



Bi•opic

bicyclical vision; seeing bikes, everywhere.

Volume #3, Issue #1

Bi•opic : A semi-regular publication of Flagstaffbiking.org

Winter 2008



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Open up - More to read inside... Enjoy!

Notes From the Editor

I think I'll start where Jonny left off. Keep the rubber side down and the shiny side up...

As a general rule, falling off is no fun. Sure, there's the occasional time when you may fall into that giant, fluffy pile of freshly fallen snow. Or that rather inviting pile of leaves that was, surely, raked into a tempting mound just for you. But, I digress. Falling off is no fun.

As with all things in life, I suppose, sometimes you need to extend yourself to find out not only where that "sweet spot" is, but also to find out what happens if you go just a bit further. In taking on the role of editor for the future editions of the Biopic, I am leaning out and finding what happens if I try and go "just a little bit further." There is a bit of trepidation involved and at the same time quite a lot of excitement.

These are some big shoes to fill (seriously, have you seen the size of that guy's feet?? Huge, I tell you!!). It's an all new adventure, as I have never taken a project like this on, and it's something that I'm looking forward to.

So, as this new adventure begins I have only 2 initial goals: #1 is to make sure that our loyal readers can keep expecting a new Biopic from time to time, and #2 is not to "fall off."

I hope that you all have a very happy new year!!
Grant



Grant Dunstan

is an avid cyclist, dabbling in road riding, mountain biking, and the newly discovered world of the singlespeed. He helped to start the Trips for Kids program in Flagstaff with his wife, and enjoys showing the kids our wonderful trails.

Do you want to be on the Big Screen?

Enter the Bike to Work Week Short Film Competition!

First Place Winner takes \$200 home!
The film must be received by May 5th to be considered for entry. The top 5 finalists to be show at the Bike to Work Week Award Ceremony.

Please direct any questions to
Melissa at melissa@flagstaffbiking.org.

Event Highlights

April

19

Earth Day Event

11am-5pm - Wheeler Park

26

Soar into Spring Bicycle Rodeo

11am-4pm - Foxglenn Park

May

2-4

Subaru/IMBA Trail Crew Visit

See back page for details.

11-16

Bike to Work Week

Check for upcoming details at flagstaffbiking.org.

20

Safe Kids Rodeo

8am - noon - Thomas Elementary

24-26

Summit Center Classic

Visit summitvelo.com for details.

June

7

National Trail Day

Ft. Tuthill to Kachina trail/ To Be Determined
Contact trails@flagstaffbiking.org for more info.

July

12

Loop Trail Date

Ft. Tuthill/To Be Determined
Contact trails@flagstaffbiking.org for more info.

26

AZ Trail Day with ATA and NATRA

Humphrey's trail parking lot
Contact trails@flagstaffbiking.org for more info.

Visit www.flagstaffbiking.org for complete details and for upcoming events throughout the winter and spring.

Call for Artists / Illustrators ...

Flagstaff Biking Organization is getting ready to kick off the annual Bike To Work Week poster art contest. Yes, you could have your artwork showcased for this year's event. Details to follow on our website.



Youth Mountain Bike Program



Now that fall has given way to winter, it's time to look ahead to next year. Come springtime, I hope to run a weekend ride each week, much as we did during the fall. But what about the

summer? With a new job and a new baby this December, I won't be free to run an all-day program like I could last summer... but that doesn't mean it can't happen. With a few enthusiastic and responsible adults to lead rides, we can run a strong and successful program that will bring the joy of mountain biking to Flagstaff's kids for years to come. Our program emphasizes biking skills and strategies, teamwork and cooperation, mountain bikers' responsibilities to maintain trails and follow proper etiquette, and enjoying the outdoors... with occasional stops for rock climbing or to observe (but not disturb) local archaeological remains. As the summer goes on, kids ride faster, build stamina, and tackle more technical terrain; they work together to deal with challenges and obstacles; and they build strong friendships. If you are available on weekdays during the summer, or know someone who is, please contact me about this dream job opportunity.

Although the all-day program seemed to work well last summer, that's not our only option. We had plenty of kids running out of steam by mid-afternoon, worn out by the morning's ride. So another possibility for the summer program is to run it from 9 to 1 each day, riding all morning but giving kids the afternoon to sleep it off or do other things. Another option would be to meet three days a week, leaving kids Tuesdays and Thursdays to recuperate. Parents, kids, and other interested parties, please contact me with your suggestions. In the meantime, enjoy the winter! Hope to see you on the trail in Sedona or the Valley.

For more information about the program, details about ride times and locations, and to sign kids up to participate, contact

Neil Ross at
Neil@flagstaffbiking.org or
(928) 814-9792.

Come ride with us!



Neil Ross

In 2001 he founded a kids' mountain biking program in New Jersey. A devoted fan of Flagstaff since attending graduate school at ASU, he moved here in 2005. He and his wife are enjoying a brand new baby.

Bikes On Buses

A great bus system is a natural complement to bicycles, and vice-versa.



Bike racks were first installed on the front of Mountain Line buses in 2001. Initially, bike racks were installed on Mountain Line buses, but not on Mountain Campus Transit buses, which operate on the NAU campus, as a way of gauging demand and usefulness. It was soon apparent that there was a significant demand for the bike racks. Now when a bus passes, it is not-at-all uncommon to see a bike or two on the front rack.

The ability to take a bike on the bus has a number of advantages, including extending commuting distance without driving a car. For example, a commuter may not want to bicycle 10 miles to work, but would be willing to ride two or three miles then take the bus for the remainder of the trip. It also gives a commuter more flexibility; a person can bring their bike on the bus for the morning commute, and then take a scenic ride home on a single-track trail through the forest. During the day, having a bike available enables someone to run errands or explore a FUTS trail at lunch.

Over the last few years, Mountain Line has replaced its older racks, which carry two bikes, with new racks that have a capacity of three bikes. About one-third of

Mountain Line's fleet has already been fitted with the new three-bike racks, and all new buses are equipped with the three-bike racks.

As a way of further promoting the connection between bikes and buses, Mountain Line regularly installs a bike rack adjacent to their standard bus shelter at bus stops. In addition, bike lockers will be provided at the new mall transfer center, which is located at the corner of Mall Way and Marketplace Drive in the new mall expansion area. The bike lockers will allow someone riding in from Doney Park, for example, to leave their bike and ride the bus downtown or to campus without any worries about theft, vandalism, or weather.

