Fox U.S. Open of Mountain Biking returns to Killington

Downhill riders compete for \$15,000 cash purse; Best Whip riders for popularity

Thursday-Sunday, Sept. 26-29 — KILLINGTON—The Fox U.S. Open of Mountain Biking will once again return to Killington Resort, Sept 26-29. Professional and amateur athletes from around the world will compete in the Open Class Downhill for one of the largest cash purses in racing, and as always, the Fox U.S. Open also offers amateur racing classes in Downhill and Dual Slalom.

The Fox U.S. Open of Mountain Biking was established in 2003 with the goal of creating excitement in the American mountain bike scene. The event features a unique and open Pro/AM format. The Open offers the most challenging and competitive racing in the nation and sets the standard as a proving-ground for up-and-coming and elite racers alike. Anyone can enter the Open Class and compete amongst the pros for the cash purse and a chance to prove where they rank. Amateurs compete for bragging rights and some of the best prizes in racing.

FOX

US OPEN

Event schedule:

Thursday, Sept. 26 Downhill track walk Downhill practice Friday Sept. 27 Downhill practice Dual Slalom practice, qualifying then finals Saturday Sept. 28 Downhill practice and seeding/qualifying 5 p.m. USO Best Whip Competition Sunday Sept. 29 11 a.m. Downhill Finals Next Gen Downhill Race Adaptive Downhill Race There will not be an Enduro race at the U.S. Open festival this year.

Venue

From Ramshead base area spectators can view the Dual Slalom and Best Whip competitions. For the Downhill on Goat Skull, spectators can accessed the trail by foot or purchase a single-use lift ticket at Ramshead for a one-way trip up the Ramshead Express (without a bike)

By Zach Faulkner **Rafael Gutiérrez**

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2. U.S. OPEN

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The Dual Slalom short course is excellent for spectating as riders go head-to-head.

Dual Slalom starts the party Friday night

Friday night features sprints on a shorter dual slalom track, with a mix of groomed and natural terrain. This event is located right in the main venue area at Ramshead base are (alongside the Downhill finish and Best Whip jumps).

The Duel Slalom event is the best at the USO for all levels of athletes. It can even be raced on an enduro bike.

The short track will feature a mix of grass turns, smaller berm turns and jump features — designed to suit athletes competing on their normal trail bikes as well as slalom specialists.

Like the signature Downhill event, anyone can enter the Open class of the Dual Slalom and race for the cash.

Riders will have to qualify to get into the finals. Qualifying runs will be broken into two sessions, both open to all athlete categories. Sign up to race or come drink a beer and heckle! There will be music and an bar within the venue (no outside alcohol allowed in the event areas. Open Class Dual Slalom cash prizes (equal for men and women)

- 1st \$2,000
 2nd \$1,000
- 3rd \$500
 4th \$250

By Paul Holmes

The course features not only gates but jump obstacles, too.

Beast hosts big mountain bike party all weekend

Killington Resort has made significant investments in their bike park and the town of Killington boasts extensive après, dining and lodging options making it an ideal choice for the worldclass event. Spectating is free, and the bike park will be open to the public throughout the event. Join the party and experience epic competition, spectating, and riding with friends!

"The venue proved once again to be a great home for the USO and we are excited to continue to build on the momentum generated," stated Clay Harper, co-founder and event director of the Fox U.S. Open. "The Vermont mountain bike community is unlike any other," Harper continued.

The Fox U.S. Open of Mountain Biking was established in 2003 with the single goal of creating excitement in the American mountain bike scene. Featuring a unique Open Pro/Am format, the Fox U.S. Open offers the most challenging competition in the nation, setting the standard as a proving ground for up-and-coming and elite athletes alike. It offers a full slate of amateur classes. Anyone can enter the open class and compete against the pros to prove where they rank and take a piece of the massive cash purse!

Professional and amateur athletes from around the world are anticipated to compete in the Open Class Downhill for one of the largest cash purses in racing, with additional amateur racing held in Enduro and Dual Slalom events.

This year will mark the 21st anniversary of the U.S. Open.

Nina Hoffmann, who is the defending champion of the Women's Downhill at Killington two years running, is always excited for the event to be at Killington this summer. "I really liked Killington ... It was just a good atmosphere and of course to get the win — for me was a great way to finish off the season," she said.

The Fox U.S. Open of Mountain Biking has long created opportunities for young athletes to strive toward, with a history of racers like Richie Rude and Neko Mulally, who competed as kids in the Downhill back in the mid 2000s. In 2022, the Fox U.S. Open collaborated with USA Cycling to introduce new Cat 1 age categories for athletes under 15 years old. The biggest moves, however, came from young athletes Asa Vermette, 15, and Aletha Ostgaard, 14 – both earning top five finishes in the Open Class Downhill.

"The atmosphere at U.S. Open is great!" said Asa Vermette. "The Dual Slalom and the Best Whip were sick! The DH track was insane, from chunky with roots to manicured jumps — every lap I did was so fun! Getting on the podium was crazy with all the fast guys there. I was stoked to get 3rd and I am hyped to go back for 2023!"

The U.S. Open Downhill race will remain true to its heritage as an open class event that gives up-and-coming racers the chance to compete against the pros and will again be included in the U.S. Downhill National Series. Racers age 14 and under will also have their shot in the Next Gen Youth Downhill event, which offers categories for intermediate and expert racers.

Also back by popular demand will be the USO Best Whip, taking place on a massive set of jumps carved into the base area of the bike park for a premier viewing experience. This invitational competition is a crowd favorite and must-see.

Beyond the competition, the Fox U.S. Open attracts race fans, freeriders and families with Killington Bike Park remaining open to the public throughout the entire event week.

For more event information, visit: USopen.bike.



Womens on the Downhill Podium of a past U.S. Open celebrate with Champagne.

By Andrew Santoro

Even our VP of HR Shreds the Trails

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Best Whip is Saturday

Back by popular demand will be the USO Best Whip, taking place on a massive set of jumps carved into the base area of the bike park for a premier viewing experience. This invitational competition is a crowd favorite and a must see.

Spectating is Free, and approved areas of the bike park are open to the public during the event (access up the Ramshead chairlift for spectators will be available for purchase). Join the party and experience epic competition, spectating, and riding with friends!

Courtesy Killington Resort

The Best Whip competition at the U.S. Open is always a crowd-pleaser!





By J. Rice, courtesy U.S. Open

The men take the podium in a recent U.S. Open at Killington.

Downhill comp is Sunday

The U.S. Open Downhill race will remain true to its heritage as an open class event that gives up-and-coming racers the chance to compete against the pros and will again be included in the U.S. Downhill National Series.

Downhill Open Class racers will be competing for a \$15,000 first place check on both the men's and women's side. Anyone can enter, anyone could win!

The 2024 US OPEN Downhill Track will start off the top of Ramshead Peak and will include sections of the existing trail "Goat Skull" combined with new sections specially built for the 2024 US OPEN.

Downhill seeding/qualifying will run as follows:

OPEN CLASS racers will take seeding runs on Saturday OR must qualify if there are more than 80 entrants in the class. *TOP 60 IN QUALIFYING WILL MAKE THE CUT FOR FINALS ON SUNDAY. (Athletes that do not make the cut will not race in finals, but will still have lift access for freeriding on Sunday)

*Note - exceptions do apply for former USO podium holders and Top 60 Elite UCI athletes Open Class Downhill Prize Purse - Men and Women (Equal):

- 1st \$15,000
- 2nd \$7500
- 3rd \$3750
- 4th \$1875
- 5th \$937.50



By C. Vanderyajt, courtesy U.S. Open Dakotah Norton gets air as he approaches the finish line at the Ramshead base area of Killington Resort at a past Fox U.S. Open event. Crowds cheer the riders from the festival village.

The Mountain Times • Sept. 25 - Oct. 1, 2024



6. U.S. OPEN

By Jason Mikula The Best Whip jump (as seen Monday, Sept. 23) is built between the magic carpets on Ramshead at Killington Resort.

Building the Best Whip jump

Staff report

The flat Ramshead beginner ski area at Killington Resort (home to two magic carpets during the winter) has been transformed into a huge mountain bike jump for the Fox U.S. Open of Mountain Biking competition this weekend Sept. 26-29.

