of one of Utah's best pro road racers, Robbie Squire (Holowesko Citadel Racing Team pb Hincapie Racing), as well as the super strong Fort Lewis College Skyhawks Team. Canyon sent a Michael Wilcox off early, and continued to launch

attacks throughout. With Canyon rider Joe Waters in the break at the Echo turnaround, it was up to Fort Lewis to chase, which they did admirably, bringing young gun Cormac McGeough up to the break. "There was brutal headwind up along the Interstate until the turnaround. The team got to it, started rotating just doing excellent work. Like textbook from Team Sky kind of business. I was just hanging out, watching them, shedding tears, it was just beautiful," said McGeough. The Fort Lewis rider held his own on the finishing climb despite being outnumbered 3-1 by the

local powerhouse Canyon Bicycles Shimano squad. At the finish, Cortlan Brown led out Erik Slack with McGeough just behind. The two battled in the big ring for the eternity of 250 meters, with Slack winning by a few inches over McGeough as both riders threw their bikes at the line. Brown rallied in for third, with Mitchell Peterson and Kaler

Marshall (both Canyon riders) taking 4th and 5th. McGeough continued, "I am happy with second. It was a lot of passion, a lot of energy. The team did fantastic. This is a stepping stone on the way to Collegiate Nationals. The team's working great, and I'm looking forward to that." Slack was all smiles with his win, "The team went first, third, fourth, and fifth. So we're pretty happy with that."

In the Master's 45+ Cicada Racing's Christophe Heinrich and Duane Allgier rode together for an hour and half, but were caught by a group of 3. On the final climb, Heinrich again attacked half way up the climb to solo in for the win.

In the Men's Cat 4 race, James Lavelle of Cicada Racing took the win. "The group was pretty competitive for most of the race. It stuck together but the last climb kind of blew everybody up." Lavelle was with three others at the base of the climb, "I ended dropping them when I took off at the bottom of the climb and just tried to ride hard to the finish."

See results on page 16, and a full photo gallery at gallery.cyclingutah.com



A Fort Lewis rider punches it on the second climb in the category 3-4 field at the 2016 East Canyon Echo Road Race on April 16, 2016. Photo by Dave Iltis, CyclingUtah.com



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MOUNTAIN BIKE RACING

Rollins and Smith Win Windy 6 Hours in Frog Hollow

By Cimarron Chacon



Melisa Rollins of Team Fatty won the women's solo category at the 2016 6 Hours in Frog Hollow. Photo by Crawlingspider.com. Find more photos of the race at their website.



Cary Smith (The Hub) won the men's solo category and set the record for the fastest 6 laps. Photo by Crawlingspider.com. Find more photos of the race at their website.

For the 7th annual 6 Hours in Frog Hollow, held on April 16, 2016 in St. George, Utah, an almost sold out crowd lined up at the starting line with 20 mph sustained winds to their back. Despite the weather the crowd was full of smiling faces and a few costumes. Everyone was up for a day of competitive mountain biking. The first 2 laps were the toughest, with up to 50 mph gusts on the ridges, racers had to really work hard to stay upright. Although the gusts subsided a little as the day went on, the sustained winds grew to 30+ mph. It was a tough day for all battling the wind.

For some one lap was enough, but for those who were in for the long haul, the day seemed to get more and more fun. Lap times were different than in previous years. No speed records were broken, but with an uphill tail wind, and a head wind on the decent, racers found themselves pedaling more, which led to very consistent lap times.

Two-time Solo Male champion Cary Smith (The HUB), not only beat his 2015 time by 6 minutes, but also set the course record for the fastest 6

laps during the race since the course was changed in 2012. His final time was 6 laps in 5:15:41. Smith's first two laps were about 50 minutes each. If he could have held that pace the entire race, he may have been the first racer to achieve a 7th lap. The wind was likely the cause of the slow down.

Melisa Rollins (Team Fatty) took the win for the Female Solo category. Melisa is a relatively new face on the racing scene, but with Lisa –the hammer – Nelson as a mom, it is no wonder that Melisa is shining. Melisa completed 5 laps in 5:33:28. Meanwhile Mom (Lisa Nelson, Team Fatty) took second in the Solo Singlespeed Female category to Heidi Volpe, Team Helens, in what was a near tie race. The difference between these two ladies was 00:00:02 seconds after 5 laps of racing neck and neck. Heidi took the win with 5 laps in 5:45:54.

For results, see page 16.

For complete results and racer stats visit

6hoursinfrog hollow.com/results/

GRAVEL GRINDERS

Beaver Dam Gravel Grinder Comes to South East Nevada in June

Riders in the 2015 Beaver Dam Gravel Grinder near Beaver Dam State Park, Nevada.
Photo by Dawn Andone

By Dave Iltis

April 25, 2016 – The Beaver Dam 49er Gravel Grinder is slated for June 18, 2016 at Beaver Dam State Park in South East Nevada. The ride will have 10, 35, and 45 mile options through the rugged and gorgeous terrain of Lincoln County, Nevada. A gravel grinder is a ride that takes place on gravel roads that are generally less technical than singletrack mountain biking.

We asked organizer Dawn Andone to tell us about the ride.

Cycling West: What are the courses like for the Beaver Dam Gravel Grinder? What type of bike do you need to use? Is the ride timed?

Beaver Dam Gravel Grinder: The course is mostly over dirt and gravel

backcountry and jeep roads. There are some rocky patches that can be considered technical, but we have tried to keep those to a minimum. However, rain events can change the terrain—sometimes this results in having to change the route.

