
Pedalin' Times



Official Journal
of the Columbia
Bicycle Club

November
2025

Registration is Live for Vélo Vino Vici

Vélo Vino Vici returns on **Sunday, October 19!** This afternoon bike and walking tour celebrates the significant role bicycles have played in women's empowerment and independence. Women and gender non-binary folks will be guided to several stops around downtown Columbia to enjoy wine and non-alcoholic drinks, light snacks, and fun with other attendees.

[Purchase Tickets](#)



What's new from the Columbia Bicycle and Pedestrian Commission September 17th meeting By Frank Schmidt

There were only a few issues presented to the Commission:

- Trails: The ongoing drought has caused cracks in the MKT Trail, especially near Hindman Junction. The trees along the trail have taken up enough water that they have depleted the soil moisture, leaving large, tire-eating cracks. The cracks are too deep to be permanently filled by Parks and Rec. Use caution in all of those areas.
- Sidewalks:
 - The City's application for a sidewalk planning grant on Vandiver was *not* awarded.
 - Public hearings are scheduled for the upgrade of sidewalks at the Mills St. intersection with Forum and along West Broadway.
- The Pedestrian Level of Comfort Map will use GIS data to rate streets and intersections for speed and the number of intersections. This will primarily be a tool for City planning.
- The City will conduct a Road Safety Audit of Business Loop 70 on October 14 through October 16. See Carol for details! Will be looking for volunteers to help run this audit.

Pedalin' Times

Pedalin' Times is the official publication of the Columbia Bicycle Club, 2502 Spanish Bay Dr. Columbia, MO 65202. This is a not-for-profit corporation for the promotion of biking.

Pedalin' Times is published monthly. Deadline for submissions is the second Tuesday of the month.

Pedalin' Times welcomes articles that would be of interest to the membership. We request submissions for publication be Emailed to the editor at the address below

Articles may be edited for grammar, clarity, and good taste. The editor reserves the right to refuse publication of any item.

Annual dues for the Columbia Bicycle Club are \$20.00 (US) per household, on a calendar basis.

If you move, please let us know by sending an Email to Secretary Joe at the Email address below. We really do want you to get your copy of the newsletter.

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Minutes from October 7th meeting

Meeting called to order at 7:32pm

9 members present; 2 arrived a bit late but we were happy to see them! Our Fearless Leader was absent, not feeling well after traveling to see GrandKids.

Treasurer's report:

We have money!

Opening balance, 9/1/25: 1799.78 spent 65.80 on pizza

Received 69.00 in pizza donations!!

closing balance, 9/30/25: 1802.98

Old Business:

- We were reminded that the katy trail bridges #9 and #10 would be repaired in FY 26-27
- The Park and Rec list of priorities for improvements can be found [on line](#)
- Local Motion hosted the Week Without Driving – they had 59 people register which may not sound like much but they had ZERO last year! Increasing awareness is always a great thing!
- Pedestrian level of Comfort map is being worked on – this is an update to the previous map last visited in 2012

NEW business :

- People discussed the various places where the cracks in the trail are particularly hazardous – the ARE painted but you still need to watch for them.
- Watch for leaves covering the trail – they are slippery when wet (and cover the orange paint indicating the deep cracks!)
- If you are interested in assisting with the Road Safety Map Contact Carol!
- Velo Vidi Vici is Oct 19th – register to participate (on bike OR of foot) to support this Local Motion event!

Meeting ended 7:48, in time for Pizza!

It's getting darker earlier – be sure to ride with LIGHTS !! **Time change: Sunday Nov 2nd – FALL BACK!!**

OTHER issues / concerns:

To report a street issue to the city (pothole, broken curb, street light down, etc...) go to : see click fix https://seeclickfix.com/columbia_2

A Lights Max Lumen Number Is a Misleading at Best. Here's What Actually Matters for Nighttime Riding.

By Dan Chabanov Bicycling / web

Think about what you want your lights to do. Some lights are meant to make you more visible to other road users, while others allow you to see. For commuting, it is often more important to be visible to others rather than illuminate the road ahead, except in areas without lighting. The best lights should have a flash mode for this reason. Lights that flash can draw attention and make you more visible compared to a steady light, which would have to be substantially brighter to overcome the ambient light from street lamps and car headlights. We also recommend using a flashing rear light when commuting or road riding at night.

It is tempting to use max lumen output when shopping for a light, but as our testing shows, this often does not indicate how much actual light a given light will produce. A better place to focus is on a light's secondary mode, medium setting. This is where many lights deliver more consistent light output over a longer, more usable period of time.

It's a common assumption that the claimed maximum lumen of a light will be the output that light is capable of in its maximum (or high) setting, but this is actually not the case.

A light's maximum lumen number is often a misleading "peak" number that fades quickly; instead, consider the *sustained brightness*, the *beam pattern*, and the *runtime* on a consistent, lower setting when choosing a bike light.