Tips for taking your bike on the bus

- Before the bus arrives, remove all detachable items from the bike, such as panniers and bags.
- Wave and make eye contact with the driver to make sure they see you before you load your bike.
- Always load and unload your bicycle from the curb side of the bus.
- Cyclists are responsible for loading and unloading their own bicycles. The bus driver cannot leave the bus to provide assistance.
- Loading and unloading your bike is easy and takes only a few seconds (see the graphic). Mountain Line brings buses to various events, such as Bike to Work Week and Earth Day, so you can practice!
- Inform the bus driver before your stop that you will be removing your bicycle from the rack. If there are no other bikes on the rack, refold the rack to its upright position.
- Bicycles are transported at no charge for fare-paying passengers. Bicycle racks are available on a first-come, first-served basis.

Mountain Line Tax Election

This May, Flagstaff voters will be asked to consider five ballot propositions related to Mountain Line bus service:



Jeff Meilbeck

is the general manager for the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA). He is a current board member and former President of the Arizona Transit Association.

- Prop 401 renews the existing sales tax of 17.5 cents on a \$100 purchase that will be set to expire in 2010. Mountain Line bus service is primarily funded by this sales tax, and if the tax is not renewed, the bus system will likely be eliminated.

- Prop 402 will fund the purchase of hybrid-electric buses, which use 40 percent less fuel, are 50 percent quieter, and produce fewer emissions. If this proposition is approved, Mountain Line's existing diesel fleet will be replaced at the end of their useful life by new hybrid-electric buses.

- Prop 403 will fund the city's share of a new, high-frequency route linking downtown Flagstaff with the Woodlands Village area through the NAU campus. NAU has committed to paying \$800,000 for their share of the cost of this service, and federal funding will cover 80 percent. This route will run every 10-15 minutes throughout the day.

- Prop 404 allows the expansion of bus service to areas of Flagstaff that are not currently served or are underserved, including West Route 66, the area near Foxglenn Park, and the Fourth Street, Huntington Drive, and Switzer Canyon corridors.

- Prop 405 provides more frequent service on some Mountain Line routes

For further information on the tax propositions, please call **NAIPTA at 779-6624** or visit their website at **www.naipta.az.gov**.

Bicycle Registration and Recovery Service now Online

Flagstaff, AZ July 2007 – MY BIKE ID announced today that they have completed the first phase of establishing a bicycle registration and stolen/lost bicycle recovery web site for any bicycle owner in the Flagstaff.

The website www.mybikeid.com offers a simple and quick way to register a bicycle online. In addition, when a bicycle has been found, the finder can submit the bicycle identification and location where it was found, and a listing will be placed on the Found Bike Page. MYBIKEID will notify the owner, and arrangements made with the finder to get the bicycle back to the owner. Also, when a bike has been lost or stolen, the bicycle owner can report their loss and submit a description and last whereabouts

information to the website. A listing will be placed on the Report Lost Bike page.

With the rise in popularity of bicycling using racing, mountain, cross-country, and BXM bikes so has the theft rate. Many bicycles today are specialized and expensive making them a target for thieves. "The very first step to help someone recover a lost or stolen bicycle is to have it registered", states Michael Conant, Owner of MYBIKEID. Police find hundreds of bicycles each year, and most can not be returned to the owners because they lack a proper ID. A Flagstaff law enforcement official noted that this website would help their job of finding, recovering, and identifying the may

stolen and lost bicycles in the area each year.

The MYBIKEID service includes a personal Bicycle ID kit that includes two easy to apply IDs with unique ID numbers and a registered member card, and full accesses to the website's user features.

Price: \$8.00 per bicycle for 10 years

For Additional Information Contact:
Michael Conant
MyBikeID, Flagstaff, AZ
928-213-9354/info@mybikeid.com

Fort Valley Road, East Flagstaff Traffic Interchange to include bike lanes

This spring, bike lanes will be added to several major streets in Flagstaff, including most of Fort Valley Road and Route 66, Highway 89, and Country Club Drive in the vicinity of the new East Flagstaff Traffic Interchange.

Adding bike lanes to these streets is in keeping with the policies of the Flagstaff Regional Land Use and Transportation Plan, which acknowledges that bicycling is a legitimate transportation mode to be accommodated on public streets, and asserts that every street in Flagstaff, with the exception of interstates, should be considered a bicycle street.

In the case of major streets that have high vehicle speeds and traffic volumes, the most appropriate way to accommodate bicyclists is often to provide bike lanes. Bike lanes provide a number of benefits:

- Cyclists can proceed at their own pace when sharing the street would be difficult due to the speed and volume of vehicular traffic.
- Less experienced cyclists tend to feel more comfortable riding in the street when bike lanes are present.
- Bicyclists can safely pass vehicles during times of heavy congestion, which is an incentive and a reward for bicycling instead of driving.
- Bike lanes alert motorists and heighten their awareness to the likelihood that there will be bicycles on the street.
- Bike lanes legitimize the presence of bicycles on the street.

Currently about half of the major streets in Flagstaff include bike lanes, and we are always looking for opportunities to retrofit bike lanes onto more streets.

Fort Valley Road

Fort Valley Road will be restriped to include a lane for bicycles on both sides of the street from Apache Road to Fremont Boulevard. The restriping follows modifications to the road made as part of the Fort Valley FUTS Trail project, including the installation of curb and gutter along the side of the road where the trail was built.

The width of the road varies along its length; as a result, in a few places the width of the lanes will be less than the standard minimum width for a bike lane, which is four-and-a-half feet. At no point will the width of the lanes fall below 2.75 feet, and for most of the street the lanes will be five feet in width. The lanes will also continue through intersections to the left of dedicated right-turn lanes.

The lane will not initially be marked or signed as a bike lane; however, if the City agrees to assume maintenance responsibility, ADOT typically allows standard bike lane signing and pavement markings to be installed.

The restriping is scheduled to be done this spring, when final work on the FUTS trail and road modifications is completed. Last fall, temporary lane striping was applied to sections of the street that were resurfaced; however, this striping was intended to be temporary and will be obliterated.

East Flagstaff Traffic Interchange

The City is also working with the Arizona Department of



Martin Ince

the multi-modal transportation planner for the City of Flagstaff and the Flagstaff Metropolitan Planning Organization. He has worked as a city planner for more than 20 years and has lived in Flagstaff for almost 10 years.

Transportation (ADOT) to include bike lanes on Highway 89, Route 66, and Country Club Drive within the project limits of the East Flagstaff Traffic Interchange (EFTI).

Bike lanes will fit on each of the three streets within the project area, which is generally bounded by I-40 on the south, Cummings Drive on the east, and Fanning Drive on the west. Outside of the EFTI project, there is not adequate width for bike lanes to continue on Route 66 west of Fanning Drive or on Highway 89 north of Cummings Street.