Fat tire bikes are the most appropriate. Some areas can be rocky and others sandy.

The ride is not timed. We want you to enjoy the scenery and take in what Lincoln County and Beaver Dam State Park have to offer.

CW: What is the scenery like? What are the highlights along the course?

BDGG: The scenery is spectacular! The road taking you out of the park winds up a dirt/gravel road, through pines and junipers. The wildflowers will be in bloom so whites, reds, yellows, purples, and oranges will dot the landscape and stand out against the evergreens.

You ride along the rim of the park so you can see all the geologic formations created during periods of volcanic activity millions of years ago.

The route takes you past old dams, and through ranching communities, with a lunch stop at the old one-room schoolhouse in Barclay.

CW: Where can people stay that come to do the ride? What other attractions are there if people want to make a weekend of the trip?

BDGG: Stay at the Park! Come camp in one of two campgrounds at the park. The ride starts at 7:30 am and the closest town is 35 miles down a gravel road. Camping is your best option. Stay Friday and Saturday night.

If you prefer to stay in a motel, Caliente has the closest accommoda-

tions.

Hike, bike, fish. You can do it all right in the park. There are number of trails, historic sites, and beautiful streams and ponds. It's a great way to spend the weekend.

There are also four other state parks in the area. Pioche is an old mining town you might like to check-out. And if you are willing to drive a bit there are some ghost towns and a site where you can dig for trilobites.

Visit www.lincolncountynevada.com for more information on sites and activities in Lincoln County.

CW: Is there anything else that you'd like to add?

BDGG: This is a fun time! Nevada State Parks strives to make your trip and the event one you will remember for a lifetime. We have a number of riders who return every year. We want you to come back, not just to the ride, but throughout the year to recreate and enjoy all Lincoln County has to offer!

CW: Where is Beaver Dam State Park?

BDGG: Situated in rugged canyon country, this breathtaking, 2,393-acre park is located approximately three hours north of Las Vegas, Nevada on the Utah border.

•3-1/2 hours Northeast of Las Vegas: I-15 N to US-93 N to Beaver Dam Road East.

Head north on I-15 out of Las Vegas. Turn onto US-93 north at Apex following the Caliente/Pioche/Ely sign. Continue north on US-93 to the town of Caliente, Nevada. Continue north from town on US-93 about five miles, watch for the Beaver Dam State Park sign on the highway. Turn east (right) on the Beaver Dam Road. Drive 30 miles on the gravel road following the signs to



Riders in the 2015 Beaver Dam Gravel Grinder near Beaver Dam State Park, Nevada.
Photo by Dawn Andone

Beaver Dam State Park.

•2-1/2 hours Southeast of Ely: US-93 S to Beaver Dam Road East.

Head south on US-93 toward Pioche, Nevada. Continue south on US-93 past the town of Pioche about 20 miles toward the town of Caliente, Nevada. About five miles north of Caliente watch for the Beaver Dam State Park sign on the highway. Turn east (left) on the Beaver Dam Road. Drive 30 miles on the gravel road following the signs to Beaver Dam State Park.

•2 hours West of Cedar City, Utah: UT-56 W to UT-18 S to UT-219 W to Beaver Dam Road.

Follow UT-56 west to Beryl Junction, UT. Turn south (left) on UT-18 to Enterprise, UT. Drive through the town of Enterprise to UT-219 going toward Enterprise Reservoir. UT-219 turns to gravel, continue on the gravel road following the signs to Beaver Dam State Park, Nevada.

•2 hours Northwest of St. George, Utah: UT-18 N to UT-219 W to Beaver Dam Road.

Follow UT-18 north out of St. George to Enterprise, UT. Turn west (left) and drive through the town of Enterprise to UT-219 toward Enterprise Reservoir. UT-219 turns to gravel, continue on the gravel road following the signs to Beaver Dam State Park, Nevada.

Event Details: June 18 — Beaver Dam 49er Gravel Grinder, Beaver Dam State Park, NV, Ride the Rim and see the park from a different perspective. Pedal down an old chaining road that runs along the Park's rim and winds you through Pinyon and juniper trees. Ride through an old ranching town with a one-room schoolhouse; then back to the main park road and down into Campground B where we end the ride with a BBQ. The course is subject to change based on weather conditions. 10, 35 and 45 mile options. Dawn Andone, 775-728-4460, cathe-dralgorge_vc@lcturbonet.com, beaverdamgravelgrinder.com

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BLM Showcases 20 Top Mountain Biking Destinations

If you want to ride a mountain bike – you should feel glad if you live in the Mountain West area. The Bureau of Land Management (BLM) recently developed a website showcasing the nation's top 20 mountain bike areas. Nineteen lie in or west of the Rockies. (The 20th can be found in Northern Virginia.)

BLM developed the map (<http://www.blm.gov/mountain-bike/>) in conjunction with the International Mounting Bicycling Association and the MTB Project. It doesn't list the sites in any particular order of quality.

In Utah, the list includes Moab, Red Fleet & McCoy Flats, and Gooseberry Mesa & Hurricane Cliffs. "The possibilities are nearly endless in Moab with over 120 miles of single track trails mountain bike trails (sic)," the site reads. Idaho includes Croy Creek and Discovery Hill. "Discovery Hill has some exceptional single-track riding opportunities only two miles north of downtown Salmon, ID and provides riders with smooth riding opportunities through rolling sage hills set against the equally stunning backdrops of the Continental Divide and Salmon River Valley," says the site.

