

HELENA BICYCLE CLUB

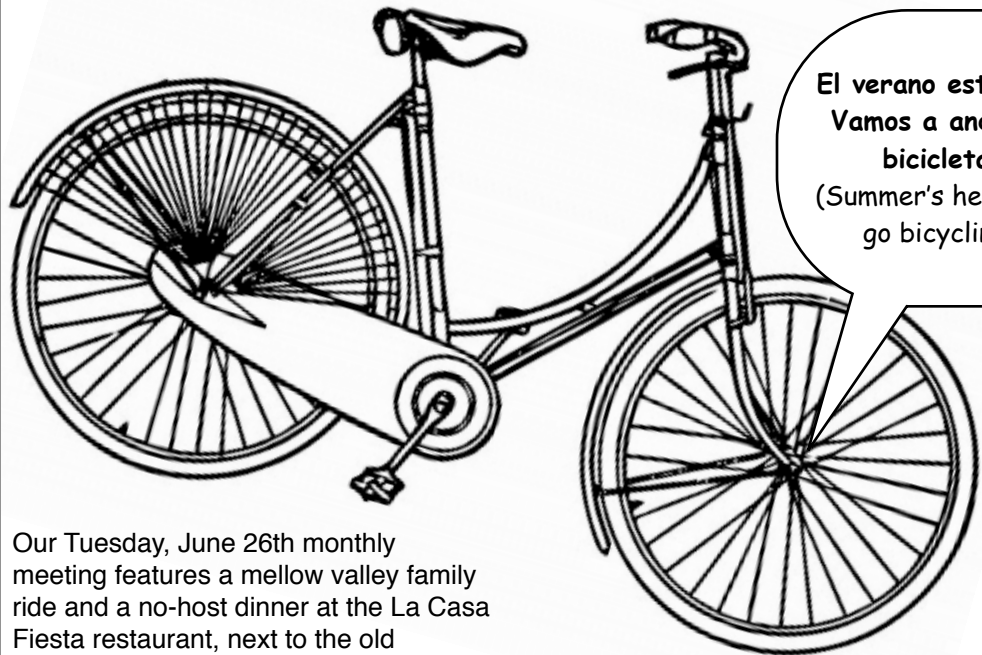
HBC JUNE 2012 NEWSLETTER

JUNE 26 Meeting

Mellow One-Hour Valley Ride

Meet & Leave at : Four Georgians School, 6:00 p.m.

Dinner at La Casa Fiesta Mexican restaurant 3404 Cooney Drive, 7:00 p.m.



Our Tuesday, June 26th monthly meeting features a mellow valley family ride and a no-host dinner at the La Casa Fiesta restaurant, next to the old Cooney Home. We'll leave the Four Georgians School parking lot at 6:00 p.m., then ride for about an hour, and to reward our good sense, enjoy a tasty

Mexican meal at La Casa Fiesta. No program is planned, just a pleasant early-evening ride celebrating summer's beginning with other HBC members.

1. Volunteers are needed to help with HBC's August 11 & 12 DDR ride. Contact Pete Carparelli at pcarparelli@yahoo.com or 439-0679

2. Join other Helenans in the National Bike Challenge, running from May through August.

Win awesome prizes! Have fun cycling!

<http://www.endomondo.com/campaign/national>

Storm Grates and Stoplights

The Helena Public Works Department is working on getting rid of parallel-running storm drain grates and adjusting stoplights so bikes trigger the green light.

On grates, the city is doing a pilot project on one of the grates we identified to determine how much time and money it takes to fix it. Then, the city will work through the budget process to get them all fixed. Regrettably, it isn't as simple as picking the grate up and turning it. The grates aren't square, which requires expensive concrete work at each site. Nonetheless, city officials are serious about getting rid of these dangerous grates sometime in next year or two.

With any new construction (both city and MDT), the public works folks will make sure grates are oriented properly.

Also, some grates are on state highways, such as Euclid and Montana, and these are MDT's responsibility. Here, the city is working with their partners at MDT to see these grates are also turned perpendicular or replaced with cross-hatched grates.

On stoplights, all signals we have identified that are the newer models, which are called "optical" because they're triggered by a beam, should already be adjusted so a bicycle triggers the green light. If you find that this isn't the case, please let Bill Schneider know (billschneider65@gmail.com), and he will forward the grate's location to the city.

