Current Status of the Club

All group rides through a future date to be determined have continued to be cancelled for health and safety reasons, a policy that started in mid-March.

ALSO CANCELLED:
- The Fall All-Club Ride (as a group ride)
- The Halloween Ride (as a group ride)

HOWEVER:
- We may offer a Solo Fall All-Club Ride in Minnetonka. See the website for details.
- We plan to offer a Solo Halloween Ride, in the central metro, with costumes a possibility, and we may offer goodie bags. Check the website in October.

The Board is planning a combined Annual Meeting / Awards event, to be done virtually, sometime in November. New Board members will be elected. No food will be offered. Details will be on the website and in the Nov-Dec newsletter.
If you’re like time and energy has been expended on the part of these volunteers currently available to all TCBC members. I’m confident considerable committee has worked very hard to implement the solo rides. They ride leaders to test all this. There has been a lot of hand-holding for all the numerous emails that go back and forth between meetings.

I would like to thank the Technology Committee and anyone else who has been instrumental implementing the solo ride option currently available to all TCBC members. I’m confident considerable time and energy has been expended on the part of these volunteers in understanding how our club could implement all while processing lessons learned each week. In this unexpected and unprecedented season, one we hope to never repeat, I would like to say well done to all who have worked so diligently on this project.

I also want to recognize the Technology Committee. They are comprised of: Edward Eroe — Chair, Bob Fix, Kate Kovar, Jim Pederson, Gordon Fink, Jeff Johnson and Chuck Faison. This committee has worked very hard to implement the solo rides. They have been meeting weekly by teleconference. That doesn’t count all the numerous emails that go back and forth between meetings.

They worked with the software vendor and have written all the protocols for conducting these solo rides. They then picked a few ride leaders to test all this. There has been a lot of hand-holding for the leaders to use it. All of this work takes time and they have willingly given it so that the Club can resume some sort of rides with insurance. Which reminds me that Pete Hawkins also deserves recognition for working with our insurance company to make sure we are covered. So a big THANK YOU to all of them.

From Nancy Quimby

(From Mike Kubes)

(From Susie Anderson)

RECOGNITION CORNER

Diana Cohen

I’d like mega kudos to go out to Diana Cohen for her efforts to make Bike U happen even with the COVID restrictions! Her Zoom classroom was very informative. It was taped and will be available to view for those who weren’t able to watch. Thanks Diana!

From Nancy Quimby

(From Mike Kubes)

(From Susie Anderson)

President’s Column

Hello everyone. If you’re like me, you’re missing your favorite TCBC group rides, missing riding with your club riding buddies, missing the camaraderie of a good group ride, missing the post-ride socializing, and missing many, many other things, both inside and outside of TCBC. In some ways, it feels like summer hasn’t even started yet, because so many things are missing. I hope you are finding peace, finding joy, and are staying healthy during these challenging times. I think I can safely speak for the board of directors in saying that we miss the normal, social operations of TCBC at least as much as you do, and we are at least as eager as you are to get back to doing group rides and group activities.

Unfortunately, as I write, the resources we use in trying to do our best to make socially responsible decisions on behalf of the club are not trending in a favorable direction. Many events scheduled for these late summer and early fall months continue to be cancelled. At this time, we continue to recommend that you ride solo or with members of your immediate household. This is not the way we would prefer for things to be. It is the sad reality of where we are at right now in this country. In making decisions on behalf of a social, recreational group as large as TCBC, we have to do our best to make safe, responsible decisions.

If you haven’t checked out the TCBC calendar lately, please do. We continue to add more and more solo rides to the calendar. Even if they aren’t normal group rides, it’s great to see all of those ride options on the calendar. The variety of solo rides continues to expand as the program continues to expand. Personally, I have enjoyed having the option of doing these rides. After a busy day of work or other activities, I can jump onto one of these routes and maybe explore a part of town I’m less familiar with, or learn some new routes without having to put time and effort into creating a route myself. In addition, I can do these routes whenever they fit into my schedule, on whatever day works for me. And, there is the additional bonus of occasionally seeing a TCBC friend or two I haven’t seen in awhile somewhere along the route. By no means do these solo rides replace what we’re all missing. But I, for one, have appreciated having this option. Big thanks to Bob Fix, Kate Kovar, Jim Pederson, the technology committee, the ride leaders who have undergone some extra learning in order to post these rides, and everyone else involved. A lot of effort went into creating this option, so thank you to all who made it happen. Nice work! Additionally, I encourage you to post your solo ride adventures on our TCBC Facebook page. Snap a few pics. Show us something interesting from the route, your bike, your smiling face...whatever you want! Others enjoy seeing your adventures too! Please stay tuned to the website, elsewhere in this newsletter, and to other communications regarding possible upcoming fall events, most likely in a virtual format: Halloween Ride, Fall All-Club Ride, Awards Banquet, and Annual Business Meeting.

As I mentioned in the last column, we will continue to strive to do our small part to be part of the solution, whether that be working to find common ground between those who disagree, or whether that be educating ourselves and learning so that we can take actions that help lead to security, opportunity, and equality for all. We are just a recreational bicycling club, but we are also a community of people who can set a positive example and do our part to make things better.

Safe & happy riding,
Shelby
WITH THE COVID-19 RESTRICTIONS, many of the events we would have been needing volunteers for have been canceled. When the restrictions are lifted and we get invited to them again, I will post them on the Forum. Until then keep safe and riding solo.