Temporary lane striping that does not include bike lanes has been applied to the EFTI; however, this striping is temporary and will be redone in the spring. ADOT has prepared a revised striping plan, including bike lanes, which will be implemented when final, permanent striping is completed next spring.

Again, the lanes will not be initially marked or signed as bike lanes, although it is a possibility for the future.

In both cases, the City has worked closely with the ADOT, which operates and maintains the roadways. In particular, Chuck Gillick, Northern Region traffic engineer, and John Harper, Flagstaff District engineer for ADOT, have assisted with and been supportive of the effort.

For more information, please contact **Martin Ince at 226-4850 or by email at mince@ci.flagstaff.az.us.**

Trying New Things

“The one who gets the farthest is usually the one who is willing to do and dare. The sure thing boat never gets far from shore.” –Dale Carnegie

I never displayed a special aptitude for mountain biking. In fact, I was pretty sucky for several years. I was lucky enough to have better fitness than most beginners, but “handling skills” was an oxymoron for me. But with time, practice, and plenty of scars, I got a little better.

I have been intimately reminded of what it is like to be a beginner again this last year. Retirement from mountain bike racing gave me the opportunity to try out many of the things that I had put on the back burner. Being a beginner again has given me new insight in to taking baby steps and being gentle with myself. I had a lot of new adventures this year, but telemark skiing and swimming are the two that really stand out.

You would think that I would have picked up telemark skiing super fast; it is, after all, the closest thing to mountain biking that you can do on snow. This was not, however, the case. At this point I would label myself as “inconsistent” at best. The other day I finally had had enough bad days to say out loud, “I really need to go do something I’m good at.” And so to Sedona I went, mountain bike in tow. I felt much better after that. Now I’m ready for it to snow again.

Swimming, on the other hand, I never expected to excel at. When I was 9 years old I joined the swim team. This was a seriously competitive team. There were dozens of kids on the team, and we competed against really fast swimmers. As an adult, I’m on the small side. As a 9 year old kid, I was a full head shorter and a good 20 pounds less than any of the other kids in my grade. I was skin and bones, and not much of either of those. I guess I wasn’t keeping up with my 9-10 year olds age group, because the coach took my mom and I aside and gently suggested that I swim with the 7-8 year olds. No one



Dara Marks

Dara began riding mountain bikes in 1994 and entered her first beginner mountain bike race in 1998. She worked her way through the ranks and turned pro in 2001. This is her second year racing on the Ford Cycling Team.

would know, she said, because I looked more like a 7-8 year old than a 9-10 year old, and with the younger kids I’d have a fighting chance of keeping up. She was trying to help. I, however, was devastated. I was 9! Not 7 or 8! So, like any future professional athlete would do, I quit.

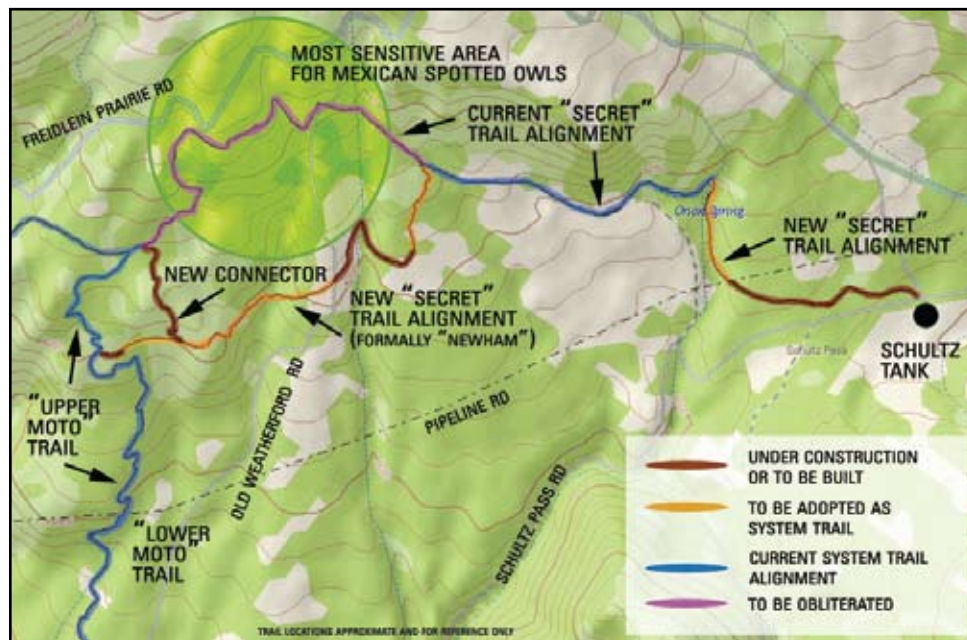
Flash forward almost 25 years later, and I’m a crappy swimmer all over again. And frankly, even with a season and a half of telemark skiing under my belt, I’m a pretty crappy skier too. But when I first started out mountain biking, I was a total disaster. I got better, and I know that with time and patience my skiing will come around.

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Give a Hoot!

Over the past several years, Flagstaff Biking Organization has been working with the Peaks District of the U.S. Forest Service and U.S. Fish and Wildlife Service to complete the construction and realignment of trails included in the Ft. Valley Restoration project. This project is a multi-faceted plan that addresses fuels management, forest health, trails, wildlife and other resource concerns in a single plan for the area between Snowbowl Road, Freidlein Prairie Road, Old Weatherford Road and Highway 180.

One of the biggest concerns addressed by this plan is how some trails may be affecting the threatened Mexican Spotted Owl. . Based upon survey data collected by the agencies, the use of the "Secret" or "Orion Springs" trail has resulted in disturbance to this threatened owl. For several years, the U.S. Fish and Wildlife Service has been working with the Peaks Ranger District to complete



the realignment, and, it is important to note, inclusion in the system, of Secret/Orion Springs Trail away from the nesting sites for these owls. The thought is that this will reduce the amount of human disturbance near the known nest site and this might allow the owls to reproduce better. The Mexican Spotted Owl is listed as threatened under the Endangered Species Act. The purpose of the Act is to provide for the conservation of endangered and threatened species and their habitats. The mission of the Fish and Wildlife Service is working with others, to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people. If we are to be "at the table", we need to be able to work within the parameters set by this Act and with the agencies that administer it.