Older signals are triggered by wire loops under the pavement. This requires a lot of construction work, and it may turn out to be too expensive to fix these older models, such as those on streets intersecting with Euclid (Joslyn, Henderson and Cleveland).

Bill Schneider

Road-Shoulder Sweeping Report

HBC club member Don Harris writes that the City of Helena has agreed to sweep Benton Avenue and Colonial Drive to the roundabout. Don has requested MDT to pay special attention to highway shoulders on US-12 from the top of MacDonald Pass through Helena and to the East side of East Helena, I-15 from Helena to Clancy, and Colonial Dr. from the roundabout to S. Hills Drive. Call Don (442-4563) if you notice

(continues)

(continued) road shoulders in need of sweeping on any of the above routes.

Register by July 1 for the One Helena Hundred

This HBC sponsored century ride is scheduled for Saturday July 14, 2012. Riders have their choice of distances: a metric century (62 miles) or a standard century (100 miles). The event's gentle route begins and ends in Cascade, meandering alongside the scenic Missouri and Smith Rivers. There are a few small rolling hills. Lunch is provided at Cascade City Park, as well as three rest stops. Mobile support services are provided to help with mechanical difficulties.

Register online before July 1st to be guaranteed your custom arm warmers, and to save \$5. <https://www.bikereg.com/Net/15451>

City & State Road Improvements

The City of Helena has added a bike cut-out to the pedestrian bulb-out on the West side of Benton Avenue. This

makes it safer for cyclists heading south, immediately west of Carroll College. It's very cool, check it out.

MT Dept. of Transportation repaved (the bike path between Helena and East Helena, and they reportedly are committed to keeping it swept.

Kudos and many thanks to both the City of Helena and to the State Dept. of Transportation! Thanks to Don Harris for his hard work on this.

Register by July 1 for the Double Divide Ride

August 11 and 12, 2012
Cross the Continental Divide twice in one weekend! Day One begins with climbing MacDonald Pass, travels through Avon, and ends in Lincoln for a fully catered dinner and Sunday breakfast.

Day Two climbs the easier side of Flesher Pass and ends at the Broadwater Athletic Club for a post-ride

lunch. This great ride includes rolling hills, tranquil valleys, and challenging mountain passes. There are aid stations both days and roving support to help with mechanical problems.

Registration prices increase on July 1. <https://www.bikereg.com/Net/15998>

Bike Walk Montana

In mid-April, HBC helped fund an organizing meeting for *Bike Walk Montana*, a new advocacy organization with the vision of making biking and walking safe and accessible for all. Participants drafted a vision statement and a set of high-level guiding principles and goals.

A copy of this preliminary organizing document is available on HBC's website. As Bike Walk Montana continues to gather steam, we'll report on it here in the HBC newsletter and on our online web site.

List of Directors: Please see website
Website <http://helenabicycleclub.org>

HELENA BICYCLE CLUB
P.O. BOX 4682
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Helena Bicycle Club Great Rides!

Garnet Mountains Loop

Avon—Helmville—Drummond—Garrison—Avon

Contributed by Eric Grove, June 2012

According to Eric: “Despite it's proximity to the Interstate the frontage road is wonderful and you will have it all to yourself. Loop rides of this length and degree of difficulty (moderate) are hard to find in Montana. This, in my humble opinion, is one of the best...”

“This loop rides well both ways and both alternatives have their advantage. [Riding in a counter-clockwise direction] makes for a very mild climb over the high point of the ride while riding [clockwise] offers a bit more of a warm up, [and if you're lucky a tailwind into Drummond].”

“... The entire ride is quite scenic but arriving in the Blackfoot Valley near Helmville is probably the high point.”