Five sites in Colorado make the list as does Johnny Behind the Rocks in Wyoming, Cottonwood Valley in Nevada and Black Canyon in Arizona. Each featured page includes maps, descriptions and other info you need to know when planning a trip.

BLM doesn't pretend to list all the best sites, saying in a release that it has featured "20 of the nation's most popular trails on public lands."

-Charles Pekow

Nevada's New Basin and Range National Monument Looks to Develop Mountain Biking

A new national monument in Nevada is not only open for bicyclists to ride: it is open for them to suggest how to improve the cycling experience within it. Last July, President Barack Obama signed an order establishing the Basin & Range National Monument in southeastern Nevada, calling the area "an iconic landmark."

His order protects 704,000 acres of what Obama called "cultural, prehistoric, and historic legacy," placing them under control of the Bureau of Land Management (BLM). The proclamation gave BLM three years to develop a long-range land use plan, including recreational uses such as bicycling.

BLM's Ely District Office is inviting the public to complete an envisioning questionnaire available at http://www.blm.gov/style/medialib/blm/nv/nlcs_new/barnm.

[Par.12274.File.dat/Envisioning%20Questions%20BARNM_1_19_16_FINAL_Fillable%20PDF.pdf](#). BLM is inviting comments on everything from the extent of logging and gravel extraction to resource protection to recreational opportunities and signage.

The questionnaire specifically asks if BLM should identify certain areas as suitable for biking. Currently, people can bike on all existing roads and trails in the monument except in the Worthington Mountains Wilderness Area, though they're not labeled as bike trails. BLM notes that interested parties need not answer every question – only the ones they want to. You're free to suggest bicycling areas and not comment on wild horses or electronic transmission lines. You can file electronically, by fax or mail.

BLM is also forming a Friends Group of the Basin & Range National Monument. If you're interested, contact Jocelyn Torres at jocelyn@conservationlands.org.
-Charles Pekow

Weber Pathways Has Fresh Push to Modernize Area Trails

Our actual "on-the-ground" project work here at Weber Pathways tends to happen in cycles. Some years we are more focused on planning, permitting and fundraising in anticipation of new trail construction, than moving dirt. In 2015 we completed some significant trail sections, and now in 2016 we will switch back to that planning mode. We will also shift our volunteer workforce into maintenance mode to keep the existing trails in good shape.

Much of our historic trail system was built without the benefit of modern trail design technique, and additionally has seen significant wear over the years. Many of

the trails, particularly those heavily used trails on the front side of the mountains, have become "cupped", which creates a path for water to speed up the erosion process. This spring, in partnership with Wasatch Civil Engineering, we are undertaking an effort to modernize key sections of these cupped and worn trails. A group of experienced trail builders with knowledge of the latest trail design techniques will lead volunteers on eight Saturday work sessions into June. We feel this is an important project that will lay the groundwork for on-going modernization effort, a key factor in keeping the network viable and useful. If you have questions or would like to provide input, please contact the Weber Pathways office or email outreach@weberpathways.org.

-Rod Kramer

Tour of Utah Women's Edition Cancelled for 2016

April 28, 2016 - The Tour of Utah today announced that the Tour of Utah Women's edition will be 'suspended' for 2016. They cite lack of courses and finances as the primary reasons for the cancellation. The statement is below:

Statement on Tour of Utah Women's Edition for 2016 from the Tour of Utah: *SALT LAKE CITY (April 28, 2016) – The Tour of Utah is suspending its women's cycling event for 2016 and will focus on its internationally-sanctioned men's stage race from Aug. 1-7. The decision by the organizers is due to a lack of suitable race course options and financial constraints preventing a first-class event. The Tour of Utah conducted circuit races in 2014 and 2015 in support of women's cycling, and will evaluate future opportunities.*

With the cancellation of Colorado's USA Pro Challenge for 2016, and hence the women's races that were part of it, and the cancellation of the Tour of Utah Women's edition, women's racing has lost two major events in the last few months.

-Dave Iltis

Caliente, Nevada to Develop New Mountain Bike Trail System

A new mountain biking system in Lincoln County, NV is slated to open in the next year or two. A consortium in the area has released a plan for a 40-mile system on public land outside Caliente. The Bureau of Land Management (BLM) conducted a public comment period on an environmental assessment in March. It hopes to begin construction this fall and open at least part of the network in the fall of 2017 or spring 2018. The timeline depends on weather and a few ongoing studies to make sure the trails do not interfere with migratory bird patterns and native plants.

The proposed trail system would be open to bikers and hikers – not motorized vehicles or equestrians, since trails for them require more stringent standards. The plan calls for 40 miles of trails and two trailheads, one in Barnes Canyon about five miles east of downtown Caliente and the other about two miles south of town on Ella Mountain Lookout Road. Trailheads would include parking, restrooms, kiosks, shade and picnic/grilling facilities.

A public comment period on the plan ended in March. The project is designed not only for local biking and hiking enthusiasts – but to bring tourism into the area. Only about 27 miles of the planned routes would fall on BLM land. The rest would go in Kershaw-Ryan State Park and the Nevada Division of State Parks (NDSP) would bear responsibility for construction and maintenance of those 13 miles.

BLM, the City of Caliente, NDSP, Lincoln County and the Southern Nevada Mountain Bike Association (a chapter of the International Mountain Bicycling Association) have been working on the plan for four years. Last year, BLM modified the proposed routes to protect cultural resources. The plan calls for a series of loops with a connector trail, with parts designated for different skill levels of mountain bikers and part for hiking only.