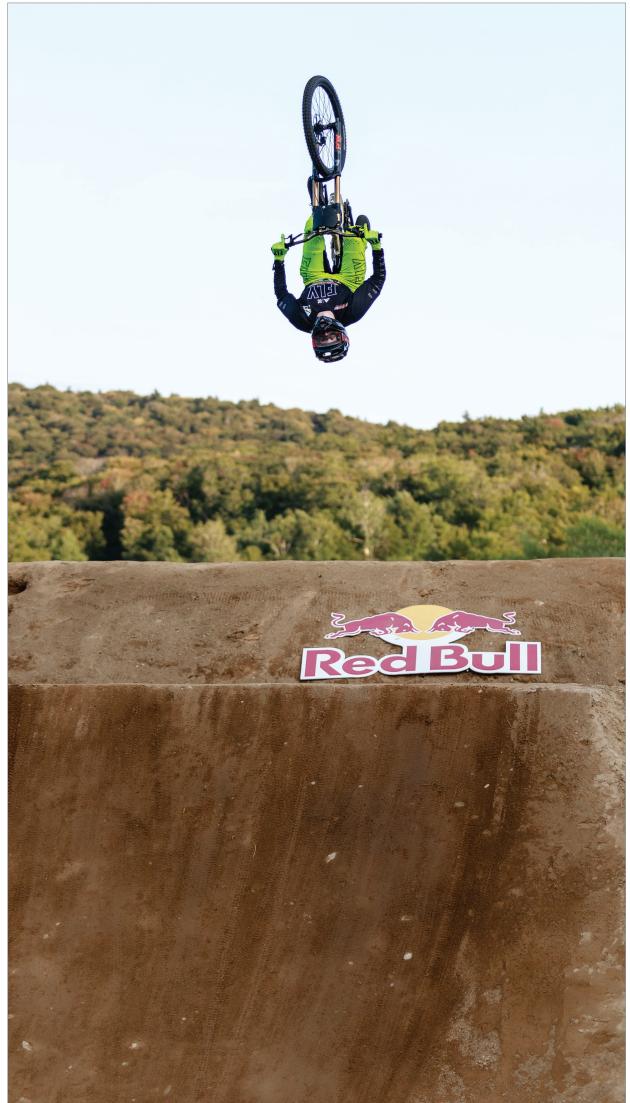
The spectator-friendly best whip competition is a crowd favorite. It's being held Saturday, Sept. 28 at 5 p.m. at the main Ramshead venue.

Top riders from around the world will hit the jump and turn sideways as much as possible —a whip. The goal is getting past 90 degrees and bringing the bike back straight for landing. A celebrity team of judges will determine the winner by considering amplitude, individual style, degree of the whip and execution — including how they bring the whip back.

Riders will have 30-40 minutes to complete as many runs as possible once competition begins. Then, judges announce who will make it to the finals. The final riders will participate in a jam-style format for another 20-30 minutes before final judging and winners are announced.

Designing the courses is always a collaborative effort between trail builders, the Killington Resort team and Clay Harper, the race director and co-founder of the U.S. Open events.

Although the process takes many weeks, work will continue right up until race day competitions. Although its been really dry in the weeks leading up to the race, rain is forecast for the days just before it. The team will be prepared to place tarps over the jump if necessary so rain wouldn't impact the dirt. As soon as the event is over, the team will take the jump down and transform it back into a beginners' area of the ski area once again.



Courtesy Killington Resort The Fox U.S. Open of Mountain Biking returns to Killington Resort this weekend. The Best Whip contest (a fan favorite) will be held Saturday; the Downhill finals for open, Next Gen and Adaptive will be on Sunday.



Courtesy Killington Resort

Next Generation riders compete at U.S. Open, open to skilled riders age 5-14

Young racers will also have their shot at the Fox U.S. Open in the Next Gen Youth Downhill event, which offers categories for intermediate and expert racers. For 2024, advanced categories will ride the main downhill track and novice categories on the separate Next Gen specific track.

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"Next Gen" applies to U.S. Open categories for athletes 14 years old and younger. This program starts on a separate, youth

specific downhill track with the novice categories beginning at 5 years old and advances all the way to Expert/Cat 1 classes on the main USO Downhill track, Goat Skull.

These categories will race on our youth specific track, located on "Rabbit Hole" on Killington's Snowshed peak. Rabbit Hole will be open for freeriding everyday leading up to the Next Gen race. The trails will be closed to the public on Sunday morning for

a mandatory practice session for all Next Gen novice racers.

USO Next Gen racing is not a beginner or first-timer event. Racers should have experience riding downhill and be capable of riding technical trails with rocks, roots, switchbacks, etc. Next Gen is designed for kids that have real off-road mountain bike experience (i.e. they have ridden at a bike park). All racers should be comfortable

with fall line turns, rocks and small jumps and drops.

Mandatory protective equipment: Fullface helmet, knee pads, elbow pads and gloves.

Next Gen athletes can not compete in both the New Gen novice event and intermediate/expert event on the main track, rather they must choose between the two prior to racing.

Spectating: Tips and tricks on how to watch the races

Spectators, watch the action all weekend at Killington Resort's Ramshead base area. All events are free to watch and hiking up the trails for better viewing is encouraged. A \$15 spectator pass to ride the Ramshead Express quad uphill will also be available for purchase (go to the ticket booth on the second floor of the Ramshead lodge).

The Dual Slalom kicks off the competitions all day Friday,

Then Saturday at 5 p.m. the USO Best Whip competition takes place on a massive set of jumps carved into the base area of the bike park for a premier viewing experience. This invitational competition is a crowd-favorite and a must-see!

Sunday, it's all Downhill action with the Open Finals beginning just after 11 a.m. Next Gen and Adaptive Downhill events are also Sunday.

Spectating the Downhill event will be along the main track — Goat Skull, which can be accessed on foot or spectators can purchase a single-use lift ticket at Ramshead for a one-way trip up the Ramshead Express.

Beyond the competition, the Fox U.S. Open attracts race fans, freeriders and families and the Killington Bike Park will remain open to the public throughout the entire event.

Spectating rules, policies

Please do not ride your bikes through the venue. Walk bikes through any high-traffic areas. Remember: Killington is a smoke-free resort. Smoking is prohibited in the event venue but is permitted in resort parking lots.

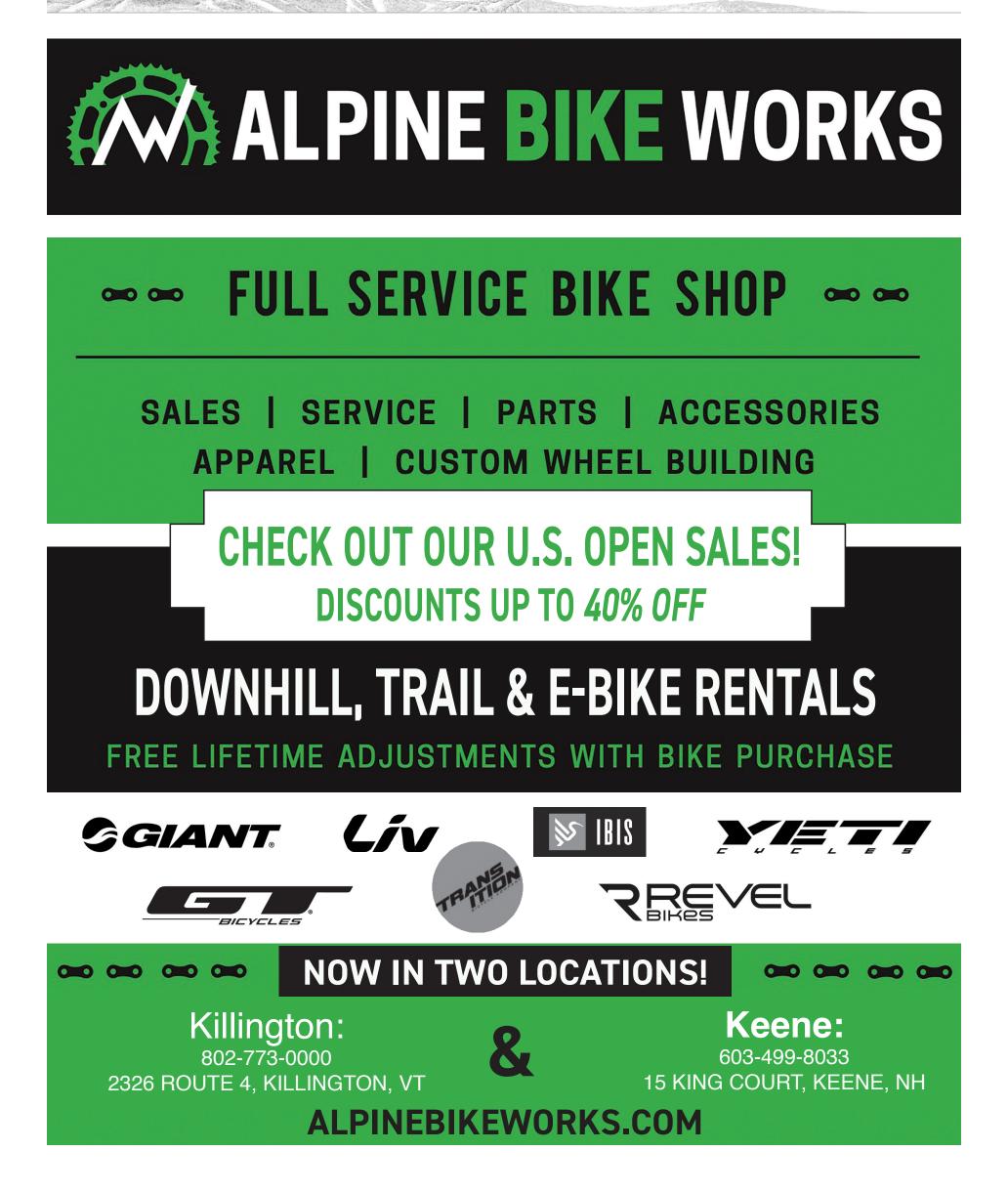
The flying of drones is strictly prohibited in the venue and on Killington Resort property. Pets will be allowed inside the venue, but they must remain on a leash at all times while on resort property.