If you have any questions about volunteering for the club, send an email to volunteer@biketcbc.org. Thank you to all the volunteers that make this club great.

IN BRIEF

NEXT TCBC NEWS DEADLINE will be Monday, October 5, for the Nov-Dec issue. Let’s put those thinking caps on for material.

NEW AND RENEWING BICYCLE FRIENDLY BUSINESSES IN JULY (from the League of American Bicyclists): Quality Bicycle Products in Bloomington renewed at Platinum, the highest level. Hennepin County, with 4000 employees, moved up to Gold! Four other very small (seven or less employees) made the list in Minnesota.

NO NEW SAFETY REPORT this issue, which is a very good thing. We are repeating the last issue’s column.

WEATHER REPORT: July was muggier and warmer than usual — how could we forget? So far August is around normal conditions.

SOME MINNEAPOLIS PARKWAYS WERE BLOCKED OFF to motor traffic to help promote exercise and distancing since spring. Unfortunately the budget for this ended in early August. The Park Board has learned lessons from this. For example, the Board originally closed many of the parkways to two-way traffic, allowing cars to occupy one lane, and asking that only pedestrians utilize the now-empty other lane. As fast-moving bicyclists continued to use the now car-free roadways, the Board reconsidered their system. Also, the traffic cones used to separate traffic proved too expensive. Instead, the Board opted to either fully close roads or relinquish them to vehicle traffic. This proved to be the most cost-effective solution.

BLAINE VELODROME was demolished this summer as it had become unusable. It was one of only three wooden racing tracks in the country.

JODI ZENTI WAS KILLED IN A CAR ACCIDENT in mid-July. She was 57 and a family practice doctor. She was a regular participant in the Champlain Mid-Morning Ramble and other TCBC rides. She and her boyfriend Josh did the annual M5 five-day bike ride each July. To honor Jodi, please consider donating in her name to the National Multiple Sclerosis Society.

INTERESTED IN HELPING KEEP THE GATEWAY TRAIL CLEAN? Volunteer help is needed on the westernmost stretch in St. Paul, from Cuyuna to the Maryland bridge. This would involve occasionally picking up trash, glass, etc. Contact Doug at dougnelson007@comcast.net.

FROM USA TODAY: There are around 40,000 miles of multiuse trails in the U.S., with nearly 24,000 of them on converted railroad beds. In comparison, there are 46,000 miles of interstate highways.

THE BIKE TRAIL RUNNING ALONG 494 crossing the Minnesota River between Bloomington and Eagan has at long last been repaved and it’s fairly good, and much safer when you are bombing down the hill going westbound amongst the big trees. Some of the Big Rivers Trail has been smoothly repaved too.

MISSISSIPPI RIVER BLVD in St. Paul south of the Ford Bridge is marked as closed until mid-September. Status of the trail along there then is unknown.

AYD MILL ROAD in St. Paul is closed from 35E to Selby to repair the road and install a new bike/ped trail along the eastern side. It is expected to be done in November.

INDIAN MOUNDS PARK in St. Paul has reconstructed the bike/ped trails in the park.

CONSTRUCTION STARTED in early August to build an off-road bike/ped trail along Johnson Parkway in St. Paul.

THE GATEWAY TRAIL extension would stretch 3 miles from William O’Brien State Park Visitor Center to the Scandia Village Center. This would cost $4.6 million in state funds.

THE STILLWATER LOOP TRAIL Celebration has now been postponed, understandably, to June 1, 2021.

OWATONNA has a nicely designed paved Straight River Trail along the river in town, which is not accurately named. It’s not new but it’s scenic and it crosses the river a few times.

THE MINNESOTA LEGISLATURE has ended two special sessions without funding a public construction package, which would have funded some trail projects. This may happen in a third session, or a fourth? Think positive.

ADVENTURE CYCLING has a new route: Parks, Peaks, and Prairies. It runs 1288 miles from the Twin Cities to Yellowstone National Park. Elevations range from 700 to 9665 feet above sea level. It passes the Badlands, the Black Hills, and Devil’s Tower.

By Doug Nelson

TCBC BOARD

Board Positions Open

Effective November 1, the TCBC Board of Directors will have open Board positions to fill. As a result we are in the process of identifying nominees for the open positions. A Nominating Committee is being formed to facilitate this process.

Some of the requirements of a new board member include the following:

• Experience working in a business meeting or team setting
• Ability and willingness to assist or lead projects related to the bike club
• Ability to attend monthly evening board meetings on a year-round basis (occasional absence is fine)
• Must have been a member of the club for at least 12 months

If you are interested in serving in this role or would like to suggest potential nominees, please contact the chair of the Nomination Committee: John Benda at johnbenda@comcast.net.

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Doug Nelson
Dr. Heather Flatgard

Presenter: Dr. Heather Flatgard, D.C. private practice in St. Louis Park and professor at Northwestern Health Sciences University, B.S. Nutrition and Dietetics, University of Minnesota.

She was recognized by Minnesota Monthly as a “2020 Top Chiropractor”. You can read about her credentials, interests, and practice at eandgchiro.com Dr. Flatgard is my chiropractor and I have been a patient at her clinic since it opened. I have back issues and she has helped me so that I can continue biking pain-free. Dr. Flatgard is a physical fitness expert who will discuss the common injuries in bikers and how you can recover quickly, and prevent them from happening.