Use of BLM trails would be free; trail users in the state park would be subject to the normal entrance fee. Preliminary information is available here: <http://tinyurl.com/calientetrailspreliminary>

A final environmental assessment will be published soon at eplanning.blm.gov

-Charles Pekow

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SLCBAC News for April 2016

With a rare normal winter season gradually losing its grip, the Salt Lake County Bicycle Advisory Committee is engaged in a busy year of projects and support for the community. The group has already sent a member to the annual Washington D.C. Bicycle Conference where representatives from each state interact and share ideas and strategies that have helped their communities support bicycle transportation. Additionally the beginning of April will see the Utah Bicycle Summit host an impressive panel of speakers and sessions designed to improve the outlook for bicycles in our great state and connect us with the global efforts to spread the bicycle phenomenon in all communities.

The committee is working closely with Salt Lake County to provide input on a number of studies that will determine the transportation future of the county for years to come. Interested citizens should pay close attention to mailing lists such as MBAC and the SLCBAC list for links to surveys, public meeting announcements and calls to action. Finally, on April 30th the committee will hold its annual spring ride which the public is encouraged to join. Details will be sent out via mailing lists and posted on the committee's Facebook page. If you would like to be added to our mailing list, please email bicycle@slco.com.

Just a reminder that all of our monthly meetings have moved to the SECOND Wednesday of each month. Below is a listing of this year's remaining meetings. The meetings are still held in room N2-800 of the north County Government Building at 2001 South State Street.

- Wed, Apr 13, 2016– 2nd Weds in Apr
- Wed, May 11, 2016– 2nd Weds in May
- Wed, Jun. 8, 2016– 2nd Weds in June
- Wed, Jul. 13, 2016– 2nd Weds in July
- Wed, Aug. 10, 2016– 2nd Weds in Aug
- Wed, Sep. 14, 2016– 2nd Weds in Sept
- Wed, Oct. 12, 2016– 2nd Weds in Oct
- Wed, Nov. 9, 2016– 2nd Weds in Nov
- Wed, Dec. 14, 2016– 2nd Weds in Dec

-Ian Scharine

BIKE FIT

Power to the Pedal

By John Higgins

Power. Cyclists generate it, measure it, train by it, and usually want more of it. Cyclists use it to sprint to finish lines and get up and over climbs. Some even use it to make smoothies for Downtown Farmers' Market patrons, or convert cellular energy to stored electrical energy.

There are many factors that affect the ability to generate power on a bike and turn that into forward momentum. One of them is position, specifically saddle position. Muscle contractions (back, glutes and quads) activate the levers (leg and foot bones) that push on the pedals. If the levers aren't suitably arranged, then it's harder to effectively generate power, and there is risk of injury.

If a saddle is too low, then the pedal stroke is over before the muscles have been able to fully do their thing (contract or extend). Increasing saddle height increases power output, up to a point. And at that point, power output then starts to decrease.

With a saddle that is too high, the muscles run out of action to fling the pedals past the dead spots of bottom dead center and top dead center, which is important for maintaining momentum to set up for the next downward power phase.

There are other downsides to a saddle that is too high or too low. A saddle too low usually means the hip angle between the torso and the thigh at the top of the stroke is restricted, which further diminishes the ability to generate force. And when force is generated, some of it is transferred into the knee instead of down to the foot, and this is a common cause of anterior knee pain.

Your body doesn't like a saddle too high either, and starts to compensate to protect the joints (hip, knee, ankle) from being pulled apart. The hamstrings get overstrained leading to pain behind the knee or up into the pelvis; the pelvis can start tilting down from side to side to provide extra reach to the pedals. That fires up the lower back muscles to help stabilize the pelvis, and further kinetic chain connections flare up, using energy and generating fatigue, not power.

So where is the sweet spot? For position-sensitive riders it is a spot, and a few mm can make a big difference. For many riders there is a range for saddle height that could vary as much a centimeter or two and still be suitable. The sweet spot of saddle height can be

determined through a combination of measurement, observation and feedback. Measurement of leg and foot length can provide a starting point for a suitable height range. Measuring knee angles at different phases of the pedal stroke helps qualify safe and sound cycling bio-mechanics. Observing a riders pelvic stability, pedaling style, knee action and leg extension provides further input, and rider feedback about what feels good is also important. A cyclist gets used to a saddle at a certain height, and if that height is not ideal, the body adapts, up to a point. However long term joint health and power output are compromised. Moving a saddle to a "better" position can require some re-adaptation over a period of weeks to create a new normal.

Ask other riders to observe you riding, and offer their thoughts on your saddle height; try out some adjustments for yourself; or see a bike fitter for more in-depth assessment and adjustment. Gym workouts and protein shakes won't help if you can't get the power to the pedal!

John Higgins offers bike fitting services at BikeFitr in Salt

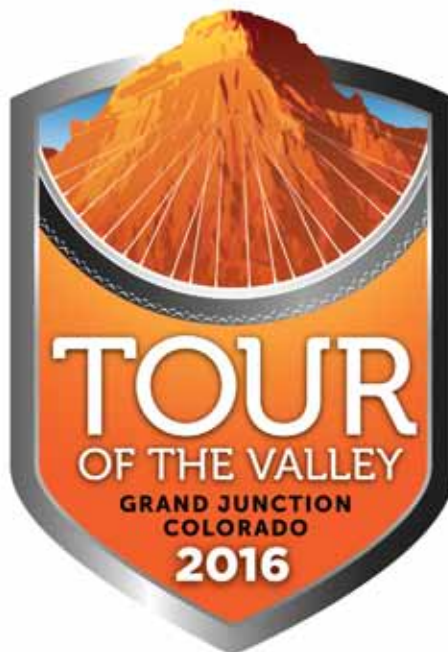


John Higgins assesses leg extension and saddle height during a fit. Photo by Angie L. Harker

Lake City. Contact john@bikefitr.com



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BIKEPACKING

Toroweap – A Ride 10 Years in the Making

Kathleen Berglund pedals the last few miles into Grand Canyon National Park.
Photo by Lukas Brinkerhoff

By Lukas Brinkerhoff

Day 3. Mile 116. My fly is down. I just noticed. Not sure why it's down or when it got left down. It's entirely possible that it has been down since we left camp 24 miles ago. I have no idea.