Bathrooms will be available inside the Ramshead Base Lodge throughout the event. Portapotties also will be available in the Ramshead and Vale parking lots.



By C. Vanderyajt, courtesy U.S.Open

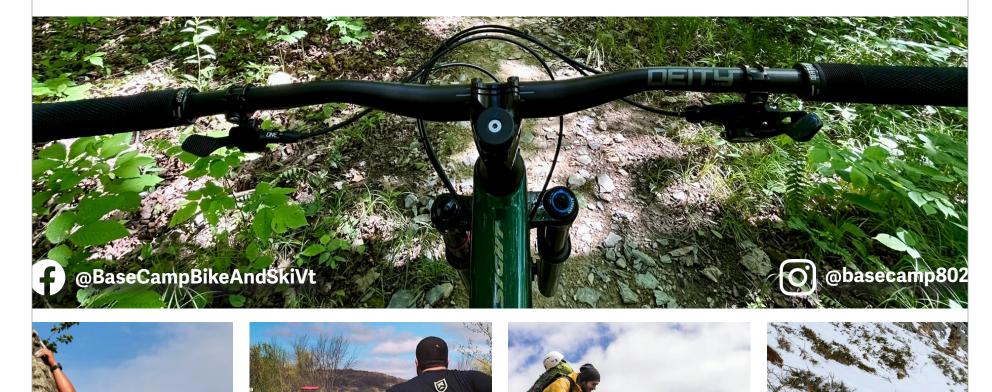
Spectators cheer on Downhill mountain bike racers as they whiz by on Goat Skull.



8. U.S. OPEN



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KMS coach Dylan Conte set to compete in Downhill, Dual Slalom

By Katy Savage

Dylan Conte has been mountain biking since he was about 12. A small bike park where he grew up was built and his dad dropped him off there. He's been hooked ever since.

Mountain biking, he said, allows him to "both be competitive and be out in nature," Conte said. "It's something active that I enjoy and I can continue to get better at."

Conte, 30, has been a mountain bike coach at Killington Mountain School since 2021 and he's about to compete in the Downhill and Dual Slalom events at the Fox U.S. Open of Mountain Biking Sept. 26-29, along with his students.

"Pretty much every athlete that I work with will be there competing," he said. Conte is no stranger to the event. He competed in his first U.S. Open in 2006 in New Jersey as a junior. It was actually his first time racing.

"I didn't do very well," he said. But that didn't stop him.

He's competed at most U.S. Opens since. He got 19th in the Downhill event in Killington last year and 10th in the Dual Slalom.

Twelve KMS athletes will also be participating in the USO events over the weekend at Killington.

"It's so much fun, it's way more rewarding than my own races," Conte said.

Conte and his students will walk the course before they ride. They'll look at different lines, assess where the race track will be worn down after all the riders and strategize how to maximize their practice time.

"We're lucky we're at our home course," Conte said. "Everyone on that team has both done well and raced here a ton. [But] it's a new race, and things can be different." As far as Conte's own race aspirations,

he's hoping to finish in the top 30.

"This year is a little different than years past. It's a lot more international talent," he said. "For me, a top 30 in the pro class would be something I'd be proud of."



Courtesy of Joshua Poirier

Josh Poirer, a coach at KMS, previously raced at Thunder Mountain. He plans to compete in the U.S. Open this weekend at Killington Resort.

KMS Coach Josh Poirer, an Enduro racer, looks to Downhill

By Katy Savage

Joshua Poirier is in his second year as a downhill mountain bike coach at Killington Mountain School and he's already "looking forward to many more," he said. "The athletes I work with are all incredible people which makes my job fulfilling and fun."

Poirier is a mountain bike racer on the side, traveling to Downhill and Enduro races throughout the northeast. He finished in 10th place in the enduro category at the U.S. Open last year and seventh in 2022. But this year, Killington's USO will not have an Enduro.

Q&A with Josh Poirer

Mountain Times: How long have you been mountain biking for? Do you remember your first time and how you got started?

Joshua Poirier: I've been mountain biking for 16 years now and racing for 10. I was originally a dirt bike kid growing up but then as I got older it became a hassle to transport and maintain a dirt bike so I started riding mountain bikes instead.

MT: Have you competed in the US Open before? What was it like and how did you do?

JP: This will be my fourth US Open (which included three enduro races and my second downhill race) and I am really looking forward to it. It is certainly one of the best events of the season and always really fun when all of my friends from all over the country and world come together for the race. My results have been good here, I'm consistently in the top 10 for pro Enduro and a mid-pack pro in Downhill.

MT: What made you want to compete this year? And what events are you competing in?

JP: What makes me want to compete this year in particular is being able to do it with my team, the Killington Mountain School Gravity Mountain Bike Team. I will be racing only one event this year and that will be the downhill.



Courtesy Sitota LaRocque

Sitota LaRocque, 15, competed in the U.S. Open at Killington last year at 14 years old and podiumed in both the Duel Slalom and Enduro events.

Q&A with KMS's Sitota LaRocque, a reigning double podium finisher

By Katy Savage

Sitota LaRocque, 15, is only a freshman at Killington Mountain School, but this will already be her second time competing in the U.S. Open.

She'll be riding with 12 other KMS athletes, along with two coaches.

"It's so awesome to have such a big event so local to me," LaRocque said.

Mountain Times How long have you been mountain biking for? Do you remember your first time and how you got started?

Sitota LaRocque: I've been pedaling a bike since I was 2. I started mountain biking in 2019 because my older brother joined our local race team called Ideride and I wanted to be on it but I wasn't old enough. I eventually joined Ideride in 2021 for my first race season but was sadly cut short due to a broken pelvis. I continued to compete with Ideride through 2023 then just this past season I started at the Killington Mountain School.

MT: Have you competed in the U.S. Open before? What was the experience like and

how did you do?

SL: Last year I competed at the Fox U.S. Open for the first time. I did the Enduro, which I got third in, and in the Dual Slalom, which I got second in. At the downhill, I crashed, but I still had a super fun time competing. The whole event was so fun. And the vibes were unmatched.

MT: What made you want to compete this year? And what events are you competing in?

SL: I wanted to compete again this year because it was so fun last year and I made so many good memories. Also because I want redemption in the Downhill. This year I will be competing in the downhill on Goat Skull and in the Dual Slalom.

MT: What's your favorite thing about mountain biking?

SL: My favorite thing about mountain biking is the community. Everyone is so supportive of each other and willing to help out whenever. I've made so many amazing friends through mountain biking. and a second second



Sarah Hamlin, 15, now a KMS student will compete in her third U.S. Open race this weekend.

Sarah Hamlin turns pro with Hayden's GT Wild Rye racing, leading the charge for women in mountain biking

By Katy Savage

Sarah Hamlin was 11 when she first started mountain bike racing. She competed in the U-12 category with boys because there weren't enough girls for them to have their own team.

Now, 15, Hamlin is a sophomore at Killington Mountain School and she just became a professional rider for the first time on an all-women's team that fellow Killington Mountain School student Mazie Hayden started with her dad last fall called GT Wild Rye Racing — sponsored by a bike company called GT Bicycles and a women-owned clothing company called Wild Rye.