Join the Zoom meeting to learn about maintaining and improving your health. I guarantee you will learn about physical conditioning and be pleased to see familiar faces. If you are new to Zoom, go to Zoom.com for information about how to use the program.

Enjoy 55 miles of beautiful, paved rail-trails across central Minnesota.
DOUG NELSON'S SUMMER

What I Have Been Doing Since May

The crazy year. The lost year. The year everything changed. What will we call it?

Anyway, things have been going pretty well for me, even though you didn’t ask. With no group rides since mid-March in the club, things have been different.

I decided to go hiking more in April and May, beating the heat and the bugs. This was a revelation, shared by plenty of other people. Oh my, spring is great, though sometimes muddy. I hit a number of state parks and others and it was generally memorable. I shall remember to continue to take some days off biking and hike in future springs. Afton, Wild River, Frontenac, Kinnicinick, O’Brien, Sand Dunes, and more.

Then it seemed like time to focus on biking. So from May 28 through July 27, I biked every day. I didn’t plan that, it’s just that I was fairly healthy and the weather permitted it. Okay, a couple of the worst humid days I just biked seven miles, but it counts. 61 straight days, about 1600 miles. A new record for me.

I was only caught twice in the rain, both on trails and both in early July. With no group rides, I have not practiced social distancing! It was good to be out on these old friends again.

In July I was biking from Preston to Fountain and back again (you can do a loop — Hwy. 52 has good shoulders). Rain was not expected, but it hit as I reached the Fountain rest area, and with a metal roof, rain sounds LOUD. I waited half an hour, it kept on, I started biking, and after a couple of miles I had passed through the edge of it and Hwy. 52 was dry.

The weird thing is that the same basic thing happened the last time I was there four years ago — biking uphill to Fountain in the unpredictable rain and waiting it out in the shelter for awhile. What are the odds?

By Doug Nelson

VISIT US ONLINE AT: MapleGroveCycling.com
So I headed out to the suburbs that day to be part of our annual Watermelon Ride. Strangely, no one else showed up!

We had already cancelled the event due to a lack of planning volunteers and of course the pandemic. With nothing better to do that morning, I biked the exact 25-mile route we would have used.

The ride seems like it would have gone well. Some roads were better than last year with no construction. It was dry, warm, and humid, reaching 90 in the afternoon, but it was doable.

Plenty of people were out beating some of the heat by walking and biking. I looked for images of our bikers from previous years — if I was in the exact locations on the Fourth, maybe something could be seen remaining in the air? Maybe I could recognize some familiar folks?

It didn’t work. Maybe I didn’t look, or believe, strongly enough. It was a melancholy experience for me, who has attended the event every year since 1983. Good memories though.

I'll bet some of you missed it too, except those who have worked in the kitchen on a hot day.

By Doug Nelson

P.S. I did not miss driving the rental truck....
Mad Town Miles Weekend

(EDITOR’S NOTE: We need a recap of a group event, don’t we? This took place in the summer of 2010.)

More than 40 TCBC members made the trek to Madison on July 30th for an extended four-day weekend of biking and sightseeing. Unique to this trip was the shared experience of riding with another bike club, with several of their riders acting as ambassadors as we rode on some of their familiar cycling routes. Mad Town Miles was a new addition to a growing list of popular out-of-town rides that have been organized by individual TCBC Ride Leaders. MTM, which was conceived, designed, and organized by Dave Gepner, gave Twin Cities riders an opportunity to try out a new area that is a popular cycling playground.

Rainy weather accompanied Friday travelers as they headed to Wisconsin’s Capitol. Good fortunes prevailed as the rain was pretty much done by the time riders assembled for the midafternoon ride. Several Bombay Bike Club riders guided us on our 38-mile ride on the hills west of the city. The roads were relatively quiet and the scenery a mix of wooded hills and farmland. A group dinner in the evening followed a short familiarization ride into the city.

On Saturday riders again headed out into the country west of town to climb the hills of Dane County. On the roads we encountered a number of other riders. There were at least two other organized group rides taking place on portions of our routes, plus other individual riders out on their own were common throughout the day. Apparently it is common to have one or more event rides taking place each weekend. Sometimes the roads are closed to traffic for the big ones like the Ironman Triathlon. On Saturday evening most of the riders attended an outdoor meal at a nearby restaurant. The mosquito population stayed away until the last of our party could pay their tab! After 9 PM a few hardy bikers went on the night ride back into the city.

Homemade UW ice cream was the reward for their endurance.

Sunday was a warm and humid day from the start. Two ride choices were offered, including a hilly 62-mile ride with the Bombay Bike Club and a shorter tour of Madison. Over 35 Bombay riders, mostly of advanced riding speed, came out for their normal Sunday ride to Blue Mounds State Park. Around 10 TCBC members were up for the challenge on this climbing adventure. Bombay President Greg Hyer guided the rest of the MTM riders on a separate ride through the southern sections of Madison. This route traveled along many miles of trails through natural green space within the city and then circled around Lake Monona. On the return trip riders went through the Arboretum, which is one of several large and scenic parks inside the city.

After the ride some headed back to the Twin Cities, while others scooped up bargains at the Williamson Bike Store tent sale or toured the city on their own.