During the scouting for realignment, a couple of options were considered. One option would have re-routed Secret/Orion Springs significantly downhill from the current alignment, below FS 6273, (the road that connects

Freidlein Prairie Rd. to Schultz Pass Rd.). The second option, which is the one to be executed, is incorporating sections of the trails known as "Upper Meadow" and or "Upper Upper Hot Shots", (you may have your own names...), with some new trail connectors to "Newham" and eventually to the top of New Upper Moto.

The Ft. Valley Restoration Project also calls for the obliteration of all non-system roads and trails after the new trail system is in place. This means that if the first option above had been chosen, more of the current Secret Trail alignment and all of Newham would be obliterated at some point. Although Flagstaff Biking has not chosen to participate in the obliteration of much of the old trail in the Ft. Valley decision, we do support the pending obliteration of the old Secret Trail alignment once this new alignment is in place, as this will hopefully lead to positive effects

for Mexican Spotted Owls. Although we are first and foremost advocates for mountain bike access, we also need to be responsible stewards of the Forests and all of its resources, and certainly its threatened and endangered species.

We are certainly aware that these actions are sure to generate a significant amount of disappointment amongst some members of the local mountain biking community. Some old trails that we love are changing.

your feedback, but bear in mind, we probably have the same concerns as you and have tried to negotiate the best solution possible from "within the system". Things could be a lot worse; we could live in Marin County...

Thanks to Shaula Hedwall with the U.S. Fish and Wildlife Service and Cary Thompson and Kyle Grambley with the Coconino National Forest for their assistance with this article and map.

Contact: Anthony at anthony@flagstaffbiking.org or (928) 779-5969



Anthony Quintile

is an avid mountain biker and motorcyclist, and promotes multiple-use where ever he rides. Through many events and volunteer efforts, he is an advocate for trail building and riding. He is the manager of Absolute Bikes, and can be found there most days.

Training with Intent in the New Year

After the holiday season most of us begin to build plans in anticipation of what the New Year will bring. Races, travels to exciting getaways, or even our favorite trails inspire us to bring a new level of fitness and skill to the occasion. With aspirations on the horizon, making the most of our training time will be a beneficial approach. Even if you are interested only to maintain your healthy and active lifestyle, training with intent will have its rewards. Making the most of our time will have us going strong, feeling fit, and ultimately loving what we do more than ever. Some simple changes to the 'same old' will go a long ways to keeping us on the right track towards continual improvement.

Log your Activity

Keeping a record of your training creates a helpful resource for the future. Knowing that you were in great condition last April is one thing, but having a clear record of what it took to get there is another. Or how about that month when you felt completely fried last season? Understanding the events that led to such a condition will likely prevent a repeated occurrence. An athlete's training log in an extremely valuable tool and its contents prove more helpful every year. Record as much information as you like; extra notes will only offer more insight for future review.

Measure Your Fitness

Establish a benchmark of your current fitness. Select a favorite hill climb or any route that allows you to set forth a maximal effort. Understanding where exactly you are starting, you will be able to re-test and measure your month to month progress. There are many training gadgets available to help you quantify such performance changes, but chances are if you are covering the same ground in notably less time, you have done something right.

Set Realistic Goals

You can set forth some goals now that you have tested your fitness. Having long-range goals for the season is great, but be sure to give yourself checkpoints along the way too. This will keep you motivated and ensure that your training is fruitful in its direction. If you are not sure how to set your goals talk to someone who has been there, done that. Even better, find yourself a reputable coach who can help you along the way. Knowing the target is one thing, but the real challenge is setting the appropriate aim.

Get Quality Rest and Recovery

The worry of overtraining is far-reaching in endurance athletes. However, a much more prevalent condition is that of under-recovery. Keep in mind that not only your training stresses, but also normal, daily stresses affect your ability to recover and perform optimally.

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Learning from the Leaders: Cycling in Copenhagen

Last fall, I had the unique opportunity to work with transportation planners in Copenhagen for a couple of months. My wife and I had decided that our one-year, around-the-world trip should include periods of work, study, travel and play, and what better place for a transportation planner than Copenhagen, Denmark. Amsterdam comes to everyone's mind when you think about biking Europeans, but Copenhagen has the same number cyclists and, arguably, more sophisticated approaches to encourage and accommodate them. Arriving at my first day of work, I was met by the facility manager, in the covered bicycle parking lot, to set me up with the two classic city commuter bikes for Laura and me. This was followed by a tour of the office facilities, which of course include a gym with sauna and showers, if so needed after your bicycle commute. Much of my time spent in and around Copenhagen included reveling in the



Safety Rules. Even in the busiest parts of Downtown, bike paths are buffered from bus and car lanes, reducing the stress levels for riders.

quality of life that is supported by a city designed around biking, walking, and transit - not cars. But at the same time, I was trying to figure out how some of these lessons can translate to the North American context in the near future, not only after some apocalyptic series of events. Here are three ideas.

1. Eventually, we will have to stop taking pride in our identity as cyclists. This phenomenon is almost completely unheard of in Copenhagen, someone who identifies himself or herself as a cyclist is most likely a racer. Riding a bike is like walking, breathing, and eating. The hardcore image that accompanies bike commuters in the US is partly a product of the challenge, but the noteworthiness also hurts the cause by making this choice seem so exceptional. This difference leads into #2...

2. Danes design cycling facilities for commuters not cyclists. If you are designing for people that you presume aren't comfortable out-sprinting cars to make left turns or riding in a straight line, while craning their necks backwards 180 degrees to avoid impending doom, then you make the experience safe, comfortable, and convenient-almost like driving a car, crazy! One of the indices that city bicycle planners use each year is actually a comfort scale, because they now know the process people go through when deciding how to travel. To accomplish this here are a few things they do that we typically don't:

- Bike lanes are often protected from the driving lanes by situating the lane between a parking lane, if it exists, and by elevating the bicycle lane roughly 4 inches above the roadway surface.

- Bike lanes continue all the way to the intersection, and through it. Otherwise, it does not qualify as a bike route.

- At intersections, bike lanes are divided to direct where people should be positioned for turning left, going straight, or turning right- eliminating conflicts with other cyclists and vehicles.

- At more major intersections, bicycles have their own signal, and receive an advanced green to eliminate the fear of vehicles trying to jump the light and turn right in front of a cyclist. Furthermore, vehicles in right turn lanes have to yield to cyclists, just like pedestrians.

3. Cars do not rule, and accommodating for them is not one of the Ten Commandments. The Greater Copenhagen officials have refused to widen roads that feed into the city core. They believe that if more people want to come into the downtown, they can do it via bike or transit but that the city suffers when they allot too much space to cars. Although we all love to gripe about what a hassle it is to drive or park in a major downtown center, I challenge you to think of one that is easy to drive around, yet is really interesting. The ability to drive and park a private vehicle easily is at complete odds with vibrant cities. Cars just take up too much real estate that would otherwise be used for thriving pedestrian, commercial, and cultural uses.