"I really wanted to create my own professional team after being on someone's else's team," Hayden said. "There is no all-women team and there's even less women in Downhill."

When Hayden started forming the team, the first person who came to join her was Hamlin.

"She is incredibly positive and very resilient," Hayden said. "She can have a bad run or fall in her run and she can just think about how she can improve it. As a student at KMS, I know how easy it is to burn out and I don't see her doing that. I really appreciate that in her."

There's an age gap between them, but they know each other well. Hayden, 23, used to be Hamlin's coach.

"I had always looked up to Mazie when I started getting into mountain biking more," Hamlin said. "She would do some camps for Killington and I would see videos Killington would produce on their Youtube channel. It was funny because the first year I started biking I did private lessons with her."

Hamlin has noticed an uptick in the number of women since she started racing.

"It's cool to see that it's growing and how mountain biking is getting more inclusive. Being on the women's team is setting an example for girls who want to do it in the future."

Hamlin added that she wants to be "that person that someone will look up to some day."

This will be Hamlin's third time competing in Downhill at the U.S. Open of Mountain Biking. She won her age group in 2022 and she placed fifth in her age group in 2023.

She said the crowd makes this race feel different.

"The crowds are just so much bigger and I love that it's at my home mountain," Hamlin said. "It feels nice to just have the home crowd come out. Even kids from KMS will come and support the bike team. I've never seen a crowd like it before."

Hamlin wants to continue growing in her sport, hoping to compete in World Cup races when she's eligible at 17. This year, she hopes to place in the top five at the U.S. Open.

"The girls in my category are very competitive," Hamlin said. "I'm just looking forward to riding well and having fun while doing it and staying competitive."



Submitted Sarah Hamlin will join Mazie Hayden on the GTWild Rye team.

Mazie Hayden aims for the podium in the Dual Slalom

By Katy Savage

Mazie Hayden, a 23-year-old Killington Mountain School graduate from Pittsfield, has become a regular presence on mountain bike race podiums.

This will be her fourth time at the Fox U.S. Open of Mountain Biking. She got third place in Dual Slalom in 2022 and fifth last year, while she got 15th in Downhill last year and was disqualified in the dual slalom. "One thing that is super different about this race is that it's the

only race in the U.S. that draws such a large international crowd," Hayden said. Hayden is com-

peting in Downhill and Dual Slalom again this year.

This will be her first time competing at the event under her new own all-women team. Hayden and her dad started GT Wild Rye Racing last fall. It's sponsored by a bike company called GT Bicycles and a womenowned clothing company called Wild Rye. Hayden asked two other KMS athletes, Riley Miller and Sarah Hamlin, to be part of her team.

Hayden created it to empower more women in the traditionally male-dominated sport.

"Seven years ago, when I first started racing, there were almost no women at most regional events I attended," Hayden said on a recent Instagram post. "Now, I often see 20-plus racers in the amateur women's category, especially in the junior women's. I am so glad to see the women's field grow, and even happier to get beat handily by juniors more and more. But in all seriousness, I can't wait to see how women continue to push progression in this sport — seems like we're picking up momentum. I really

I am so glad to see the women's field grow, and even happier to get beat handily by juniors. hope that those in the mountain bike industry and those with power in the downhill social sphere continue to or begin to support all these amazing and female riders,

because they certainly deserve it." Hayden, who grew up ski racing and

mountain biking, is currently living in North Clarendon. She's planning to move to Maine next month to work seasonally as a ski coach at Carrabassett Valley Academy in Maine. She'll devote more time to mountain biking in the summer. Until then, Hayden is in the hunt for another podium at this weekend's U.S. Open.

"I would love to be in the top five but that's never easy because we always have a lot of talented people show up," Hayden said. "I want to podium in the Dual Slalom."



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Highlights from past years at the Fox U.S. Open



By Paul Holmes







By Robin Alberti



KILLINGTON



Killington Forward expands biking safety on roads and crossings to popular singletrack trails

The Town of Killington has received approval for a master TIF District, which includes redeveloping Killington Road and its gateway on Route 4 for multi-modal transportation — **bike lanes and safe crossings from the resort to popular cross-country trails.**

Additionally, this year the town has received an **\$84,000** grant to improve mountain bike crossings on Route 100 and connect the town's three cross-country areas: The Sherburne Trails, Gifford Woods and the Base Camp Trails.

What's next? In addition to redeveloping Killington Road, the Killington Forward plan includes constructing a brand new municipal water system serving Killington Road and its gateway on Route 4 (already under construction) and building a new workforce housing development at the base of Killington Road (land has been purchased).

Stay tuned! Killington is poised for growth and new developments!

For more information, visit Killingtontown.com

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Adaptive riders compete on main downhill track

The USO Adaptive Downhill will return this year and will feature top invited athletes competing on the main downhill track on Goat Skull, Sunday, Sept. 29.

Vermont Adaptive produces the event at the Fox U.S. Open at Killington Resort. This will be its fourth year. The race is the only adaptive downhill race held East of the Mississippi River, according to Vermont Adaptive's blog.

Trail accessibility for mountain bikers of all abilities, including adaptive riders, got a big boost this year with the addition of dedicated funding from the Vermont Outdoor Recreation Economic Collaborative (VOREC). In total, 51 projects split the annual investment of over \$6 million — the most awarded to date — to help spur Vermont's outdoor recreation economy.

This year the state awarded \$196,585 to conduct a recreator survey and economic impact analysis for adaptive recreation and \$644,437 for the Vermont Trails and Greenways Council in partnership with Vermont Adaptive, Northern Forest Canoe Trail, Vermont Mountain Bike Association, Upper Valley Trails Alliance, and Community Geo, to develop a statewide trail accessibility hub and complete detailed trail assessments in order to promote and share high-quality information about trail access across the state.

The Vermont Trail Accessibility Hub, a collaborative initiative, is aimed at providing the resources and information needed to make Vermont's trails more accessible to a wider number of individuals, including those with differences in physical mobility.

Out of nearly 8,000 miles of trails and waterways in Vermont, only a fraction are truly accessible for people living with disabilities and experiencing mobility challenges, according to a recent Vermont Adaptive blog post. The Hub plans to use its \$644,000 grant award to promote outdoor equity by increasing the resources needed to develop and promote accessible trails statewide.

"The Trail Accessibility Hub not only allows existing organizations and trail builders to scale up the efforts to improve mountain biking, water and pedestrian access to hundreds of locations across the state, it also allows us to more effectively learn from and coordinate with other organizations also working to enhance trail accessibility," said Erin Fernandez, executive director of Vermont Adaptive Ski and Sports, a partner organization with the Trail Accessibility Hub. "The [Hub] will significantly accelerate both the rate at which we can make more of Vermont's multipurpose trail networks 'adaptive-friendly' and help us solidify Vermont as an accessible outdoor recreation destination."

"Vermont is accessible, Vermont is for everybody and there are more places to play," said Jeff Alexander, the director of strategic partnerships and business development at Vermont Adaptive. "Everybody deserves to play and have the ability to get out."

The state initiative to increase tourism with the explosion of mountain bike trails and riders flocking to the state, specifically includes projects that focus on diversity and inclusion. VOREC projects awarded this year fall into one of four tracks: implementation, project development, outdoor equity, and flood recovery.

For adaptive riders, trail width and turning radius are most important. Trails need to be at least 3 feet wide for accessible bikes.

It's the first time the grant program has specifically encouraged projects focused on outdoor equity to apply to a dedicated funding track. Grant recipient Arwen Turner, executive director of Come Alive Outside, said: "Come Alive Outside is thrilled to receive funding through the VOREC Community Grant Program's Outdoor Equity track. This funding supports the continued work of Come Alive Outside's Outdoors For All Initiative, a collective of



By Zach Godwin, Killington Resort

An adaptive rider competes at a past U.S. Open Downhill event at Killington Resort. The Adaptive race this year is on Sunday.

organizations, businesses, and advisors with experience representing underserved and underrepresented populations in outdo or provision. This funding

tions in outdoor recreation. This funding will boost the collective's ability to develop both simple and highly innovative solutions that make accessing the health, wellness, and joy benefits of outdoor activities in Rutland more equitable."

"These grants are an investment in Vermont's future," said Agency of Natural Resources Secretary Julie Moore. "They will help communities revitalize their outdoor recreation assets, create jobs, improve access to nature for everyone, and build stronger, more resilient communities for generations to come."

