

The Cycling Year in Review

Bob Jardine, President

As the days get shorter, our cycling season will come to an end all too soon. This year there have been some changes in the Veloists' routines. We have missed seeing some of our past members on our rides, but there are also many new faces joining us this year. We introduced a number of new rides this season, starting with the windy Swan Lake Loop in April and the long, hot Tour of Two States in August. While some of our members were doing LOTOJA, another group did a new ride to Smithfield for breakfast at the Blue Sage – which ended up being lunch since, as they discovered, Blue Sage doesn't serve breakfast. We even had a tandem bicycle on many of our rides this year. As the season starts winding down, please take a few minutes to think about this year's schedule. What rides did you like, what ones didn't you like? Are there rides that you think should be added to the schedule next year? Plan on attending the scheduling meeting to decide next year's schedule, or let one of the officers know your ideas about future rides.

This year's century ride was a great success. Even though the cold weather kept many people away, we still had over 300 riders. Everyone seemed to have a good time, and we got a lot of good comments. The following is one of the emails that I received: *"I just wanted to thank you & all of your club members for the fantastic century ride this last weekend. It was the first time riding one of your organized rides for me, but most definitely will not be the last. The route, stops, food were all first class & all done at a very reasonable price. I've been riding organized rides for nearly 25 years now & believe yours to be one of the best I've done."*

Thanks to everyone who helped with the century ride. With your help we put on a great event. We made over \$2,000, which will allow us to make a good donation to Common Ground and their cycling program.

With a month left on our schedule, there are still some great rides coming up. Fall weather can be perfect for riding, so plan to get outside and ride with us for as long as the weather holds!

Signage/stripping of a regional bike trail

Bob Bayn, Safety Director

I want to alert fellow cyclists to the CMPO 2005 TIP project for signage/stripping of a regional bike trail. The Cache Metropolitan Planning Organization (CMPO) contracted with a consultant to produce a "Long Range Pedestrian/Bicycle Plan" (Ped/Bike plan) in 1999. That plan has the stated goal to "increase pedestrian use and bicycling as safe and efficient transportation modes." Now, five years later, CMPO is asking the participant

cities for route designation input. CMPO lists as a 2005 project in the Transportation Improvement Program (TIP) the signage and striping of the "regional bike trail."

Although the goal is worthy, the suggested projects are misguided. Signed bike routes are of no value to local cyclists without the accompanying funding for the maintenance commitment that bike route signs represent; in addition, bike lanes present more of a hazard than a boon to "safe and efficient transportation cycling," especially when painted on already wide roadways. Bike route signs without road maintenance funding are no help to us and bike lane stripes on existing pavement only give us closer passes and more debris.

Local transportation cyclists are already familiar with the network of streets. Bike route signs will not help them to find their way safely to their destination. Because cyclists may use any roadway, motorists must always be alert to the possibility of cyclists, and cyclists should always ride visibly and predictably according to the rules of the road. Occasional bike route signs will not add to cyclist safety, nor will a bike lane stripe, which in most locations appears no different from a shoulder stripe. There is no advantage for cyclists to be channeled to certain roadways by bike route signs unless the roadway benefits from a higher standard of maintenance.

The major problem with the TIP proposal is that it includes no funding for additional pavement, no pavement improvements, and no improvement of service. If new cyclists are recruited by the signage/striping facilities, it will be a temporary increase. A non-cyclist who believes that striping will make an unsafe situation safe, has an unfortunate misunderstanding about the risks of cycling for transportation.

Striped bike lanes provide no protection from the risk of turning and crossing traffic at intersections (including driveways). Bike lanes encourage novices to ride without properly negotiating intersections. These new cyclists end up on the right side of right turning motor vehicles or attempt to turn left across the path of other traffic, increasing the chances of a collision. Furthermore, it has been demonstrated that motorists overtake cyclists closer, faster, and with less regard when the cyclist is in a bike lane than if the cyclist were in the same position without an intervening stripe.

What are the alternatives to bike signs and striping? Although we recognize that \$50K is very little money to do things of real value for transportation cyclists, we recommend consideration of the following improvements of value for effective transportation cycling in the metropolitan area:

- improve pavement maintenance standards on all roadways to eliminate bike-wheel deflecting hazards (patches, drain grates, pavement edges, manhole covers).
- construct bulb-outs for safe crossing of diagonal railroad tracks, especially along 600 West in Logan, as well as other locations throughout the area.
- provide bike-sensitive traffic signal sensors or cameras, and "sweet spot" markings at all demand-controlled signalized intersections.