Over the next few miles of pedaling, I formulate a plan to eventually remedy this situation. Said plan has a lot to do with not doing anything until a later point in time. Every 12.2 miles or so, I remember that my fly

is down and I remember that I was going to do something about it and then do nothing about it. Normally, a fly down would be something that would need remedying as quickly as possible. In this particular situation, pedaling just shy of 200 miles in 3 days to see a big ditch, it was the least of my worries.

Toroweap, or Tuweap depending on who you are or what sign within the park you are looking at, is a small chunk of the Grand Canyon National Park that sits at the end of a long, bumpy, dirt road. It's one of the few

locations that you can stand on the edge of the canyon and look directly down to the Colorado River which is a stunning thing to witness. It's also, by my estimation and experimentation, the least visited part of the park. It's busy when all 12 campsites fill up. I've never been there when even half the sites are full.

Not only is Toroweap beautiful and a worthy destination in and of itself, it sits at the edge of the Arizona Strip. The Strip is a large expanse of land north of the Grand Canyon that logically should be part of Utah, but for some reason it got lost in time and isn't. It's a no man's land where some men have gone to get lost and others have been hiding for years. There is literally a place called Bundyville, where there are a bunch of families that kind of live off the grid and raise cattle and stuff. I think you get it, this place is remote.

The plan was originally hatched in 2006 as every employee of Red Rock Bicycle, three of us, huddled around a computer screen as we tried to figure out water sources and a way to ride our bikes from town to Toroweap, camp and then ride back. Some of the crew had driven the road a few weeks prior and now the idea of pedaling was fresh, keen and we were all in.

But as these types of plans go, nothing ever happened.

Day 1. Mile 25.3. We are at the top of the Dugway. The Dugway is one of two significant climbs in the 90+ miles one must pedal to get to the big ditch. We're all happy to be done with a rather taxing climb but also a bit concerned that we also made it to the top just over three



From the top of the Dugway looking north.
Photo by Lukas Brinkerhoff

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You just head south. It's a dirt road that seems like it will never end.
Photo by Lukas Brinkerhoff



Kenny Jones looks straight down on the Colorado river at Toroweap.
Photo by Lukas Brinkerhoff

hours in to our ride. We were hoping for a 10-hour day. At this pace, it will be 12 and I'm already not happy about my chamois choice.

The Dugway is kind of the gateway to the Strip. Everything below it feels like it's still St. George in every way except actual title. The weather is the same. The geography is the same and there are people. Top out on the Dugway and you just entered a western film where tumble weeds are getting blown across a plain covered in sage and a guy hunched over on a horse is riding in to town.

There's no one there. That tumble weed looks to be your only friend and you have a strange sensation that if you say the wrong thing to the right person, you will end up face down in a cow pond.

We continue pedaling as that is the only way we will reach our campsite. Luckily, the climb up the Dugway puts us on a relatively flat place and we have a tailwind. The miles that were lost in our first three hours begin to click by faster, and faster. Until it's time for lunch and then we all feel like we are standing still again. We had hoped to make

it to the Schoolhouse which would mark the halfway point, give us a table to eat at and is the one landmark we need for navigation. Every knoll feels like it is hiding the school, but then isn't. As bonking as becomes a serious concern, we finally break down and eat on the side of the road. It's still another 6 or so miles before we hit the Schoolhouse. At that point, we turn left and climb Mount Trumbull.

Day 2. Mile 92. Rest day. We pedaled from our front door to the Grand Canyon and then spent a day doing nothing more than enjoying the quiet and the scenery. Luckily, Toroweap provides a lot of both. A jaunt or two to the edge to witness the drop to the river or just to see the amazing colors as the sun begins to set are our only big plans for the day. That and spending the evening gazing at the stars that are bright thanks to the lack of any light pollution.

It may have taken me a decade to ride here, but it was certainly worth the wait.

Day 3. Mile 153. Kenny and Heather haven't been seen for about an hour and we assume they have left

us to battle the wind. There's a fence at an intersection. We stop to grab a snack and take a whiz. I finally remedy the open barn door that I have been meaning to do something about all day. The ProBar tastes amazing. We continue to pedal.

Just as we are rounding the last turn that will put us at the top of the Dugway and signify a big downhill, we see Kenny and Heather waiting. We roll up and Kenny hands us a beer.



We made it.
Photo by Lukas Brinkerhoff
It's part celebration and part cheers. Celebration that we are almost done and cheers to what was a great plan, even if it did take a ten years to complete.

Toroweap
To access this small piece of the Grand Canyon, head south on River Road in St. George. Continue south until you come to the Schoolhouse. You'll recognize it when you get there. Turn left. Climb Mount

Trumbull and then cruise into the park. It's about 90 miles of dirt to the edge.

Water is a big concern; the only publicly available water is on Mount Trumbull. Either carry enough or have water dropped as there is none in the park.