On Monday we were given the opportunity to attend a 2-hour guided tour of the Trek plant in Waterloo. Penn Cycle arranged for this behind-the-scenes look at how carbon bike frames are designed and manufactured. Over 900 employees work at this carbon fiber facility with around 250 frames made per day. A separate Trek operation in Whitewater, WI does the final assembly of bikes. One impressive display that greets visitors are some of the actual bikes and signed jerseys from Lance Armstrong’s and Alberto Contador’s Tour victories.

Thanks to the efforts of Dave Gepner, it is fair to say that an enjoyable experience was felt on this trip. It truly felt like a vacation to a new and different area. Riding with the Bombay riders allowed us to share our common interests and learn from each other.

- by Jeff Johnson

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We’re OPEN!
Solo Rides Explained

Why pick a Solo Ride instead of just going out on your own? You still get many of the benefits of a normal TCBC ride:

- A verified and pre-ridden route with map, cue sheet, and GPS file
- Mileage credit
- LAB insurance (and believe me, the insurance is a great benefit if something bad happens!)

Since we are riding on our own now, some extra benefits include:

- Getting out of your local riding rut and out on some new routes
- Trying rides that you found hard to get to due to time, date, or traffic
- Stopping to check out the scenery on a familiar fast ride

Check out the “More about...” and “Map of...” links on the ride calendar for more details.

By the way, you don’t have to start a Solo ride at the starting point! If another point on the route is convenient, just start there!

Wear your TCBC jersey and I’ll look for you out on the routes!

by Gordon Fink

WOW2K a Millennial Success!

(Reprinted from the summer of 2000)

Weekend on Wheels 2000 was a great success, attracting over 120 participants.

The weekend brought forth decent weather, great routes, and fun extracurricular activities. This year was an all-new WOW for the millennium. There was a new TCBC, a new month (August), a new dorm (Parker Hall), and new WOW co-chairs. A new record was set, when Ron Plinske conquered the infamous Esdaile Hill FOUR consecutive times! WOW! Other new additions were Subway sandwiches at rest stops, and a Hot Tub and Trivia Contest, which seemed to promote more socializing, one of the goals of the co-chairs.

The success of WOW2K could not have been pulled off without the help of the numerous volunteers who donated their time, their supplies, their know-how, and their hearts. You all know who you are and we thank you. Whether you were a scheduled volunteer or just someone who helped haul stuff from one place to another, your help was key to the success of the event. Special thanks are extended to the Osells and Breadsmiths for their donations, to Tom Sullivan for the use of many supplies, and of course to the Lebo family — who passed out lemonade and cookies at their house along Saturday’s route, and even gave the riders notes saying “Dear Biker: Thanks for stopping for a drink, it makes our day, please come again.”

We hope you all had a smashing good time and will return next year for another cycle of WOW!

Co-chairs:
Graeme Braithwaite and Mike Beadles

Now is the time to order your TCBC Jersey, Sweatshirt and Neck Gaiter

The next Mt. Borah store is set to open on Sept 1 and run two weeks.

The information for that store will be posted on the TCBC website and the Forum on Sept 1.

Online stores for the sweatshirts will continue to be offered as well!
IRONMAN TRAINING RIDES:
These had record turnouts this year, for the first three rides, anyway. Aided by unusually fine weather, the Paper Man had 66 riders; the Straw Man broke triple digits (with 100 riders even); and Aluminum Man had 97 signups. Through the first three rides, there were 17 riders who had done each one. The final ride, the Tin Man, provided the weather challenge that had been lacking in the first three. It was drizzling and low 50’s at the start and the ride leader let the ride go on, on the assumption that the drizzle would be letting up within an hour or so. This proved to be one of the most colossal weather forecasting errors of all time, given that the drizzle turned to rain and kept going till late afternoon. 31 intrepid riders completed all or part of the route: only a handful did the full 76-mile option. Special thanks to Dave Dugan for stepping in as ride leader in the very soggy conditions.

MAY 19: a number of TCBCers led rides to various places for Bike to Work Day. The roads were wet from rain the night before, but none fell during the day. Pete Hawkins and I led what became the largest group of about 25 people, including at least ten bike cops. We felt pretty safe. We started from the Roseville Library, and rode with Mayor Randy Kelly from Lake Como to the Capitol Area. Some other rides ended there too. There was a short program with speeches from government dignitaries. A BICYCLING Magazine staffer presented 50 bikes to Twin Citians as part of their Biketown promotion — in the fall, they will be interviewed about how using the bikes has changed their lives. About half the recipients were present to get their new Giant bikes and ride around the block in a new photo op. (Doug N)

MAY 28: The newly-renamed Memorial All-Club Ride had 115 attending, with the most riders doing the shortest route this time, due to the forecasted rain. We were fortunate and only scattered light rain materialized which ended by noon or so. A good way to kick off the summer! Leaders were Pete Hawkins, Julie Van Mersbergen, and myself. (DN)

JUNE 17: I finally became a member of Herb’s Herd by going on a day trip in outstate MN led by Herb Schultz and co-led by Don Picard. We checked out the western half of the Sakatah Trail and had lunch in Mankato. A beautiful day on a sometimes-bumpy trail. We had a nice turnout for a Friday. (DN)

JUNE 18: Some of us started in Mankato and did the Red Jacket Trail south to Rapidan and had lunch at the Dam Store, which of course featured hamburgers, and they were good. We checked the new trail connection between the Red Jacket (starting at the high school) and the Sakatah, a trail which is right along the Minnesota River and sometimes atop the dike. Another splendid day. Doug Nelson

Some Ride Recaps from Spring 2005

REMEMBER GROUP RIDES

AFTON PULL

St. Paul 651-644-2354 Arden Hills 651-490-7709
Our TCBC Newsletter Editor recently asked on the website Forum - What have cyclists been doing during this time of COVID?