That last point was the most inspiring revelation from the experience. Danish people live a lot like us. They



Geoff Cross

A former FBO-addict, Geoff spent last year traveling the world recovering and getting re-inspired in the cause of bringing sensible transportation behavior to North America. Currently, he is soaking up the moisture and plying his trade in Eugene, Oregon.

make plenty of money, they dress stylishly, love to go to restaurants and bars, hang out at the beach, go to sports events - you name it, whatever. The overall quality of life is as high or higher than anywhere else in the world in my opinion- all without relying on the automobile. In Flagstaff, we are doing well, from a national perspective, to get about 4-5% of work trips made by bike, and conversely less than 70% in single-occupant-vehicles. However, in Copenhagen, despite their considerable wealth, 36% of people commute to work by bike and only 25% drive alone- about the same number that take transit. Those are numbers worth pursuing; I believe thinking big is the only way that we are going to make substantial progress in getting more people to use bicycles more often.

For you policy wonks out there, you can check out an English version of the most recent Copenhagen Bicycling Account, a Bi-annual report card/update at <http://www.vejpark.kk.dk/VejPark/byenstrafik/cyklernesby/bicycleaccount2006.aspx>

Geoff can be reached for comments, questions or feedback at geoff@flagstaffbiking.org



Intersection treatments ensure that routes and paths are continuous, cyclists know where they should ride, and drivers and pedestrians have clear signals of when and where to expect cyclists.

A Penny-farthing For Your Thoughts

While on assignment in New Zealand, I was interested to see how biking was done Down Under. Add plenty of drizzly rain and helmets. Lots of helmets...it's the kind of compliance that comes with a \$75 NZ penalty for NOT wearing one. And lots of cyclist... from the lollygaggers on beaters, to racers, commuters, and plenty of touring cyclists. And just as water spins down the drain the wrong way, the cars and bikes drive on the wrong side of the street. I just about got run over every time I jaywalked, which is also pretty standard down there. And the cars... small, darling little fuel-slingy cars we won't see in the US until gas tops \$5. Apparently.

There was another difference; an abundance of late 19th century bicycles. Penny-farthings--you know--those olde tyme bykes with the big front wheel and tiny back one. Popular from 1870 to 1890, these were the first "Bicycles" capable of covering ground by virtue of that big 60" diameter wheel; in effort, about the same as the middle or upper-middle gears on your modern geared bike, and similar to most singlespeeds. Our diamond-framed bikes are descendants of the aptly named Rover Safety Bicycle invented in 1885, which quickly replaced the penny-farthing and their substantial challenges. Looking for adventure? These were the original fixed gear, single speed redux bikes. No shocks, no cushy tires. More like a unicycle with rock-hard tires and a training wheel. A bit. And braking? Like all fixed gears bikes, slow your pedaling and you'll slow your speed. Most have a spoon hand brake, but it should tell you something that when going down a steep hill, the daring penny-farthing Wheelman holds his/her feet above the handlebars and hopes for the best, ready to launch from the crash zone. (one.rever.com/videos/watch/31941)

So there we were, in the Marlborough region, the famous white wine district of the South Island, touring the wineries and tipping their goods. The hostels in the area actually loan Tourista euro-americanus a bike to tour the wineries just to keep the inebriated Toyota campervanners off their streets.



Figure 1: Craftsman Robin Willan (Willan Cycles) of Christchurch, New Zealand, builder and rider of his fully loaded penny-farthing, demonstrates his style.

Our last stop of the day and we tottered into the winery's courtyard to find a small circus of penny-farthings. About five guys, from their 30's to 70's (New Zealand) were on day 5 of their annual 10-day **self-supported** trek: this year running coast to coast from Christchurch to Greymouth (637 kilometers, 400 miles), crossing the island east to west, including not a few hills. These guys had fantastic legs and tiny packs with a mere change of clothing to aid their "credit card tour".

A few weeks later we spied another "HiWheeler" in downtown Christchurch. This man bore a somewhat heavier load. Joff Sommerfield, (www.crazyguyonabike.com) was hop scotching the world pole to pole (sort of) on his penny-farthing. He had left England in May of 2006 and had traversed Europe to Turkey, then across Australia, raced in Tasmania, followed by New Zealand and began China in April. As of August he has reached into Lhasa, Tibet, and logged over 11,000 miles.

Penny-farthing's seem to have their greatest following in Britain, Europe, and Down Under, although there are a number of penny-farthing clubs in the US. You will often see a penny-farthing show up in parades, but touring with an "Aerial" seems more popular across the ponds. As fond of eclectic cycles as Flagstaff is, the spread of penny-farthings may not get any traction... until they get knobby tires.

Contact: [susan at psiouxan@msn.com](mailto:susan@psiouxan.com)



Susan Hueftle

has enjoyed a lifetime of all-weather bike commuting in the west. She is an avid mountain biker, environmentalist, naturalist, water quality scientist, & outdoorsperson.

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It might not be that you're training too much, but rather you might simply be too stressed to have a great workout. Seek an objective opinion and consider how your workout routine meshes with your lifestyle. Do too much with too little chance to recover and you'll find yourself exhausted and unmotivated. Get quality rest and attempt to keep a consistent bed-time along with a healthy diet. With this your body will recover optimally and you'll be feeling great. Look for ways to improve your day-to-day recovery and you'll notice improvements.

Have Fun

Training with intent is a great way to make the most of our sport. Maintaining a healthy perspective of what it is that you do and why exactly you do it, will go along ways. Set out your intentions, enjoy the experience, push your limits, and love every turn of the trail. Here's to making the most in 2008,

Travis Woodruff
Carmichael Training



Travis Woodruff

has been coaching mountain bikers, road cyclists, and other endurance athletes with CTS since 2005 and now works full time at the Tucson CTS headquarters. When he's not coaching, he's training and racing as a professional mountain biker.

continued from page 4...

I can't honestly say the same for swimming, maybe my "flippers" and "paddles" are just too small! But I absolutely love going to the pool (or even better, a lake) and challenging myself anyway, and bringing a totally different sense of physical awareness to my life. When was the last time you did something totally new and different? Maybe you're a road cyclist who has tried mountain biking but just came home bruised and bloodied, or maybe you are someone who always rides alone because you think you can't keep up with other people. Trust me when I say that the best, fastest, smoothest riders out there were beginners once too. Go on, try something new. Challenge yourself to pick up a new skill, or do an old one in a new way. Learn to play an instrument; try painting with watercolors. Be a beginner again. It's good for the soul.