The appropriate amount of light depends on the riding environment, with urban areas needing less (200-600 lumens) and dark roads or trails requiring more (600-1000+ lumens). A rear light with at least 50 lumens is also crucial for visibility.

What to Focus on Instead of Max Lumens

- **Sustained Brightness:** Many lights drop their maximum lumen output shortly after

turning on; focus on the light's performance on its medium setting, which can be more consistent and last longer.

- **Beam Pattern:** This is arguably more important than lumens, especially with higher lumen lights. A good beam pattern illuminates the road or trail effectively, cutting off light so it doesn't blind other road users.
- **Runtime:** A light is useless if its battery dies quickly. Check the runtime for each of the different light settings, as they vary.
- **Visibility Modes:** For urban riding and daytime visibility, a "day flash" mode can be a crucial safety feature to make you seen by others.

How Many Lumens You Need (General Guidelines)

- Urban Commuting/Streetlights: 200–600 lumens is often sufficient for seeing and being seen.
- Rural/Unlit Roads: Aim for 600–1000 lumens or more to see the road and be seen.
- Off-Road/Mountain Biking: 1000+ lumens is best for illuminating trails, qiolor reports.
- Rear Lights: A rear light of at least 50 lumens is recommended to be seen from a distance.



Other Key Considerations **Build Quality:**

Look for lights with good construction that can withstand various weather conditions.

Reflectivity:

Wear reflective clothing and use reflective strips on bags

to enhance your visibility at night.

FL1 Standard:

If you see a light that mentions the FL1 Standard, it's a sign of legitimate, measured specifications for lumens and runtime.

How to Best Conquer Your Long Slow Distance Training

By Pam Moore, Bicycling

Long, slow distance training, a.k.a. zone 2 workouts, might seem too easy to create a training effect, but spending time at a conversational or endurance pace is fundamental to your performance. “Zone 2 training builds your endurance and becomes the foundation on which you can build higher-intensity efforts,” says exercise physiologist and former cycling coach, Mollie Brewer.

While an effective, well-rounded training plan will always include higher intensity work, the “no pain, no gain” philosophy just doesn’t make sense. “When we go above zone 2 we begin to bring in some non-aerobic metabolic processes,” says Rob Pickels, a USA Cycling-certified coach, exercise physiologist, and consultant with Forever Endurance. “That’s not necessarily a bad thing; we know we need to be riding harder than zone 2 at times. But zone 2 maximizes our ability to focus on these beneficial processes without adding too much undue stress onto the body.”

While you’re logging easy miles and enjoying the scenery or chatting with a friend, important physiological adaptations are taking place under the surface. For one thing, in zone 2, your body relies primarily on fat, rather than carbohydrate. Over time, this helps you utilize fats more efficiently, which spares your carbohydrate stores so they’re available when you need them to power higher efforts, says Brewer.

Why You Should Log Long, Slow Distance Miles

One of the most compelling reasons to train in zone 2 is that you can crank out significant mileage here without a high risk of injury or overtraining. “Because this is a low-stress, low-inflammation zone where you’re very resistant to fatigue, you can do high volume,” says Brewer.

While it may seem obvious, those long, slow distance miles also develop your endurance, says Brewer. Though it seems counterintuitive, training at a lower intensity is fundamental to tackling higher intensity training and racing. In other words, ***you have to go slow to get fast***. “Your body will do a better job of clearing the lactate and other byproducts that accumulate when you work hard and do it repeatedly because of the base you’ve established with zone 2 training,” says Brewer.

So don’t be surprised if prioritizing zone 2 training makes your intervals (and all your riding, for that matter) feel a little easier. “You’ll decrease your heart rate for a given workload,” explains Pickels.

You may also find that endurance training gives you a powerful mental boost when your schedule calls for a spicy interval session. “Because zone 2 training feels easy, it tends to make people really excited to go hard when it is time to go hard. They’re chomping at the bit to get out there and do some interval workouts,” says Pickels. “But if every day is kind of hard, when they have to do a hill climb, they’re like, ‘Oh god, again?’”

Tips to Optimize Your Long, Slow Distance Workouts

Zone 2 training is an excellent way to boost your fitness—but it can be tempting to ride just a little (or a lot) harder. But working harder than you need to won’t make you stronger. “Training even a little bit harder than we should be actually makes us worse. It doesn’t make us better,” says Pickels.

Be Clear About Your Objectives

Zone 2 training is the perfect workout for enjoying a conversation with your training buddies. But a casual ride among friends can easily turn into a hammerfest if you’re not careful. To make sure you keep your effort where it needs to be, state what you want out of the workout up front. “Announce your intentions at the start of the ride,” suggests Pickels.

The next meeting of the Columbia
Bicycle Club will be at 7:30 p.m.,

Tuesday Nov 4th

We meet at Shakespeare's West
Enjoy great camaraderie and the
good feeling you get from spending
time with fellow bicyclists.

Hope To See Ya!

Need a Bike Box for Travel?
Remember the club owns TWO
Contact: EITHER
CycleX OR TEXT the Club Pres
at 573 864 6830
to reserve one.

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