A cycling friend at my workplace (Rich Wiitala) worked with the City of Bethel, to attain permission for usage of 80 acres of land near there, called Bethel Haunted Forest, that up until a few years ago was used as an annual seasonal haunted attraction for the Bethel Fire Dept. Some of the Haunted Forest attraction items are still to be discovered in the woods there, with some now set up as fun new obstacles to manage to get your bike over and/or around!

The trail surface is packed well, actually dries out within two hours after a rain, but could still be rough in some places, especially with roots here and there, wider (2 inch plus) tires are recommended. The more it gets ridden, the smoother it will get. Don’t forget bug spray! Grand Opening was early June, and it is open for riding during daytime hours currently.

Bethel Trail Squad is the group of volunteers that we’re working with to keep the trails clear of fallen trees and weeds, and to implement the near-constant suggested updates to add more fun, oh and to ride! So, are you looking for some brand-spanking new singletrack nearby, with a haunting feel that just seems to be long-lost in time? Bethel Haunted Forest trails, at about 5 miles long, could be just what you’re looking for!

The Trailhead parking lot is located at 23249 University Ave Extended (County Rd 13) NE, St Francis, MN 55070. KMSP TV channel 9 did a news story segment a couple of weeks ago - https://www.fox9.com/news/from-trash-to-treasure-bethel-volunteers-turn-former-dump-into-miles-of-nature-trails.

Find “Bethel Haunted Trails” page on Facebook at - https://www.facebook.com/pages/Bethel-Haunted-Trails/23398720098354

Also, here’s an excellent video from Youtuber "Minnesota MTB" riding/describing it (best watched in “HD” quality) - https://youtu.be/JSqFWHPzoGs

After riding, for refreshments and eats nearby, the City of Bethel’s downtown is a short mile up County Rd 13 to the north, and on the two-block-long Main St, find Garphish Brewery (with "Trail Tamer" Ale specially-brewed just for Bethel Haunted Forest!), and across the street The Dugout Bar and Grill.

Here are additional details from the Facebook page: Bethel welcomes you to natural surface single track trails through our “Haunted Forest” Park, a north metro mountain biking/hiking/trail running destination! The park features about 5 miles of natural surface singletrack trail. Stay right at trail signs for a hilly 5 mile loop that includes a beautiful stream and marsh overlook!

Join “Bethel Trail Squad” group on Facebook at - https://www.facebook.com/groups/238288754053075 to volunteer and help continue to grow this.

By Mike Beadles
### Repurposed Streets: Paving the Way to Long Term Mobility Solutions

*Reprinted and slightly edited from the blog of the Bicycle Alliance of MN.*

**IN JULY, BIKE MN HELD OUR JULY BIKE WALK LEADERSHIP WEBINAR.** The network connects local leaders to share stories and ideas about how to best uplift biking and walking in their respective communities. This month’s theme was Repurposed Streets: Paving the Way to Long Term Mobility Solutions.

**JAMES GITTEMEIER,** Duluth-Superior Metropolitan Interstate Council, and Chris Meyer from the Minneapolis Parks & Recreation Board, joined the webinar to discuss road closures during COVID-19 and what lessons they’ve learned from repurposing streets for pedestrian and cyclist use.

**JAMES GITTEMEIER,** Duluth-Superior Metropolitan Interstate Council & Commissioner, is an urban transportation planner with the Duluth-Superior Metropolitan Interstate Council. For the past 16 years, James has worked on bicycle and pedestrian planning initiatives, metropolitan plans, and manages the transportation improvement program. He spoke about the road closures throughout Duluth.

**THE CITY CLOSED SEVERAL MILES OF STREETS TO TRAFFIC** in order to avoid overcrowding on existing trails, and to encourage residents to be active outdoors. James highlighted that the changes were made surprisingly swiftly. Another positive was that the closures resulted in increased access for children and the elderly. Skyline Parkway, one of the closed roads, saw roughly 350 pedestrians and cyclists per day.

The road closures did present some challenges, which James noted — USPS routes were disrupted, and those with mobility challenges saw a decrease in access. Nonetheless, James was hopeful that in the future, these challenges could be seen to and more roads can be repurposed for multi-modal usage.

**CHRIS MEYER,** Minneapolis Parks & Recreation Board, has never driven a car in his life, and doesn’t plan to get a license. He’s originally from South Dakota but moved to the Twin Cities because of our bike-friendliness.

Prior to COVID, Chris campaigned hard for the Park Board to experiment with temporary road closures across the 48 miles of roads the board owns. After frustratingly little success, beginning in April, the Minneapolis Park & Recreation Board approved road closures to encourage safe, social-distancing on area lakes and parkways.

The Park Board eventually opted to either fully close roads or relinquish them to vehicle traffic. This proved to be the most cost-effective solution, which has stretched the allotted $250,000 budget to allow for certain roads to remain closed through early August.

Chris stressed the necessity of long-term, more permanent solutions in order to allow for road closures going forward. Right now, the Park Board is taking comments on their 10-year plan, “Parks for All.” Chris encourages Minneapolis park users that appreciated the road closures to voice that to the Board.