Contact: [Dara at daramarks@yahoo.com](mailto:Dara@daramarks@yahoo.com)



Special Thanks

to the folks at Fratelli Pizza for donating \$500 worth of pizza.

The Best Day Ever (On a bike, that is)



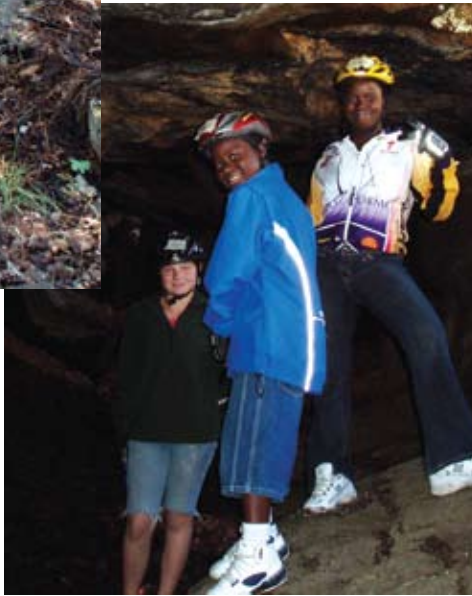
© Lisa Valer, Sierra Club Inner City Outings

Have you ever noticed how sometimes, out of nowhere you get a weird sensation that everything is going to work out, no matter what? Last summer I had just that feeling. Looking back at that moment, it was more than OK, it was just perfect...

Every year, for the past 3 summers, I have had the honor of taking a group of kids out for a

MTB ride on our great trails. Now, don't get me wrong. I have gone on many rides, on many trails, on many different days. We live in a wonderland of mountain biking, and I think it's easy to forget this, once in a while. You know, riding the endless array of trails, hitting an intersection and thinking to yourself, "self, where do I want to go now?" We have that luxury. It's not a terrible decision to have to make, which glorious trail would I like to ride next? But, I digress. Back to "that moment."

Every year, as I was saying, a group of 10 or so kids come up from "the valley" to go for a mountain bike ride with our local Trips for Kids program. They are refugees, mostly from Somalia, that take part in an Inner City Outing Program. They come up to enjoy what we call home, and to have us teach them about riding, enjoying the outdoors, and enjoying it responsibly. The key here is that they get outside, see what it has to offer, and enjoy it. What we have come to find, however, is that they teach us more than we teach them.



When was that last time that you were out riding (or hiking, or whatever) and you stopped to smell the wonderful mountain air, and spontaneously broke out in song? Seriously, when was it?? There



Grant Dunstan is an avid cyclist, dabbling in road riding, mountain biking, and the newly discovered world of the singlespeed. He helped to start the Trips for Kids program in Flagstaff with his wife, and enjoys showing the kids our wonderful trails.

is nothing like being 11 years old, out on a bike, and experiencing that kind of freedom. Maybe for the first time, maybe not. Well, these kids were not afraid to let the world know how happy they were at that particular moment, and one of them just started singing. In the middle of the forest. Singing. The next thing I know, there are 5 or 6 kids standing on the Fort Valley trail, singing about how great their day was. Not some song you hear on Casey Casem's Top 40 or anything, just making it up as they went, and it was good! It was true joy.

Later in the ride we went to check out some rocks (to climb on, of course), hit "the jumps," and then had some lunch at the trailhead. After lunch, we talked about sharing the trails, picking up after yourself, saying "hi" to the people you see out, and that kind of thing. The kids all had smiles on their faces, most had dirt on them, and several had some "road rash" they were showing off to each other. You know, fun stuff.

After we had said our goodbyes, given high-fives, and the "see you next year" comments, we started to pack up all the bikes, helmets, and such. This is when "that moment" hit me. As long as I live, I will never forget the moment those kids started singing in the middle of the ride. I didn't know what to do, or say, when they were in the midst of it all. So, I didn't do anything. I just watched and listened. I knew that day was going to be a great day.

Contact: grant.dunstan@gmail.com

Elevate Your Game

I recently "re-discovered" a book from an old friend, who has now passed; Dick Tomlin. Many may know of this ageless tri-athlete's exploits within Arizona, nationally and abroad.

After a hot summer training ride perhaps eight years ago, I found myself in the garage of this great athlete and avid reader and he handed me the book: *King of Sports Cycle Road Racing* by Peter Ward. On the inside page ball point handwriting notes: "Caution, circa 1970, contains obsolete equipment and physiology advice. Drink fluids regularly in heat." A few of the initial pages are missing, and with it the publication date, but the 70's seems appropriate. The reading is amusing and does stir up that old romanticism associated with bicycle riding and racing. One thing that struck me is contained within the section titled: "Eating & Drinking When Racing". As the handwritten notice had made reference to this portion of the book, I hoped to find

this interesting. What I found was interesting yes, but odd as well. While the instruction on hydration now seems antiquated and scientifically incorrect as anticipated, the comments on use of drugs seem so familiar to what we hear from cycling's athletes and cycling's governing bodies today: "Most sports pretend the problem does not exist. Cycling is one of the few sports trying to eliminate this evil." I've read and listened to this comment over and over in recent years, months...weeks. This could easily have come from Alexander Vinokourov, Johan Bruneel, USA Cycling or the UCI since July. So where is the progress? What has improved in the last thirty or forty years? In the field of hydration we now have countless fluid replacement drinks and their proper usage is common knowledge. But on the performance drug use front the "less guilty" by comparison rational is still desperately retained. Perhaps this tactic begins early in life during sibling rivalries...where one child avoids punishment by



Doug Loveday resides in Flagstaff with his wife Tanja and son Tristan. He is pursuing his Masters degree in Exercise Science at NAU while running his coaching business: www.cyclingperformance.net.

pointing out that his or her sibling has committed a more grievous transgression? Not to say the comment holds no validity. Recent investigations by former Senator George Mitchell reveal that performance enhancing drug use in professional baseball is prolific. The NBA, MLB, NFL and NHL have all been criticized for their non-participation with the World Anti Doping Agency, preferring to have the fox watch the hen house, so to speak.