Lukas Brinkerhoff blogs about mountain biking and life at mooseknuckleralliance.org.

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GEAR PICKS

RakAttach Makes Any Hitch-Mount Bike Rack Better

The RakAttach is a swing-arm that allows easy access to the tailgate when used with rear mount bike racks.
Photo by Chris Magerl



The RakAttach makes hitch mount racks better.
Photo by Walter Anyan

By Chris Magerl

Heft a 30 pound 27+ dual suspension mountain bike on to the roof rack? No thanks. Hitch racks make life so much easier. And there are so many feature-packed brands, from Kuat to Inno, Yakima to Thule. Hitch racks are great!

Until you try to open your rear hatch. Or the tailgate of your truck. Or the back doors of your minivan. You've made a deal with inconve-

nience.

Walter Anyan said no deal. He wanted a simple, reliable way to make any hitch mount rack better.

"We were so tired of climbing over our bike racks when trying to get into the back of our cars and trucks," said Anyan. "We like our bike racks. They have taken a beating and work like champs but they are always in the way! We figured there had to be a way to make our racks work better."

Six prototypes later, Anyan was

How many miles to the gallon does your bike get?

TRAILS ADVOCACY

9th Annual Ogden, Ogden Valley Weeds Days, National Trails Day - Ogden Ranger District and Weber Pathways

The Ogden Ranger District of Utah's Uinta-Wasatch-Cache National Forest, Weber Pathways, and the Ogden Valley invites the public to join us for the 9th annual Ogden, Ogden Valley Weeds Days, and National Trails Day. The public is invited to participate in the community wide event in celebration of National Trails Day. The ongoing efforts offer fun, exercise, a chance to meet new people as well as give back to the local community!

The goal of this project is to help reduce and eradicate invasive weeds threatening the native plant community of the local area. The project areas encompasses lands bounded by the Forest Service, Weber County on the Mt. Ogden front, and Ogden Valley area. Invasive weed species threaten the ecological integrity and

biological diversity of plant communities within the project area and have caused adverse impacts to recreation, wildlife and other important social and resource values.

Target weeds include, dyers woad, puncture vine, dalmatian toadflax, myrtle spurge, leafy spurge, yellow starthistle, whitetop, burdock, and hounds tongue.

Control methods will include hand pulling and possible bagging. Forest Service crews will be using herbicides on-site.

Participants should wear protective clothing, including gloves and bring lots of drinking water. Some tools will be provided but it is recommended to bring your own shovels.

Please join the Ogden Ranger District, Weber Pathways, and Ogden Valley as we work to protect

our land by preventing the spread of noxious weeds in Weber County.

When: Thursday, May 12, 2016, 9:00 a.m. – 1:00 p.m. Huntsville Guard Station, 6620 East 100 South, Huntsville, UT

Friday, May 13, 2016, 9:00 a.m. – 1:00 p.m. 29th Street Trailhead, Ogden, UT

Saturday, May 14, 2016, 9:00 a.m. – 1:00 p.m. Eden Park, 2150 North 5500 East, Eden, UT.

For more information, contact Lisa Thompson, Volunteer and Partnership Coordinator, Ogden Ranger District, (801) 458-1704, lisathompson@fs.fed.us or Rod Kramer, Outreach Coordinator, rod@weberpathways.org, Weber Pathways (801) 393-2304.

confident he had a version that was solid and reliable enough to offer to consumers.

The RakAttach is a swing-arm that allows any 2-inch receiver hitch to pivot to the side, allowing full access to rear hatches, truck tailgates or rear doors.

The RakAttach was born and bred in Utah. Design started in Summit Park. All of the welding and fabricating is done by MetaDesignsSLC in, yup, Salt Lake City. The steel used in the RakAttach is rolled and formed in the US.

"We know that if a product can be designed here, it can be built here," said Anyan. "We believe in supporting local craftsmen and local businesses."

The RakAttach comes in three sizes. Small is suitable for your Subaru, Medium works well on the Explorer and Large is at home on any full-size truck, SUV or Sprinter. I am using a Large on my minivan.

The operation is very simple. There is a pin that holds the rack in the unswiveled position, and a simple throw-lever that locks everything in place. Yes, you need to do both. But if you were to space one or the other, catastrophic results would not be likely. The pin can also be used to secure the rack in the opened position, which is helpful if you are on an incline.

Have your Kuat 4-mount filled up with gravity bikes? No problem. The RakAttach has a 300 lb weight limit, well beyond the weight of four bikes. Even most 250cc motos, with an average curb weight of about 250 lbs, wouldn't topple this swing arm.

As expected, something so sturdy is also heavy. The Large unit weighs about 55 lbs, including lock and hardware. Roughly 35 lbs for Small, 45 lbs for Medium. It is a bit awkward to install solo, and you won't want to put it on and off each week.

But you won't need to, either. The rack is so quick to swing to the side. After a few days of using the RakAttach, I started feeling sorry for all those people I saw with a hitch-mount rack that aren't using the RakAttach.

RakAttach is not the only swing-away rack in the game. Yakima and Thule both make a rack that swings out of the way. But both those models carry bikes by the top tube. I find tray-mount better for a many reasons. They are easier to load. They work with large bikes, small bikes, bikes with sloping geometry, and dual-suspension bikes that might have an awkward shock mount. Bikes do not bang and sway. Want a tray mount that swings away? RakAttach plus your existing tray mount seems the best option.