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### Why You Should Renew Too

In March, when I got the email telling me it was time to renew my TCBC membership, it was no brainer. TCBC is my biking family. Of course I renewed. I’ve been a member for over 30 years and during that time, I’ve met so many great people, made a lot of friends, discovered new and interesting riding routes, and found meaningful ways to volunteer and give back to the biking community.

It’s always been important for me to support the club.

We are in a challenging time now and have limited opportunities to engage with our riding family. TCBC didn’t do anything to interrupt the season, a pandemic did. Now, more than ever, the club needs our continued support so that when the world gets better, we’ll be ready to ride safely again in group rides with our biking friends. I want to support the club and our leaders as they make the difficult decisions that will keep our club running and our biking family intact.

Last November, our TCBC family budget was made and we elected family members to be in charge. Early in the year, we had a big expense for our insurance, an amount based on membership from last year. We continue to have ongoing expenses. I cannot tell you how proud I am of our leaders and how they have been looking out for us. They meet all the time, they research, they talk and make decisions that don’t necessarily make us happy, but their decisions are informed and responsible, with our safety always at the forefront of their thinking. In my opinion, we are very lucky we have them watching out for us.

I’m sure some folks have been questioning why, when we’re not doing group rides, they should invest $30 or $45 to renew a single or family membership. I did the math and my family membership for 365 days costs me about 12 cents a day (8 cents for a single membership). I’ve always thought that was a steal of a deal and it has been part of my budget - forever. Yes, right now, it’s an expense with a delayed payoff, but, in my opinion, one well worth the investment.

Your membership also provides you with these benefits:

- Discounts at sponsor bike shops
- Insurance on posted rides
- Mileage tracking

As our President said in the last newsletter, “Your support allows us to continue to support the community that is so important to so many of us.”

The day will come and we will ride again. Hope to see you then!

- **Patt Seleen**
  - TCBC Member

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### Why You Should Renew Too

**PATT SELEEN**

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**BICYCLE CHAIN**

independent since 1991 —

**bicyclechain.com**

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**SEP/OCT 2020 TCBC NEWS**
BIKERS NEED YOUR HELP

Call for Bike Parts or Cash Donations for the Center for Victims of Torture

(From BikeMN — the Bicycle Alliance of Minnesota)

CYNTHIA MCArTHUR is the volunteer program coordinator for the bike program at the Center for Victims of Torture (CVT). She was also a bike mechanic. For about 20 years, Cynthia has been finding, fixing, and delivering bikes to clients who request one. She fixes bikes with used parts and will buy things like chains, brake/gear wires, tools, tires, tubes, etc. She will also sell a donated bike that won’t work for a client, like a recumbent or a cruiser or a three-speed, and use the money to buy what she can’t find used.

She tries to give each client lights for riding at night, rear racks for groceries or other items, a floor pump in case people can’t afford the charge at gas stations, and phone holders to load GPS maps to food shelves or riding trails if she has it. A donation of money is also helpful.

“Some ways people have donated to me include using their REI dividend to buy pumps, buying detachable lights, and giving me racks or bags they no longer use. Right now I don’t need bikes as much as I need accessories and the ability to buy tires and tubes, etc. A note about lights — lights with lithium batteries are good, but often the client doesn’t have the money to replace them when they wear out, so AAA battery lights are easier to keep going. And lastly, being part of helping CVT give bikes to clients, who are here on asylum, rebuilding their broken lives, and working hard at low paying jobs, learning English and going to school, is an experience that will lift your heart. You become part of the circle of healing that is replacing the circle of torture for the person receiving a bike with no strings attached except to ride for health, fitness, transportation, and joy.”

We hope some of us can give any amount or some items mentioned above. Please contact Cynthia for more information on how to deliver any donations (including her Venmo, PayPal, or Zelle information) at her email: cmcarthur51@gmail.com

Winona Rotary

Ride The Ridges

Saturday September 18, 2021

Moving past Corona Virus in 2021

Check out RideTheRidges.bike, Facebook and Instagram for updates!
In Remembrance of Greg Marr

We at Silent Sports Magazine would be honored if you shared with your club members the story about the magazine’s founder, Greg Marr, who died way too early at age 52 while cross country skiing in December 2003. It was written by his wife, Marti Fullmer. (Somewhat edited for TCBC.)

January 23, 1993: Greg and I got hitched.... Greg talked of many Birkies where everyone, meaning a handful to as many as 15 people, arrived the evening before the race, and got together for dinner and beer. The stories would start. You know the laughter you hear when folks are genuinely enjoying themselves? That’s the laughter I hear in my mind’s ear.

Greg was a middle-of-the-pack athlete, and he worked hard to stay there. The more he could learn about how to get stronger, fitter, more nourished, the better. To that end, he appreciated the contributors who wrote about training, nutrition, and emerging technology in gear. Anything to enhance the pleasure of silent sports, for him and his readers.

A solidly built guy, Greg never felt natural running — he called what he did plodding. However, he believed in cross training, so he plodded. He also lifted weights and roller skied to keep in shape. When the weather got right for cycling or skiing, he would be ready for the joy of the silent sport.

About that magazine: There were typical stressors for anyone in print publishing: late ads, not enough ads, typos, too many events, not enough calendar space, pre-press crew with split priorities over multiple publications, bad coffee....