- Length:** 80.2 miles round trip, 67 miles to Garrison*, 52.3 miles to Drummond* (* shuttle required)
- Starts:** Avon
- Ends:** Avon, but could end at any other point with a shuttle. Ending at Garrison, for example, would shorten the ride 13 miles, and avoid busy US 12 (while still riding a busy 4 miles along I-90)
- Parking:** Avon Cafe (call to ask 406-492-6381), various other sites as well
- Elevation:** Starting and low point: Avon 4,799
High point: Height of land 7.4 miles north of Avon, 5,150 ft +/-; second pass between Helmville and Drummond, 5,051 ft
- Duration:** Day tour
- Difficulty:** Moderate. This is a longer day ride exposed to wind with two moderate hills.
- Attractions:** This ride features splendid rural scenery, and early in the season fields are often carpeted with wildflowers. The hills are, for the most part, moderate, and traffic is usually light except for four miles of Interstate 90 shoulder near Gold Creek and on US 12 between Garrison and Avon. This is a great training ride, long but not terrifically demanding, which can, with a shuttle, be shortened.

A meal at the Avon Cafe is reason enough for this ride, but watch for and enjoy the flowers and birds along the way. This is a very nice slice of Central Montana, nestled on the western slope of the Continental Divide.

- Picnic:** There are many prime picnic spots
- Surface:** Paved road. Variable surface, generally very good. Variable shoulders.
- Terrain:** Ridden counter-clockwise, there's a steady but very moderate climb cresting at mile 7.4 to the height of land between the Little Blackfoot and Nevada Creek drainages

Best time: Any time the road is snow free. This route can be windy.

Traffic: Light to moderate for most of the route. The 4 mile stretch on the freeway shoulder will be busy, as will, potentially, the 13 miles from Garrison to Avon (although this ride, with a shuttle, can be constructed to avoid this stretch).

Cautions: If riding in the counter-clockwise *you must get on the Interstate 90 shoulder at the Gold Creek Exit*. The frontage road appears to continue east past this exit, but instead dead-ends in a mile or so.

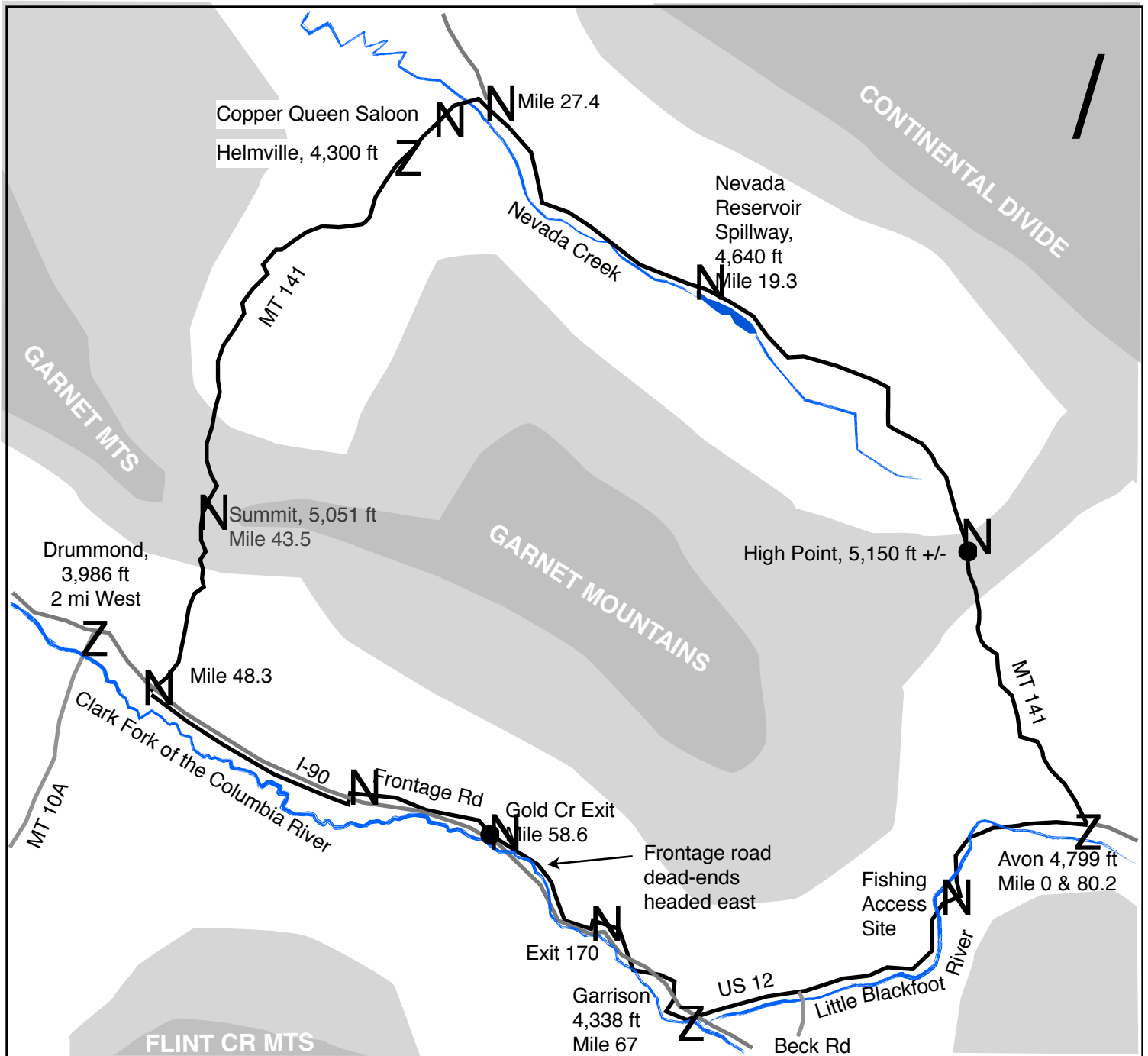
Riders are exposed to potentially severe weather. There are only a few spots to get water, so stock up when you can. The route between the Gold Creek Exit, Exit 166, and the Phosphate Exit, Exit 170, travels on the Interstate shoulder. Exercise caution on this 4 mile stretch, potentially heavy traffic, including trucks, is moving at 75 mph+. Shoulders may or may not be swept, but please ride close to the guardrail. US 12, between Garrison and Avon, can be very busy with fast traveling cars, trucks, and narrow shoulders. Ride this end-of-the-day stretch with extra care, single-file, as far right as you can, and be as visible as you can.