For adaptive riders, trail width and turning radius are most important. Trails need to be at least 3 feet wide for accessible bikes. Sometimes trails aren't accessible because of parking or problems getting to the

trails themselves.

"I think it's needed, I don't think most people know that adaptive biking is a thing," said Ben Hannibal, an adaptive rider. "I think people would realize how many things we can do."

Racing the USO main downhill track, Goat Skull, is a surefire way to change people's minds about adaptive riders' abilities! The double black diamond trail features lots of rocks and mandatory drops and is described on Trailforks as a "rowdy trail."

Hannibal, who lives in Washington, D.C., heard about adaptive mountain bike opportunities in Vermont through an Instagram post in 2021.

"I saw a guy I follow who was doing it and so I was like,

'I want to do it," he said.

Since, he's made it up to Vermont to ride about one a

Racing the USO main downhill track, Goat Skull, is a surefire way to change people's minds about adaptive riders' abilities! The double black diamond trail features lots of rocks and mandatory drops and is described on Trailforks as a "rowdy trail."

summer.

Hannibal grew up in Maryland and spent most of his days outside before failed spinal surgery in 2006 left him partially paralyzed. He now works for the U.S. Department of Agriculture in Washington, D.C.

"To have a chance to mountain bike again is rewarding," he said. "I like being out in the woods, you have that peace, you're climbing these hills, you're being outside."

For Greg Durso, a paraplegic and program director at the Kelly Brush Foundation (KBF), being outside is just as important now as it was before a sledding accident in Ludlow left him partially paralyzed.

"To me being active is so important and part of my identity, but even more important, being in a wheelchair, it helps you thrive post-injury, introduces you to a new community of people, gets you out of the house, helps in getting back to work," said Durso on the KBF website. "It has so many facets that help you physically, socially and mentally and sets you up for success. It also translates to everyone else in life too, so you can connect with others on so many different levels."

Mountain biking: then and now

Improvements in equipment and trails over the past decade have made the sport more fun for more people By Polly Mikula

Mountain biking even just a few decades ago was a very different sport than it has evolved to be today. Mountain bikes "back in the day" were only slightly different than their road counterparts in that they had slightly wider tires and a bit more tread. They still had small wheels, narrow bars, center-pull brakes and fixed seat-post. And mountain bike "trails" were often just Class 4 roads, logging and farm roads, cross-country ski trails and lower angle hiking trails.

The modern era of mountain biking is said to have begun in the 1980s, but real changes to the sport didn't occur until the '90s, according to most "historians" writing on the matter. Specific mountain bike trails began to be built in earnest in the early 1990s, mostly in recreation-friendly areas like the ski towns of Killington, Ascutney, the Mad River Valley and Stowe. But since they were built on ski slopes, they were almost all expert routes.

Killington was among the earliest adopters. It began lift-serve mountain biking in 1991 with trails straight off Killington Peak a 1,700 foot vertical from the top of K-1 to the base.

"Typically bike parks at ski areas don't offer the right product, there is just too much vertical," explained said Dave Kelly, co-founder of Gravity Logic, the consulting company Killington hired to design and build a 5-year plan to improve its mountain bike trail systems.

"Most of what they had was comparable to a ski mountain that offers only double black diamonds with no grooming so there are 10-foot moguls to contend with ... it only caters to a very small percentage of riders," Kelly explained.

In the fall of 2014, Gravity Logic projected that Killington could see 50,000 bikers annually, if its master plan was followed to completion — up from about 2,000 riders per year prior to Gravity Logic's engagement.

"There is nowhere in the East that has the potential that Killington has," said Kelly in 2014.

The resort hit that target in 2021, one year after the five-year buildout was complete. Growth has continued since, albeit not quite as exponentially with ridership leveling off in the 50,000-55,000 range.

Although perhaps most famous for building up the bike park in Whistler, British Columbia, Gravity Logic was not new to Vermont. Starting in 2007, VMBA brought in Gravity Logic for several annual conferences for ski resorts to share and learn about the development of mountain bike trails as part of summer operations. Their trail building advice applied to non-lift-served networks too and these conferences were instrumental in educating many riders and trail-builders throughout the state's mountain bike community.

Today, VMBA boasts more members per capita than any other state, a strong foundation of support with 30 local chapters and collectively manages over 1,400 miles of public access multi-use trails.

Bikes themselves have changed significantly, too, of course. Now standard are full suspension, 29-inch wheels, powerful hydraulic brakes, adaptable "dropper" seatposts and fat, grippy, tubeless tires — all of which radically improve the mountain bike experience.

"The technology improvements upgraded my attitude. Mountain biking transformed from an activity I felt I ought to enjoy into a sport I really, really want to do every day," wrote Stephen Shankland, a journalist who covered the tech industry for more than 25 years. "That's good news for a middle-aged man who spends an awful lot of time parked behind a computer screen."

Improvements in equipment and trails over the past decade have made the sport more fun for more people. Biking in Vermont may never be quite as popular as skiing (to be fair, the season is much shorter with much more rival options for recreation) but its growth has brought tens of thousands of more people to the state to enjoy the sport and its events.

Businesses in ski towns like Killington a short decade ago, struggled to stay open during the summer month (and many didn't), now nearly all are open. Restaurants offer outdoor seating (a positive outcome of the pandemic) and new bike shops are opening every year. The dream of Vermont becoming the "Moab of the East" was first idealized by Rochester in the '90s, then adopted by the Kingdom Trails in the Northeast Kingdom; but today Killington may have the best claim to that title with its worldclass lift-serve offerings, plus over 250 cross-country trails within a half hour's drive. As a destination for riders of all abilities, it's simply hard to beat.



By Zach Godwin, Killington Resort A young rider races at a past U.S. Open event.

Popularity: ridership, trail use, chapters expand

By Polly Mikula

Mountain biking in Vermont is now the state's fastest-growing form of outdoor recreation, according to the Vermont Mountain Bike Association (VMBA) a non-profit that provides advocacy, education, and community-driven stewardship statewide and to local chapters. "The growth of the sport has been exponential in the past call it five years," Mark Harris, a Woodstock Area Mountain Bike Association board member said last summer.

> "It's really hard for us to quantify what's happening, but you can feel it.'

> > While the total number of rides or riders in Vermont is impossible to tally as there are no fees or trail counters on most trail systems, some do choose to log their rides on apps like Trailforks or Strava and resorts with lift-serve do require

tickets (like Killington Resort) and by

all those measures growth has been exponential. With many metrics showing ridership doubling in a few short years.

VMBA has also grown, with over 9,600 members and 28 local chapters who steward 1,000+ miles of public-access trails.

With increased growth, however, comes increased impact and those at the helm of VMBA

acknowledged the need for a long-term plan to support this growth and ensure sustainable trail riding.

"Taking stock of the state of the big challenges and opportunities for mountain biking here in Vermont, as well as the strengths

"It's really hard for us to quantify what's happening, but you can feel it," said Mark Harris, Woodstock Area

Mountain Bike Association board member.

VMBA has developed as an organization, allowed us to put together a plan that we believe will bring trail riding in Vermont to the next level," said Nick Bennette, VMBA executive director.

- VBBA defines success as:
- More and better, sustainably-built trails
- Quality riding experiences
- **Engaging events**
- Stronger relationships
- Increased volunteerism
- Healthy communities
- A vibrant, sustainable outdoor recreation economy

The model we're really trying to establish is community-supported stewardship," said Nick Bennette, VMBA executive director.

A good place to start is to become a member of VMBA and/or a local chapter and stay connected to future opportunities.

For more info visit: vmba.org.

Ethan Weinstein/VTDigger contributed to this reporting.



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Woodstock varsity mountain bike team grows

Woodstock Middle/High is the first public school in the state to field a varsity team

By Katy Savage and Polly Mikula

Mountain biking has been such a popular club sport at Woodstock Union High School that this fall it became a varsity sport. And it made history as the first public school in the state to field a team.

"They're very serious athletes competing at some of the top national levels," School Board member Matt Stout "Being a varsity team will lead to a more serious attitude, more frequent practices, and easier transportation to races," said captain Levi Halley.

said at a district meeting this past January before the board voted unanimously to elevate mountain biking to varsity status. Stout is also on the board of the Woodstock Area Mountain Bike Association. "It's a tremendous opportunity that we offer the kids. It's not offered in every school. Aside from the budget, these kids deserve to be recognized like all other athletes."

Woodstock mountain biking coach Todd Uva said the varsity level recognition will allow the team to have more funding and opportunities. "It finally gives us a budget," Uva said. "We've been operating for a number of years with no budget and no transportation. All the coaches were volunteering their time."