So where do we go from here? I personally subscribe to some of the ideas put forth by the director

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How your membership and donations further cycling in our community

- * Are you tired of hearing about how long it takes to get things done? Help us speed up the process. Coordinating a regular volunteer trail program requires resources to be successful. Advertisements, lunches, incentives all add up but help make the events fun. Big turnouts = new trails. Putting on a fun and productive large-scale event costs roughly \$1,000.
- * Facilitating the outreach, design and implementation stages of our 42-mile Loop Trail is an ambitious endeavor. Driving this project in a timely manner will require an investment from our organization.
- * Financial resources enable us to make Bike to Work Week have lasting impacts. Regular programming funds are required to support efforts like bike recycling, Safe Kids, and Trips for Kids - initiatives that are designed to provide fun healthy opportunities for kids.
- * An organization with a huge number of paid members has a loud public voice that guarantees significant influence with agencies, grant bodies, and elected officials.
- * To fulfill our mission requires both grassroots support and full-time, professional focus. Effectively advocating cycling interests requires constant vigilance.

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Commutation Nation

Tax Break for Bike Commuters?

Some of us have always known it pays to commute by bike-- there are so many good reasons-- but it could soon pay in cool hard cash-- with some luck, a greener Congress, and encouragement from the public (yes, that would be YOU!).

Senators Ron Wyden and Representative Earl Blumenauer (both Democrats from Oregon) have introduced legislation to give tax breaks to bicycle commuters. Tax incentives for environmental conservation began in the 1970's with solar power, and continue with breaks for corn-growers, carpoolers and those using the bus. Almost all forms of transportation have enjoyed subsidies at some level. Finally, it may come home to those of us who regularly pedal to work.

Although on most levels, one is tempted to strike one's forehead with one's palm and pronounce "DUH", the "bicycle commuter act" has been introduced in the House since 2001 and in the Senate since 2003, and died in committee each time. It is said watching legislation made is much like watching sausage made-- best not to watch. I believe it. But this year, according to Walter Finch, Advocacy Director of the League of American Bicyclists, the Bicycle Commuter Act (S. 858 and HR. 1498) may have a better chance of surviving to adoption than ever before. Sixteen senators have co-sponsored their version of the bill, although neither Arizona Senators McCain nor Kyl have registered their support (note to self... write senators). In the House, Representative Rick Renzi is a co-sponsor for the house bill, along with 64 other representatives.

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of the professional cycling team Slipstream (Jonathan Vaughters) and the late high altitude climber Anatoli Boukreev. Vaughters eloquently illustrates the fragility of victory in this quote: "There is a choice in cycling. You can choose to turn a blind eye and cheer for glory at all costs. You can write gauzy stories about artificial heroes, or you can choose to cheer for humanity and choose to celebrate the rarity of victory and perfection." Anatoli Boukreev goes one step further in his book *Above the Clouds* as he hits on the Zen of performance: "Mountains are not stadiums where I satisfy my ambitions to achieve. They are cathedrals, grand and pure, the houses of my religion. I approach them as any human goes to worship. On their altars I strive to perfect myself physically and spiritually. In their presence I attempt to understand my life, to exorcise vanity, greed, and fear. From the vantage of their lofty summits, I view my past, dream of the future, and with unusual acuteness I experience the present moment. That struggle renews my strength and clears my vision. In the mountains I celebrate creation, for on each journey I am reborn."

To me this answers the question: "where do we go from here?" I hope it helps you answer it for yourself.

Contact: Doug at velo@aspecti.net

For the first time, the house bill has been folded into a massive energy conservation bill, the Renewable Energy and Energy Conservation Tax Act of 2007 [H.R.2776], a very encouraging step. This bill includes tax incentives for hybrid cars, research and development of alternative fuels and renewable energy, oceanic hydropower, energy efficient buildings and appliances, and others.

Currently, H.R.2776 provides that cyclists may be reimbursed from their employer for costs of purchase, repair, improvements and storage of bicycles up to \$20 for every month that they regularly use a bicycle to commute to work. Considering how much many employers spent per year to build and rent parking space for employees, this is a bargain with a green footprint.

With the growing acceptance of global climate change, it seems inevitable such legislation becomes reality. Both the legislative and executive branches of government (Dick Cheney's 4th branch hasn't weighed in yet) are beginning to promote greener transportation alternatives. There are a half dozen key bills proposed in Congress promoting or protecting bicycling on some level; and in Bush's State of the Union message in January, he announced his "Twenty in Ten" plan (subtitled: Strengthening Energy Security And Addressing Climate Change) to reduce U.S. gasoline consumption by 20 percent over the next 10 years. Although bicycles are not directly mentioned in his plan, it would seem an inevitable conclusion. Perhaps not. On August 15th, Bush's Secretary of Transportation Mary Peters called funding of bicycle paths and trails



Susan Hueftle

has enjoyed a lifetime of all-weather bike commuting in the west. She is an avid mountain biker, environmentalist, naturalist, water quality scientist, & outdoorsperson.

"a waste" of gas tax monies set aside for transportation needs, including reducing gridlock and congestion. The dominant, and best funded, parts of these bills and plans emphasize finding new energy to maintain our lifestyle. HR 2776 sets aside \$1 million per year for the bike tax refund, or 0.06% of its total expenditures.

Sometimes our elected officials need to be prompted to do the right thing. If you support the bicycle commuter act, let your representatives know. This is easy using the League of American Bicyclists website listed below.

It may be the best we can hope for, but I am continually puzzled. Americans go to great lengths to find new ways to maintain our tremendously consumptive lifestyles, but so far, the government has done little for the people that curb their personal carbon footprint.

Links for more information:

League of American Bicyclists:

<http://www.bikeleague.org/programs/bikeadvocacy/>

Bush's "Twenty In Ten" plan:

<http://www.state.gov/g/oes/rls/or/84848.htm>

Search congressional legislation here:

<http://thomas.loc.gov/>

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Coe's Law: *I took my lead early.*

I am a dork.
So I took my lead early.

That's right. I put the hammer down. On the entire field. My 34x16 fixed-gear spinning like a broken clock. It had to be done.

Only a few knew, though others might have guessed: I wasn't really there to run the distance. Today I was headed home after Lap 1. I wasn't in-it-to-win-it. So I threw down, right from the word, "Go!" As if I had nothing to lose. Because I had nothing to lose.

I took my lead early.
Raced right up to the front, past 30 riders, like it wasn't a 12-hour-long race, like it wasn't going to be won by someone fit, like a freewheel couldn't matter, or fat tires, or a gear good for climbing.

Just like the dork that I am.
No one appeared the least bit impressed or threatened. Everyone's just cruising along, chatting. After all: it's the first 5 minutes of a day-long race.

A few glanced down at their bars as I rode past, a little embarrassed for me. Some laughed. But Randy was quick with a friendly hello as I passed. So was Ben. From behind I heard someone shout out, "You're still going to have to take second in the fixie class!"