Just simple tasks that are a part of everyday ride prep are so much easier when the rack swings aside. It is great to be able to reach into the back of the van to grab a pump without needing a contortionist's skills.

Going on a camping trip to the desert with bikes? Such a treat to be able to load and unload without having to remove all the bikes.

RakAttach can swing to the driver side or passenger side, but that choice has to be made before you purchase. It is not possible for consumers to switch the sides.

The unit comes with a locking hitch pin and an anti-rattle clamp, to securely snug the RakAttach to your vehicle. It is a good idea to recheck the clamp after the first week of use. Each unit comes with a one year warranty.

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RIDE OF THE MONTH

Utah Lake: South Shore Cruise

By Wayne Cottrell

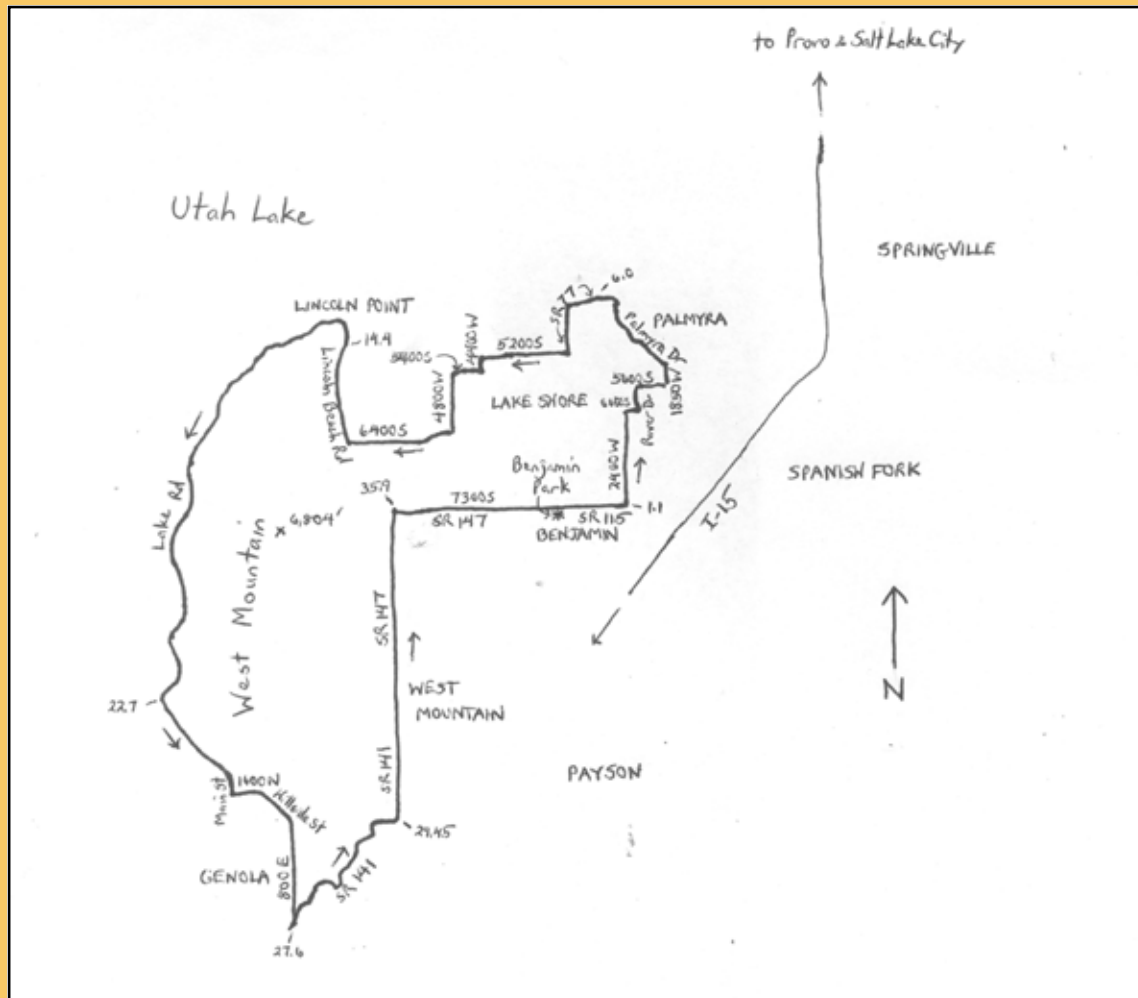
Riding around Utah Lake is popular, in that it is much smaller than the Great Salt Lake, and is encircled with roads, none of which are mountainous. It is nonetheless a long ride to make it around the entire lake. This shorter ride covers just the southeastern area near and along the lake, west of Springville, Spanish Fork and Payson. The ride visits the communities of Benjamin, Palmyra, Lake Shore, Genola, and West Mountain. The largest of these is Genola, which had a population of 1,397 in 2013. The region's total population of about 5,100, and a setting away from the through traffic of the I-15 freeway, assures that the roads of the route are lightly-traveled. The landscape is predominantly farmland, growing varieties of fruit.