Uva launched the Woodstock High School Cycling Club in 2017 after leading a mountain biking program at Woodstock's summer SOAK camp.

"I'm just a lover of cycling," Uva said. "I wanted to share this passion with adolescents."

To get it off the ground, he did whatever he could. He and his wife loaded up bikes in their cars and drove kids to competitions.

When the school's club team debuted in 2018, there were 13 riders. The last year of the club there were 33 riders, making it one of the largest programs in the school.

This fall, there are 47 riders on the varsity team.

They'll compete in the Northern New England High School Mountain Bike Series, which includes about 30 teams in New Hampshire, Massachusetts, and Maine. About 2/3 of the schools that compete in that series are from private schools/acad-

emies. "It is definitely growing," Uva said. "There are about 320 to 400 [students] from

middle school to high school."

Like other varsity sports, the Woodstock team started this season in August and will continue until the championship race Oct. 26.

"Being a varsity team will lead to a more serious attitude, more frequent practices, and easier transportation to races," said Levi Halley, 17, of Woodstock, one of the team captains.

Halley started mountain biking when he was 6 years old. "I enjoyed the aspects of being in nature and having

fun with friends and family," he said. "As I progressed, the competitive aspects of it also became a top priority. Now, I enjoy racing on the bike team the most."

While the sport remains male-dominated, Uva said Woodstock has 9 female athletes on the team this fall which is a greater proportion

of the team than most other schools.

Ada Mahood, 17, has been on the mountain biking club at Woodstock since she entered high school. She had grown bored with soccer, she said.

The rising senior is excited to compete on a varsity

team.

"As a mountain bike coach, I'm

excited that our athletes have the

opportunity to take in some of the

world's best riders," Coach Uva said

of the U.S. Open and UCI World Cup.

"We've worked so hard these past few years and brought home some incredible wins. We deserve the recognition of a varsity sport," Mahood said.

Mahood, who lives in Thetford, started mountain biking as a child with her family.

"I've had so many incredible teammates over the last few years, especially on our girls' team we have grown so close we even call ourselves a family," she said. "Even on days where I don't feel like doing the tough workouts they always manage to make it super fun and joyous ... For me, our team dynamic is one of the best and I look forward to every fall when I get to see everyone back in action again."

Mahood said the sport is about camaraderie, whether she wins or loses. She remembers a race she won her freshman year, when she was trailing in third, she heard her coach yelling, "It's all you Ada, it's all you."

"I finished that race in first and my team surrounded me," Mahood said. "It was just amazing. It felt nice to

stand on top of the podium. But at the end of the day, it was my team that really pushed me to the finish line."

When asked what the Fox U.S. Open mountain bike events mean to him, coach Uva said: "Having the Fox U.S. Open at Killington and the UCI World Cup Cross-Country event in Lake Placid

on the same weekend is a testament to the quality of trails and venues in our region. As a mountain bike coach, I'm excited that our athletes have the opportunity to take in some of the world's best riders in two very different but exciting mountain bike disciplines."



Members of the Woodstock Varsity Mountain Bike team listen to coach Todd Uva before a race earlier this fall. This is the first year the school has elevated the team to be a varsity sport.

By Peter Seman



Quinn Uva, a rider to watch

By Polly Mikula

Quinn Uva, 18, is an accomplished mountain bike racer who's competed in race circuits across the northeast throughout his teenage years —often besting riders with many more years under their belts! He's no stranger to the podium either, having won the 2023 Maxxis ESC Stan's Enduro in Woodstock, Oct. 1, 2023 as a U-20 rider and earning bronze in the 2022 Enduro World Series in Burke on Aug. 14, 2022 as a U-16. In 2023, he was the Northern New England High School Mountain Bike Race Series Individual Champion and Overall series leader and he placed 31st at the 2023 U-18 crosscountry National championship. This year, he finished fourth in the Vermont Overland gravel race for U-18

and 39th in the mens open category. Last year, he was also awarded:

- The Northern New England high school series individual champion and overall points leader.
- Overall series champion of Vermont Youth
 Cycling Series
- U20 Champion in the Woodstock Eastern States Cup Enduro

As a captain of the Woodstock Varsity Mountain bike team, Quinn Uva has also been recognized for his leadership.

"Quinn's enthusiasm for cycling is infectious and he is eager to share his passion with youth and his teammates," said Coach Uva. "He is a leader on and off his bike, striving to improve his teammates by teaching skill sessions and providing fitness and training suggestions. He is a determined, powerful, and versatile athlete whose commitment has allowed him to pedal to success in xc, enduro, and gravel events but more importantly, he inspires others with his welcoming and kind-hearted personality. He is known on the singletrack and the Nordic ski trails for his sportsmanship and camaraderie.

Quinn was recognized with the "Committed to the Core" award at Woodstock High School's Buzzworthy Sports Award ceremony last year. Fulfilling the criteria as "an athlete who embodies self-discipline, resilience, and



Courtesy Todd Uva

Quinn Uva, 18, is a captain of the Woodstock varsity mountain bike team as well as a top podium finisher. He's a rider to watch as his passion for riding expands from racing to instructing the next generation of little rippers.

persistence. He is driven and focused, putting additional training hours beyond the typical high school practice. He approaches training as a journey by operating on the premise that it isn't what he achieves that is important but rather how he achieves it."

His coaches added, "This level of commitment requires sacrificing social engagements for a healthy sleep routine, making time for recovery which is often overlooked by young athletes, daily stretching routines, thoughtful consideration of diet and nutrition, and adhering to the recommendations of physical therapists and trainers ... It involves finding unique activities to train to your weaknesses. This level of commitment builds character which defines an individual way more than any sporting result ever could. Quinn fosters a sense of inclusion and community wherever he goes raising the spirits of those around him. "

Courtesy EverWildVisualResearch *Quinn Uva*

Q&A with Todd Uva, head coach of the Woodstock Varsity Mountain Bike Team

How did you get into Mountain Biking? Do you remember your first time on a single track? What were you riding? When I was in college in the early 1990s my childhood friend began riding and I was intrigued. Shortly after, I purchased my first mountain bike, a GT Tequesta. Modern mountain bike design was in its infancy but I was drawn to the Tequesta more because of the black paint job splattered with neon highlights rather than its hyped Triple Triangle frame design. Most of my riding was on rural dirt roads and logging roads around my home in New York's Catskill Mountains.

My first singletrack experience was in college when we would (illegally) ride the hiking trails at Sleeping Giant State Park adjacent to Quinnipiac College. The bikes and purpose-built trails I ride now radically differ from what I rode then. The evolution of mountain biking is remarkable. While it is fun to be nostalgic, I don't miss my fully rigid bike.

What do you think are the main lessons student riders are learning on the Woodstock Mountain Bike Team? What do you want them to take away from the experience?

I enjoy pushing myself to crest a hill and then reaping the reward of a well-earned descent. The real satisfaction is when I witness our athletes gain fitness and confidence from their collective effort. Climbing takes fitness, determination, and the ability to push when your body and mind want you to quit.

The collective experience can motivate an athlete to push harder and further than they might do when riding alone. The culture on our team is built on encouragement and support and when you add a little healthy competition athletes respond by giving a little more, training a little

The takeaway is that with cooperation and a collective effort, challenges become more attainable and rewarding. This can be applied to all aspects of these athletes' lives.

harder, and gaining more respect for one another. This is how we integrate teamwork into a sport that is often perceived as individual. The takeaway is that with cooperation and a collective effort, challenges become more attainable and rewarding. This can be applied to all aspects of these athletes' lives.

How has the team evolved over the years? Do you feel a difference in the atmosphere/attitudes now that it's officially a Varsity Sport?



Coach Todd Uva

The evolution of the team began 11 years ago from the Mountain Views Supervisory Union's Summer SOAK program.

The school district was looking for ways to keep youth

engaged over the summer and asked educators to devise activities to meet this goal. With encouragement from my wife, I created a mountain bike program to introduce youth to basic riding skills, the history of the sport, and anything else mountain bike-related. This offering

is known as Dirt Rascals. Within a few years, a girls' program called Spin Sisters was developed increasing female participation on our team. The interest in these programs was high and almost all of the participants communicated that they would be motivated to ride more if given the opportunity. As an educator at Woodstock Union High School Middle School (WUHSMS), it seemed natural to start a club at school. The club was approved by the school board in 2016 and met weekly for group rides. At first, participation was low but then a few club members asked for permission from the school administration to try a race. That was the impetus that allowed our club to take off. In our first race season in 2017, we had 13 racers including one girl. Today the team has 47 members including 9 girls and Woodstock Middle/ High School is the first public school in Vermont to have a varsity mountain bike team.