Greg was better at writing than layout and design, but there he was each month, laying out the magazine and being “chief cook and bottle washer.” He was Mr. Silent Sports. Because he had this job, his passion, he got to ski on his lunch break, or could try out equipment and then write a review. He lived Silent Sports, and Silent Sports was him. There was a year when he committed to riding his bike to work every day, and so he did. In a way, it’s hard for me to separate the man from the magazine he founded in 1984 and loved.

December 19, 2003: This was Greg’s first day of Christmas vacation. He’d made a list of things he wanted to do while on vacation and left it on the dining room table. That morning, he left the house with my brother for a weekend of skiing at Winter Park, and they stopped at Iola on the way. Late that afternoon, while skiing at Iola, Greg suffered a fatal heart attack, an acute myocardial infarction, according to the coroner’s report.

In Remembrance: Greg was in love with life, never happier than when he was outside, doing silent sports type things. Of all his activities, he lived for skiing. After our January wedding, we didn’t go somewhere warm for our honeymoon. We went to beautiful Marquette, Michigan, so he could continue training for the Birkie. I was happy playing second fiddle to snow because he was happy.

Greg created Silent Sports Magazine long before I knew him. But I came to know the magazine exists because he wanted to share his love of self-propelled aerobic activity, and was a big fan of the written word. The combination of these two loves became his dream career. He often remarked how very lucky he felt he was. I can still hear him sometimes: “How lucky am I?”

To everyone: Thank you for indulging me. I wish the best for the future of Silent Sports Magazine and all its readers. By Marti Fullmer

CLOSED LABOR DAY

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Hwy 36 Blvd No
Oakdale, MN 55128
651-777-0188
www.gatewaycycle.com

TCBC MEMBERS
GET 10% OFF PARTS & ACCESSORIES
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Across from the Gateway & Brown’s Creek Trail
The Coronavirus will likely be with us for too long. By the time it lets up, TCBC will have been out of business with respect to its main activity, group riding, for quite a while. Starting back up again, when the time comes, will likely require of us some imaginative advertisement to regenerate interest in our club. It so happens I recently spoke by phone with my brother, Tom, who told me a story (a true story) which we might find instructive with respect to the power of good advertisement. As freshmen at St. Olaf College, Tom and his roommate, Mike, had undertaken the responsibility to publicize St. Olaf’s first Grampus on Campus. In furtherance of this responsibility, they made signs and went out late at night to post them. They chose the locations for the signs so students would likely see them in the morning. Now, Tom and Mike were not just operating willy-nilly. They had formulated an ad campaign designed to unfold in stages. It ran for 10 days, encompassing one weekend and leading up to a second weekend. Stage objectives were to:

1. Inform and create interest.
2. Promote the credentials of the Grampus.
3. Generate mystery and arouse curiosity.
4. The fourth stage objective will be discussed later.

Initial ads asserted only that the Grampus was coming soon to St. Olaf for the first time. In later ads, words like, “well received” - “popular” - “highly acclaimed” - “not to be missed” - were added. It was also suggested that one might want to bring friends or perhaps get a date. To create mystery and arouse curiosity, details regarding the Grampus were held back. The ad campaign got off to a good start when my brother and his roommate were caught late at night by the St. Olaf night watchman who saw them putting up signs. Once he verified that the signs were for The Grampus on Campus, he was satisfied that the boys were “legit”, and he wanted to know what the Grampus was. Mike told him, “You should come,” and the watchman allowed as how he might do just that. Well, they had one prospect anyway. Monitoring the effect of the ads as they progressed, Tom and Mike found that interest, enthusiasm, and curiosity, relating to The Grampus on Campus were all growing as the first weekend approached, and even more so as the second weekend drew nigh. They overheard many people talking. “Are you going to the Grampus?” “What’s the Grampus?” “I’m going, I hear it’s supposed to be really good.” Have they posted the details on the Grampus yet? “Have you got a date for the Grampus?” You get the idea. As the second weekend was coming up very soon, and by virtue of what they were overhearing, the two boys concluded that interest in The Grampus on Campus had reached its peak, and that people were hungry for the details. Tom and Mike decided the time had come for the final stage of their campaign, a stage which was remarkable in its simplicity and for the apparent ease with which it was executed. What they did was they stopped advertising. As anticipated, people were perplexed and eventually stopped talking about The Grampus on Campus. The main benefit of the ad campaign was that two college freshmen were afforded the opportunity to giggle under their breath when they overheard their fellow students talking about The Grampus on Campus. It might be said that some ad campaigns may have had a higher purpose, but the ad campaign for The Grampus on Campus did succeed with respect to the purpose for which it was conceived. Getting back to the main point of this article, we can see, and have seen a lot lately, an ad campaign about something that is actually nothing, can succeed with some people. How much more so can ads for a real entity, like The Twin Cities Bicycling Club, succeed as well. If we formulate a campaign designed to unfold in stages, with the objectives being to inform and create interest, promote our credentials, create mystery and arouse curiosity, with a final objective to be discussed later, we should be okay. See, there is hope in all of this somewhere – hopefully. Bob Brown

WE’VE GOT YOUR RACK

TCBC MEMBERS

SAVE 15%

EXCLUDES INSTALLATIONS & HITCHES

Rack Attack Minneapolis
4170 Excelsior Blvd, St. Louis Park, MN 55416
(952) 926-7125
minneapolis@rackattack.com
In this most unusual year, the stats have now changed. Some mileage leaders have been doing plenty of solo rides, some only a few, and some have done none at all. To each their own. Here are the stats from November 1 through early August.