"Not without a fight!" I replied, courageously. But to be honest, in the battle for second in the fixed-gear class, a non-class with exactly two unofficial, unregistered entries, I was certain to get second. I knew it, and Ken, the rider on the other fixie, knew it too.

The literally-last-minute route change to the first annual Super Sweet Solo Single-Speed Shred-Off race had been given to me as optional. "You can ride up the trail, or up Shultz Pass Road," Michael had said just before the get-go. So when we all got to the first intersection on the trail together, the old road that climbs out of the drainage up to the road just past the old CCC campsite, I was a little surprised to hear someone shout from behind me, "Road or Trail? I'm thinkin' road!"

See, in my book, the yet-unpublished memoirs of my riding experiences, there's one rule that trumps all others. It'll be my thesis, written in bold-faced type, right after the title page: Singletrack beats road. Always. Like scissors beat paper. Always.

I've ridden up Shultz Pass Road a few times over the years.

The first time was back in the summer of 1991, shortly after I got to town. I remember: someone at the bike shop that I hung in around back then told me Shultz Creek trail was tough. Or too tough for my thin newby-skin, anyway. And so, on that advice, on my first ride up that-a-ways I chose to ride up the road. It was kinda nice.

But, I can distinctly recall looking down as I rode up the road, at the singletrack in the little valley below, and really just kinda longing to be down there, despite my trepidations.

And I remember this: about the time I rounded one wide corner of the road, just as I came upon the first substantial grove of aspen trees, I saw another cyclist, down there, riding alone up the trail on a spiffy, new Alpinestars Al-Mega... it was red with elevated chainstays.

Road? No!
I head up the trail, spinning away, determined to keep my lead as long as I can. As I pass the bottom of the old Portal of Pain trail I glance back.

I'm alone.
The entire front group's gone up to the road. Without me. Alas.

But, I'm not alone for long; at about the point where the trail dives into the rocks, I hear the grind of tires behind me. It's Joe, and then, a few seconds later, another rider. We ride through the rocks together, chatting a bit. "Did everyone else go up to the road?"

"Think so," Joe observes.
"Not everyone," says the other rider. "There's still one more rider behind me on the trail!"

I haven't seen him since the start. But I know: it's Ken. Ken knows the rules. Even on race day. Even when they're optional.

At the next junction, Joe and the other rider quickly agree to head up to the road and catch the main group. They're obviously in the race. I'm not. So I wait.

Two minutes later, riding alone, Ken appears around a corner down the trail.

"Did you see the deer?" he asks as he approaches me. "There were three big bucks that just ran across the trail down there. Did you miss them?"

I did. For just a few minutes back there I was pretending I was racing Joe... and for a brief but shining moment I was ahead. I've seen plenty of deer. I've never raced Joe. Very cool.

Ken and I spend the next 3 hours doing something odd: we ride our fixed gear bikes up Shultz trail, up Sunset, across Red Onion, up Mount Elden road, down Sunset, down Little Bear, up Little Elden, and then back down Shultz. We have a great time, though we ride alone, just the pair of us, most of the time.

Off in the distance now and then we catch glimpses of other riders up or down the trail ahead of us. Several riders pass us.



John Coe

You can often find the author spending time with his daughter, riding a bike or watching television. He's lived in Flagstaff since 1991 and occasionally writes about cycling for newspapers and magazines, most notably Bike.

We walk a stretch or two.

We chat up Troy and Eric for a bit near the top of the mountain.

Troy and his dog pass us, and we pass them back, three or four times.

And we talk. Except when one of us briefly rides off the front of the other for a few minutes now and then, we talk. It's really why I ride with Ken. He's a great conversationalist.

As planned, I bailed after Lap 1; home to hang out with the family. I applauded as Ken rode off alone to finish the next 2 laps of the circuit fixed-solo.

I called him later that evening, after checking lap times at the finish line earlier in the afternoon. Ken finished some 43 miles of singletrack on a 700c fixed-gear with drop bars right around noon, almost exactly six hours after he started. If my math's right, that's an average speed, uphill and down, pedaling the entire time, of about 7 miles an hour, which makes Ken my new Hero.

"Was it hard?" I asked him.
"No, not really. The last hill up Little Gnarly and down Brookbank hurt. But it wasn't as hard as I thought it would be." he said. "And really, after you went home, it was a lot easier, because I didn't have to talk the whole time. I could just put my head down and ride."

Contact: john.coe@gmail.com

*Flagstaff Biking Organization
is looking for 2008 Bike
to Work Week Worksite
Coordinators.*

Duties to include the following: Encouraging your coworkers to ride; track participation of coworkers and record mileage; record the total number of employees that worked at your work site each day, drivers and walkers as well as cyclists. Watch our website for further updates and contact information.

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Do you want to be on the Big Screen?

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Setting Wheels in Motion.

Subaru/IMBA Trail Care Crew to Visit Flagstaff

The Subaru/IMBA (International Mountain Bicycling Association) Trail Care Crew will be coming to Flagstaff once again to teach trailbuilding skills, help mountain bikers communicate better with land managers and spend quality time digging in the dirt.

The award-winning Subaru/IMBA Trail Care Crew program includes two full-time, professional teams of trail experts who travel North America year-round, leading IMBA Trailbuilding Schools, meeting with government officials and land managers, and working with IMBA-affiliated groups to improve mountain biking opportunities. IMBA's Crews have led more than 1,000 trail projects since the program debuted in 1997.

The Crews teach "sustainable" trailbuilding, which means building trails that last a long time and require minimal maintenance. This helps reduce trail damage, protects the environment, and enhances visitor enjoyment.

The visit will consist of three days of activities.

Friday, May 2nd, will be an "agencies only" meeting and presentation at the Coconino National Forest Peaks Ranger District. Anyone employed by any agency, local, state or federal, and those employed by groups working on trails with government agencies are encouraged to attend. **Please contact Kyle Grambley with the Peaks District at (928) 527-8222 to RSVP for this event.**

Saturday, May 3rd will be an open presentation followed with some field work in the afternoon. Anyone interested in gaining better skills on proper trailbuilding techniques is encouraged to attend. This event begins at 9:00 am at the Peaks District offices across from the Flagstaff Mall. Please contact trails@flagstaffbiking.org for more information on this day's event.

Sunday, we're riding! Join Flagstaff Biking Organization and the Subaru/IMBA Trail Care Crew for a leisurely mountain bike ride. We will survey trail features and look at what is and isn't working along the trails.

Make an effort to come out to these events!



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