You might want to check with the Copper Queen Saloon, in Helmville, to determine hours, food options, and so forth: (406) 793-9612.

Garnet Mountains Loop
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Fine Print — Please read

You are responsible for your own safety. Wear a helmet, be visible, and ride single-file and predictably. Prepare yourself and your bicycle for this tour. This ride is very rural, it travels over variable road surfaces, and you will be exposed to varying amounts of traffic and potentially very dangerous weather. Conditions change and hazards appear for reasons too numerous to foretell or specify. These directions, this cue sheet and this map may have errors and may become out-dated and inaccurate over time and without warning. The Helena Bicycle Club, its officers, volunteers, trip leaders, and others associated with these Great Rides! descriptions cannot be held responsible for the conditions of this route, or for any aspect of your ride. HBC is not responsible for any injuries or damages sustained or occurring while riding this route. Ride smart, ride safely, and ride well.



CUE SHEET (Riding counter-clockwise)

- 0.4 Avon Cafe
- 0.0 Avon (US 12/MT141 intersection), head N on MT 141, (Cafe, limited groceries in Avon NW of intersection)
- 7.4 7.4 miles to top of rise of land, north of Avon, 5,150 ft
- 19.3 Nevada Lake Dam (no services)
- 27.4 Turn WSW (left) from MT 141 onto MT 271
- 28.7 Copper Queen Saloon (limited services)
- 28.9 Helmville (no services)
- 43.5 Approximate summit between Helmville and Drummond (4,800 ft)
- 48.3 Helmville Rd (RT 271) and Frontage Rd, 2 miles east of Drummond (groceries, cafes, hotels)
- 54.5 Turn N, following frontage road under freeway at the Jens Rd underpass; continue SE on frontage road
- 58.6 Cross Gold Creek overpass, ride on Interstate 90 shoulder heading E. Good shoulders, but cycle carefully
- 61.7 Rest area, restrooms, picnic tables. Continue on freeway shoulder, exit at the Phosphate exit, Exit 170, head N under freeway and turn E, regaining north-side, east-bound frontage road.
- 63.6 Turn S under freeway, away from Warm Spr Cr Rd, remaining on (now) south-side frontage road headed E
- 67 Turn E at Garrison, heading toward Avon
- 71 Beck Rd, continue E on US 12
- 75.2 Fishing Access Site (restroom)
- 80.2 Avon ((US 12/MT141 intersection)
- 80.6 Avon Cafe (east of town)