**WOMEN**
- Linda Johnson 1953
- Jessica Hagg 1536
- Susan Evan 1472
- Katie Angle 1439
- Jackie Bettis 1305
- Karen May 1092
- Liesa Miller 961
- Kate Kovar 928
- Mary Derks 755
- Judy Emerson 745

**MEN**
- Chuck Ryan 3081
- Paul Loughman 2845
- Chuck Nelson 2334
- Johnny Pugh 1958
- Randall Huskamp 1905
- Mike Nizielski 1805
- Rob Mosimann 1633
- Kent F. 1473
- Pete May 1463
- Charlie Caswell 1320

**WOMEN DOING THE MOST Rides:** Johnson 53, Hagg 48, Evan 45, Angle 41, Bettis 32.

**MEN DOING THE MOST Rides:** Ryan 72, Loughman 71, Pugh 62, Nelson 59, Nizielski 58.

**SINCE THE LAST ISSUE:** Johnson has jumped from 10th to first. For the men, Loughman has risen from fifth to second.

**MOST ATTENDED SOLO RIDES:**
- July 1 Scenic Scandia 27
- July 8 Mahtomedi 27
- June 21 Stillwater 26
- June 14 Sunday Spin 25
- June 21 Hugo 25

**Solo Ride Stats for June & July**

Starting on June 14th, TCBC began a solo ride program to provide members with a RWGPS link, map, and cue sheet for pre-ridden routes that offered club insurance and TCBC mileage credit. Through July we have offered a total of 75 scheduled rides which have been ridden by 106 different members. This has resulted in 1,035 registered riders completing a total of 37,112 miles ridden. As of August 5th we have trained a total of 17 TCBC ride leaders to lead solo rides. Here is a breakdown of riders/rides per month.

**JUNE**
- Average number of rides offered/week = 9
- Average riders/ride = 17
- Unique riders = 92
- Total miles ridden = 13312

**JULY**
- Average number of rides offered/week = 12
- Average riders/ride = 14
- Unique riders = 77
- Total miles ridden = 23800

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**Safety Considerations when Bike Riding in the Time of COVID-19 and Social Distancing**

As TCBC for the foreseeable future will not be scheduling group rides, we now find ourselves thinking about whether we should ride at all, and if so, what changes will we need to consider when we do ride.

Social distancing is still needed, at least 6 feet when we are standing or walking. When riding I suggest you should ride solo or in a small group, 2 or 3 at the most. Because of slipstream issues, riders should maintain longer distances between bikes going the same direction, probably 30 to 40 feet. If possible, use wide trails, such as the Greenway, or one-way trails and bike lanes and streets or roads to avoid bikes passing going the other way.

Use trails or bike lanes that do not have a lot of traffic. I have been riding only during the week between 8 am and 11 am when I have found there is less bike traffic than during the weekends. In Minneapolis in the mornings during the week I have found very little bike traffic on the Greenway, around the Chain of Lakes, on Park and Portland bike lanes, on West River Road, on East Mississippi River Boulevard, on the Minnehaha Creek Parkway bike trail, and on the bike lanes on Minnehaha Avenue.

I have gone to the suburbs, again during the week, where most of the trails such as: the Dakota Trail, the Lake Minnetonka LRT Regional Trail, and the Cannon River Trail have very little traffic.

There is still the question of whether one should wear a mask. They are uncomfortable and interfere with one’s breathing when biking. I have found that wearing a buff (muff) or neck gaiter is more comfortable, and it can be pulled up or down as needed to cover your mouth and nose. They can also be doubled up to provide more protection. I also carry a regular mask if I must stop and enter a place requiring the wearing of a mask.

Use common sense and keep riding.

**RIDE SMART, RIDE SAFE**

Paul Frenz
TCBC Safety Committee

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**Snowboards**
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**Clothing**

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tonkacycleandski.com
FIRST AND LAST NAME
MAILING ADDRESS APT
CITY STATE ZIP
EVENING PHONE
E-MAIL ADDRESS
I consent to receiving notice of annual and special meetings of TCBC members at the above email address.

I do not provide this consent.

FIRST TIME MEMBER RENEWAL
I would like to volunteer.
I would like to receive my newsletter via e-mail also.

For statistical purposes: Gender (circle)
M  F  D.O.B.  /  / 

$30.00 - INDIVIDUAL MEMBERSHIP
$45.00 - HOUSEHOLD MEMBERSHIP*
(enables two adults in household to vote)

Please list the first and last names, gender and date of birth for other bicyclists in your household:

1. __________________________________ M  F  D.O.B.  /  / 
2. __________________________________ M  F  D.O.B.  /  / 
3. __________________________________ M  F  D.O.B.  /  / 

The TCBC membership year is 12 months from the date you become a member. Categories of membership are 1) individual and 2) household. For insurance purposes all members are required to sign a liability release annually. The newsletter mailing label shows membership numbers and expiration date and serves as your member card.

TWIN CITIES BICYCLING CLUB MEMBERSHIP APPLICATION
Mail this form and your check payable to “TCBC” to:
Twin Cities Bicycling Club
PO Box 131086, Roseville, MN 55113.
Please do not staple checks to the membership form.
Or Join on-line at: www.biketcbc.org

FIRST AND LAST NAME
MAILING ADDRESS APT
CITY STATE ZIP
EVENING PHONE
E-MAIL ADDRESS
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