Our team is thrilled to have earned varsity status. It took seven years but the growth and success the club experienced could not be ignored. This accomplishment would not have been possible without the support of countless volunteer coaches, parents, and community members. The athletes, particularly members of the senior class who have been with the team for many years, definitely feel that their hard work and dedication have finally been recognized with the team's new status. There is a feeling of legitimacy.

Logistically we now have transportation to races, paid coaches, and a budget to help with race preparation and bike maintenance. The transportation benefit is a huge relief, as I spent a fair amount of time weekly figuring out how to transport 20-30 bikes and athletes to races.

The evolution of the team is closely tied to our community's local bike organization, the Woodstock Area Mountain Bike Association (WAMBA). Also founded in 2016, WAM-BA's growth and partnerships with local landowners have secured access to amazing trail networks that have quickly become favorites of our athletes, locals, and regional visitors. This coevolution has contributed to a passionate group of youth riders who will likely become ambassadors for the sport of mountain biking.

How do you manage the mental aspect of mountain biking, especially when students face difficult courses or have to recover from falls or setbacks? What is your favorite advice?

To have fun! Riding and racing bikes can be intense and we can get caught up in the moment and take it too seriously. I can frequently be heard at the start of race saying, "Remember, we ride bikes because it is fun!" or "Just think of this as a large group ride with people who share the same passion as you."

What do you enjoy most about coaching middle/high Q&A with Coach Uva \rightarrow 37



Sam Mikula, 14, shakes the hand of a fellow rider after a regional race hosted by Proctor Academy in Andover, New Hampshire, Sept. 18.



Coach Todd Uva readies a team of riders from Woodstock middle/high school before a race earlier this fall season.

By Peter Seman

Q&A with Coach Uva: from page 36 school athletes, what is the most rewarding

part of your job? Coaching a high school mountain bike team is so much fun. The athletes motivate me to stay fit and get me moving on days when I might otherwise gravitate toward a comfortable couch. No matter how exhausted I may feel at the end of my work day, I look forward to riding with the team. They make me laugh and amaze me with their skill. Watching athletes progress is rewarding. For some, it can be reaching a new personal record on an ascent, and for others, it can be making a particularly challenging climb for the first time without walking their bike. Both of these accomplishments are monumental in their own right. It's truly remarkable to watch these athletes grow as individuals and as a team. The most rewarding moment for me is seeing a rider that you've coached in the past sharing their passion in the role of a coach and mentor. That's when you know you've made an impact.

How would you describe your coaching philosophy, and what values do you emphasize with your team?

I believe that bikes can create pathways for individuals to experience growth, connection, and community. As a coach, I want to facilitate this pathway by providing opportunities for youth to push their limits, learn from one another, and give back to something greater than themselves. I create avenues where athletes become mentors and share their expertise to empower their teammates and themselves. I'm fortunate to have so many athletes with a rich and diverse cycling background who are willing

to contribute and offer their knowledge. This is a tremendous resource and asset for our team and I find that less experienced riders respond well to their seasoned teammates. Facilitating and reflection are powerful coaching strategies.

Can you share a memo-

rable story about your experience working with kids on the team? Something you are proud of?

One of my most memorable moments was supporting an athlete with special needs to complete his first race. This young man's developmental disabilities affected his motor skills and caused cognitive impairments but in no way did they deter his desire to finish. With encouragement and support, he tackled the first ascent amusing me along the way with his tremendous sense of humor. We pedaled, jogged, and laughed our way up that hill and then meticulously picked away over and around rocks and roots on the descent. As we departed the woods nearing the finish line he was greeted with raucous support from teammates and spectators. It was truly awe-inspiring and I'm sure I wasn't the only person to shed a tear in that moment.

What does a team practice look like?

Mountain bike practices look different from traditional sports teams mainly because our playing field is made up of singletrack trails. Another unique aspect of our team is that it is coed and athletes range from grades 7-12. Due to our size and the locations where



By Jason Mikula Todd Uva smiles during a recent Woodstock Mountain MTB team race in New Hampshire.

we practice, we rely on numerous volunteer coaches to help carry out and manage practices. Our captains also play a big role in leading workouts and skill sessions. It takes a group effort to have a successful and safe practice.

There is a fine

line between

pushing too

hard and not

enough.

We are fortunate enough to have two local bike networks within a few miles pedal from campus [Mt. Peg and the Aqueduct Trails]. Our ride to these networks serves as a warm-up before we focus on skills and fitness. We typically warm up together as an entire

team and then break into groups based on the categories the athletes' race. Within these groups, coaches focus on building fitness such as doing intervals or other hard efforts, or focus on skills such as cornering and descending. On some days, we may open up with a skills game and then just go out and have fun on the trails.

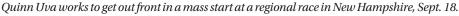
This season we are focusing on more demanding fitness exercises to be as fit and strong as possible for the championship race we will host at the Mount Peg Trails on Oct. 26.

One of the biggest challenges I face as a coach is trying to structure practice to meet the needs of my diverse athletes. Our team is composed of athletes who have strong fitness and have ridden at highly competitive levels on the international and national stage, many who prioritize ripping laps at the bike park over ascending, and others who are simply new to the sport and eager to learn. There is a fine line between pushing too hard and not enough. This is why my focus is on having fun and inspiring our athletes to make cycling a lifelong sport with the hope that they too will share their passion for riding with others.





By Polly Mikula (left) and Sam Fraga (right)





Woodstock teammates Levi Halley and Tomas Masterson race over a rock at race, Sept. 18.



Freshman teammates Sam Mikula, 14, and Brian Kardashian, 14, refuel after the Sept. 18 race.





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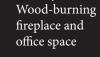
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Courtesy Todd Uva

Quinn Uva,18, captain of the Woodstock high school mountain bike team, demonstrates a trick to a group of young riders earlier this summer in Woodstock.

Oldie but goodie: 'Cloud Drop' to 'Sir Bermsalot' in Woodstock's Mt. Peg trail system

By Quinn Uva, Woodstock Mountain Bike Team Captain

This is the quintessential run to do when visiting Woodstock. This run is one of the oldest in Woodstock making it a classic and has been heavily revamped in recent years. The easiest way to access "Cloud Drop" to "Sir Bermsalot" is from the Knox Meadow parking lot off Route 106 — less than 5 minutes south of downtown Woodstock. Parking in downtown Woodstock is also an option as you can access all of Mt. Peg via the Village Trail on the north end. There is no fee to ride Mt. Peg, but donations are greatly appreciated and can be given to the Woodstock Area Mountain Bike Association (WAMBA) to support the trails.

Starting from Knox Meadow, head across the wooden bridge and take a right. Follow the grassy ski trails to the end of the field and begin climbing up Redline on the left. Redline is the main climbing trail on the south end of Mt. Peg and was recently revamped into a flowy climb. Continue on Redline, go past Crosstown (if you're crunched for time, take Crosstown and skip straight to "Sir Bermsalot") to "Cloud Drop" Connector, which will lead you to the last portion of the climb, "Into the Clouds." If you thought the last two trails were steep, this might be the time to turn on your e-bike (Woodstock loves e-bikes btw!) "Into the Clouds" is the final meandering and punchy push to the summit of the south end, home to the infamous "Cloud Drop". Along this last punch you can see "Hardstyle" to the right, another best of Woodstock. (Hardstyle is a great second lap. It counters the flow of "Cloud Drop" to Berms with its loose, technical, and steep terrain. Give the skinny log leading into Hardstyle a try at the summit; watch your derailleur though!)

This is where the fun begins. "Cloud Drop" is a hand-built flow fest consisting of small to medium sized berms and many optional doubles and jumps. This is one of those trails that is fun for all types of riders but comes alive at speed. Entering the first few berms with speed will set you up for effortless dirt to dirt transfers. After a flat-ish section, continue left on "Cloud Drop." On your way down this next portion, take a quick peek to your right at the "Hardstyle" trail gap (it's easier than it looks)!

But "Cloud Drop" is only just the beginning... now it's time for "Sir Bermsalot." Just revamped last year in 2023 as one of Woodstock's first machine-built trails, "Sir Bermsalot" is the brother from another builder to Black Bear at the Kingdom Trails. Large berms and small to medium sized jumps/doubles from top to bottom are the staple of this trail. There are even split lines with different jump options near the top. Yet again enjoyable by riders of all skill levels, there are multiple triples and berm gaps for experienced riders (you'll see them).