- develop a cycling-suitability local road map showing the features and conditions that matter to a cyclist: hills, stops, heavy traffic, complex intersections, sight line hazards, narrow roadways, poor pavement, one way streets, median barriers, bike-accessible paths, etc.
- sponsor certified bike education programs for vehicular cycling.
- promote the safety value of following the “rules of the road.”
- provide secure, sheltered parking facilities at common destinations.
- use the internet as a means of providing valuable and up-to-date information about cycling education and cycling conditions in the community.

These changes would provide real value for safe and effective transportation cycling in Cache Valley.

Biking at Hardware Ranch Wildlife Management Area

Marni Lee, Assistant Manager

Utah Division of Wildlife Resources, Hardware Ranch Wildlife Management

Those of you who have ridden up Blacksmith Fork Canyon this past summer to Hardware Ranch Wildlife Management Area may have noticed some changes upon your arrival. This past summer the bathrooms and the water pump outside the bunkhouse (the building with the soda machines) have been locked. The bathrooms have been converted into employee restrooms accessible from inside the bunkhouse to improve living conditions in our volunteer quarters. The pump was locked to better conserve and manage our well water.

Our goal at the ranch is to consolidate our public service areas to the visitor center and OHV parking lot and to improve the services offered at those sites. By making these changes, we hope to make your visit to the ranch more enjoyable and the public facilities more convenient.

The OHV parking lot has a new outdoor restroom that is open year round twenty-four hours a day. The OHV parking lot is the dirt parking lot about 1/4 mile from the bunkhouse. If you continue up the pavement (Hwy 101) it is just past the right hand turn to go up the hill to the visitor center. It is where the off road vehicle trailers and snowmobiles park, right where Hwy 101 pavement ends and becomes a county dirt road. We have also installed a new water pump at the visitor center. You are welcome to use the pump to fill up water bottles. Please rest your bikes in the visitor center parking lot and walk to the water pump.

We know these changes are sudden and we apologize for any inconvenience. As funding allows we are working toward improving our facilities. If you have any comments or suggestions, please feel free to contact us. Marni Lee, Assistant Manager Utah Division of Wildlife Resources Hardware Ranch Wildlife Management Area Phone: 753-6206 e-mail: hardwareranch.com

Random emails after the (infamous) Tour of Two States

Ward Wessels, Stephen E Bialkowski

Dear ____ : I'm hoping nobody ended up hospitalized from the Tour of Two States. It was certainly hot enough to have put the hurt on the inexperienced and experienced alike. I was grateful that the traditional afternoon south head wind was not too bad. There were two riders, Rick and Chuck, who pressed the pace up Logan Canyon, also picking up James(?), not an intended TTS participant. Lee and Rex were with us until about Tony Grove. I suggested that we wait at Franklin Basin turn-off, but Rick, Chuck, and James wanted to press on, so I went with them. We waited at Garden City for about 15 minutes, but when we still could see no one coming, we went on. James peeled off at Fish Haven to meet his family over there. Chuck did amazingly well staying with Rick and me almost to Preston. He sent Rick and me on and called for a pick-up from Preston. He called me Saturday evening to say he had a good ride all-in-all. Rick did well until Amalga, then leg cramps took him. He called for a pick-up from Amalga Park, although he said he had a great ride, his longest single-day effort. I went on alone and got to Logan at 3:45, worried about those still out in the heat, and feeling like this ride shouldn't be organized again without a support vehicle. Hope all are well and enjoying an endorphin high, Ward Wessels

Dear ____: How did you do on Saturday? I made it with only 4 flats and a broken pedal. LOL. Thank heaven's my wife was SAG-ing. (Actually, I had asked if she would walk the dogs in Immigration and to look out for me if she did. I threw a tube, a floor pump and some other stuff in her trunk. She was kind enough to do that.) She found me about 300 yards from the Immigration summit with my third flat, a lost tire tool, and lost patience. I changed the tube with the one I threw in her truck and started down to Mink Creek, where I got my 4th flat. The one from the trunk. She came by and told me that I had done the hard part and it was time to go home. Since I didn't have any more tubes and my arms were weak from riding, I obeyed. She drove me to the bike shop wherein I paid way too much for two new tubes (\$7.99 each!), went home, changes the tubes, assembled the bike, and noticed that I had lost part of my pedal. After freaking out, I took the pedals off my mountain bike, which are also the Shimano MTB cleat style. Agnes drove me back to Immigration and let me finish. I clocked in at 9:45 road time with 14.4 MPH average, 39 mph top speed. And about 148 mi total (because I restarted from the top of Immigration). My Delorme 3-d topo's say that the course has 11,500 ft of ascent.

Stephen E Bialkowski

p.s., I found the lost pedal, too.