The Utah Lake: South Shore Cruise is a 38.75-mile counterclockwise loop. Counterclockwise is the preferred direction, to keep Utah Lake's water on your right. The net elevation difference is small, at just 318 feet, although there are plenty of undulations along the way, making the ride not entirely flat. Start at Benjamin Park, located at 7300 South 3200 West in Benjamin. Benjamin is an unincorporated community, located west-southwest of Spanish Fork. Benjamin is 58 miles south of Salt Lake City; there is a "Benjamin" exit from I-15. Benjamin was not named for the Biblical character; rather, it was named for Benjamin Franklin Stewart, one of the community's founders. Start by heading east on 7300 South, which is State Route (SR) 147 until 3200 West, and then SR 115 beyond 3200 West. This part of the route is nearly pancake flat, as you are essentially riding in a basin formed by several waterways that drain from nearby Mount Nebo into Utah Lake. These include Spanish Fork River, Beer Creek, Benjamin Slough, and Spring Creek. Turn left onto 2400 West, 1.1 miles into the

ride, and head north. The riding out here can be peaceful and pastoral, as you pass by farms and country homes. Turn right onto 6000 South at mile 2.75 and head east, followed by a left onto River Drive. This road is parallel to the Spanish Fork River. Turn right onto 5600 South and head east, followed by a left onto 1850 West. Next turn left onto Palmyra Drive, which runs diagonally toward the northwest, with the Spanish Fork River now off to your left.

Palmyra Drive enters the unincorporated community of Palmyra (population 491 in 2010). The original Palmyra was absorbed into the city of Spanish Fork years ago; later, this settlement, a "new" Palmyra, was established. Bear left at 5000 South, and then bear right, just up the road, to continue on Palmyra Drive. At the end of Palmyra Drive, keep straight onto SR 77 (mile 6.0). The highway curves to the left and heads south. Turn right onto 5200 South (mile 7.45) and head west, now on the fringes of the Lake Shore community (population 817 in 2010). Turn left onto 4400 West, followed by a right onto 5400 South, followed by a left onto 4800 West. Plenty of turns, but these all come at the ends of the respective roads. After heading south on 4800 West, turn right onto 6300 South (mile 10.8) and head west, toward West Mountain. West Mountain rises to 6,804 feet, and is considered to be part of the Wasatch Mountains, even though it is entirely detached from the rest of the range. 6300 South becomes 6400 South as it descends, gradually, to cross Benjamin Slough. After climbing away from the slough (6.2% grade), the road curves to the right, becoming Lincoln Beach Road. The road hugs the east side of West Mountain. A dirt access road, on the left, leads to the top, where there are radio towers and an observatory. Lincoln Beach Road approaches Utah Lake, at Lincoln Point, with Lincoln Beach Park on the right. The park features camping, boating and fishing, and was formerly an active beach.

Follow Lincoln Beach Road as it curves around Lincoln Point, with



The South Shore Utah Lake Ride is a 38.75 mile ride on lightly traveled roads. Map by Wayne Cottrell.

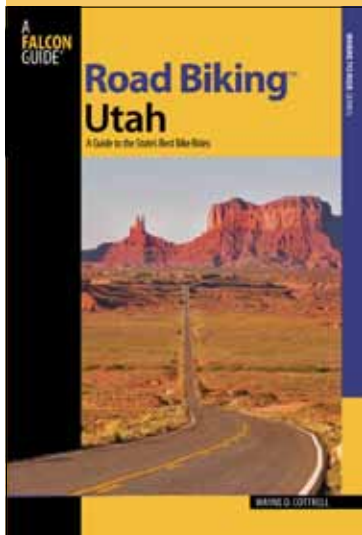
Utah Lake immediately to your right. You are now on Lake Road. This is the ride's lowest elevation (4,490 feet), although it is not much lower than the starting elevation (4,531 feet). Off in the distance is Bird Island, Utah Lake's only island. The island is not large enough for habitation, but is a popular fishing spot. Beyond Lincoln Point, you are on the west side of West Mountain, with unobstructed views of the lake to your right. The next eight miles are along this undeveloped stretch – not a park, but certainly having a park "feel." The southern end of Utah Lake, which is Goshen Bay, can be seen from the road. Utah Lake's shallow depth (14 feet maximum), dominant carp population (some 90% of all fish), and sewage dumping that continued until 1967, all contribute to a damaged lake ecosystem. At the 21.2-mile mark, after some mild undulations, the road climbs at a 2.5% grade to 4,630 feet. Leave the lake's side at mile 22.7, as

the road curves left to enter Genola. Although Genola is the largest town along the route, you won't witness much hustle and bustle. Lake Road curves to the right at mile 24.55, becoming Main Street. Turn left onto 1600 North; the road curves to the right, becoming Hillside Drive, and then curves to the right again, becoming 800 East. You are now heading south, through Genola. At mile 27.6, make a hard left onto SR 141 and head northeast. The highway climbs gradually to the highest elevation of the ride (4,808 feet), before beginning a gradual descent into the community of West Mountain. After winding its way off the flanks of West Mountain, the highway curves to the left and heads north (mile 30.45). SR 141 becomes SR 147 at 10400 South – keep straight, heading north. It is long, straight stretch to 7300 South (mile 35.9), where SR 147 curves right to head east, returning you to Benjamin. The ride ends at Benjamin Park, on the right, at mile 38.75.

Start/finish coordinates: 40.098014oN 117.732661oW

For more rides, see Road Biking Utah (Falcon Guides), written by avid cyclist Wayne Cottrell. Road Biking Utah features descriptions of 40 road bike rides in Utah. The ride lengths range from 14 to 106 miles, and the book's coverage is statewide: from Wendover to Vernal, and from Bear Lake to St. George to Bluff. Each ride description features information about the suggested start-finish location, length, mileposts, terrain, traffic conditions and, most importantly, sights. The text is rich in detail about each route, including history, folklore, flora, fauna and, of course, scenery.

Wayne Cottrell is a former Utah resident who conducted extensive research while living here – and even after moving – to develop the content for the book.



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