And that's the end! "Sir Bermsalot" will shoot you out where you started at the bottom of Redline for easy access to another lap! Remember to thank the trail builders! Gavin Vaughn and Graham Farrington (G&G Building and Racing) outdid themselves on this run!

Cabot Pepper Jack at the Aqueduct Trails: the reward is worth the effort

By Luca Morris, Woodstock Mountain Bike Team Captain

Cabot is just one of the many fantastic trails in the Aqueduct trail system. The Aqueduct, with its main trailhead located on Cox District Road, is conveniently located close to down-town Woodstock — and its middle/high school. The main trailhead is accompanied by a parking lot with room to fit all your riding buddies.

Once you're at the parking lot, head on up the Class 4, Grassy Lane, and maybe stop for a dip in the pump track! From here to the base of Cabot trail, you get to choose your own

This is a trail with no shortage of opportunities to both get air and wrangle roots. adventure, with several options of routes. You can ride the Class 4 road all the way up to the trail for a simple warmup, or take the singletrack: Rum Street all the way to Buffer Zone, to Fiddler, to Coaster, and then you're there!

Cabot trail starts off pretty chill with some pumps and a rock-garden bridge, but pretty soon, the climbing begins. Expect some

switchbacks with some off-camber sections and steep, rooty pitches. Bring your motor! Eventually it will become an endless succession of zigzagging turns up. The trick is to tell yourself that the top is right after that corner! No? Well, then it must be after the next! No? Then it must be after that...

In no time, you'll find yourself (finally!) up at the top. There, as you catch your breath, you'll see the sign warning more timid riders against braving the cheese trail's gnarly downhill, which starts out with swooping berms, tricky roots, and gravity-defying jumps. Your previous efforts will be rewarded with step-downs, doubles, jumps and gaps, on built-dirt and wild woods. This is a trail with no shortage of opportunities to both get air and wrangle roots. In other words, it's epic!

Beyond having a delicious name, this trail is easily one of the most exciting in the Aqueduct trail system. It's got a great uphill, perfect for your workout or granny gear—either way, your hard work ascending pays off in the end. Intermediate to expert riders visiting the Woodstock area should put the cheese trail on their list of must-rides.



Luca Morris rides in the Woodstock Mountain Bike team's season opening race.

Courtesy Luca Morris

26 · U.S. OPEN



The Sherburner, Gifford Woods State Park in Killington: Go here, ride this

By Jason Mikula

The Sherburner is a trail not to miss when coming to this area. It's a new trail, debuting in 2023, and was built by L&D Trail Works. It's a perfect adventure that takes under an hour (depending on your skill level and choice of route). The trailhead is about a 3 minute drive from the bottom of Killington Road to the parking lot of Gifford Woods where you can access the trailhead. (It's a \$5 fee for non-KMBC members for day access as Gifford Woods is a state park).

From the main parking lot you'll jump on your bike and ride on through the campground a short distance. A couple hundred yards up on the right you'll notice a bike stand, water, bike tools and pump to make sure you are dialed in before hitting the trails. Pesky Cairn (the trail that leads you to the Sherburner) begins through that field; the single track trail is fairly obvious on the left side of the field.

Pesky Cairn is a great up and down warmup trail. It's rocky and rooty but super fun for all skill levels. Enjoy the beautiful stream and occasional waterfalls that meander along the trail, too. In the right light, it's quite magical and worth stopping to snap a pic. Another fun part of this trail is that you actually get to ride through the stream at a couple points along the way. An added unique feature to this trail.

From Pesky Cairn you'll reach the exit of the Sherburner first. Keep riding as the Sherburner is meant to be a one way ride. (If you want some extra mileage, keep on Pesky Cairn to the lollipop part of the trail and ride that back to the trailhead of the Sherburnber.)

This is where the work begins. Hopefully you're warmed up and ready for a fun 3 mile adventure with a 610-foot climb. To start, there are 4-5 berms that are relatively easy and well spaced out. This is a good warmup and gives you false hope that the accent won't be so hard. But the next 6-8 berms are steep and back-to-back — sure to get your heart rate going. You'll know you're past this section when you get to a large cairn (pile of rocks). The trail flattens out a bit after that and you're well on your way. After that, enjoy a magical part of the forest in the mid-section of this trail. On the right hand side you'll see a beautiful ridge of cliffs and through the canopy the "Bat Cave."

For those who are not racing up, this is a good stopping point to grab some water and catch your breath. Some think the second half is easier than the first. There are a couple "false summits" and there are a couple sections that will test your rock navigating skills. Although a little technical, with the right line it's relatively easy to navigate your way and really fun.

Just before the top, there are two trees that you'll pass through that sort of feel like the "finish line" and you'll see the rock bench and an overlook (depending on the season). High five your riding partners, catch your breath, snap a pic and fuel up.

You'll want all your wits about you for the ride down! Some say it's one of the best rides down in the area. This trail pretty much guarantees a smile all the way down to the end. Choose your own adventure! Keep your tires on the ground or launch off the rock features on the sides of the trail and test your skills. It's flowy, bermy and super fun.

It's a long descent making the climb well worth it. L&D Trail Works (who constructed the trail) utilized the natural features with rock jumps and rock bridges creating unique features. The trail holds up great through the summer.

For intermediate to expert riders, this trail has a lot to offer. It's simply a great combo of fitness and fun.



The start/end of the Sherburner Trail features a bike stand with tools to fix and or wash a bike. The trail begins on the field's left.

Peninsula Trail and Loop, a scenic tour in the Aqueduct Trails

By Ada Mahood, Woodstock Mountain Bike Team

Peninsula is a trail that is perfect for beginners and intermediates riding in Woodstock. The scenery is quite amazing, especially in the fall. It starts up a short hill, then over some roots and up a short technical part before ending in the mossy lands of the Peninsula Trail. Even some experts claim that this trail can be challenging with some tricky lines.

It has a little for every skill level and a unique sense of being transported into a Tolkien story.

The Aqueduct Trail network, home to the Peninsula Trail and Loop, can be accessed by heading west on Route 4 through Woodstock. Once you get about 500 feet past the Woodstock Union High School, there is a road called Cox District Road. Follow that road about 1 mile until you come to a gravel driveway on the right. There, you'll find a small parking lot and beyond that parking lot, the hidden treasures of Woodstock; a Class 4 road that gives you access to all the goods of the Aqueduct Trails (to the right). You can ride up the Class 4 road until you reach the aqueduct on your left or you can opt in for some classic side trails such as Rum Street and TNT. Get your tires dirty on these two trails and know that they pop you back out onto the main Class 4 road where you can continue up for access to more trails.

Once you make it to the Aqueduct water source, stop and enjoy the view. In the fall, the colors here are worth a few pictures — it's

Some of the small

punchy ascents are a

little bumpy, but again

with the right gear

and a tough mindset,

it's the perfect trail

for beginners to test

their skills.

a great choice for a water brake. At the end of the uphill, you'll find the Peninsula Loop. The Peninsula loop is an older trail in the Aqueduct and much more rooty than many of the other trails in the trail network. Nevertheless

the trail is incred-

ibly stunning and picturesque. It is a winding trail that meanders through the hills of the Aqueduct trail. The trail is very rooty and has a few ups and downs to it, but is relatively flat.

The descents are rocky, but a beginner would be able to navigate with no problem with some dedication. Some of the small punchy ascents are a little bumpy, but again with the right gear and a tough mindset, it's the perfect trail for beginners to test their skills.

Once you get about halfway into the trail, you come up on the most beautiful scenery in the network. It feels as if you've been transported back to a fairyland or a scene from The Hobbit. Moss covers the ground and the trees have grown so tall.

As you ride through this pictures que landscape you can't help but feel that you have been transported to a magical land. This is one of my favorite spots in the Aqueduct trails.

After this magical adventure through the moss, there is a trail to the left called the Peninsula Loop, this is a quick loop back around the Peninsula. If you want to see some more beautiful views of the Aqueduct and especially in the fall this loop can be extremely rewarding. If you're looking for a short less than a mile add-on, I would highly recommend the loop!

The beautiful scenery and almost magical sense of this trail makes it worth it for people of all abilities and ages to check out next time you're in Woodstock.

The Mountain Times • Sept. 25 - Oct. 1, 2024



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Tour of Pine Hill park: Go clockwise for an extra workout; go counter-clockwise for fun

By Shelley Lutz, Pine Hill Partnership board member

Pine Hill Park in Rutland City is one of the original trail networks in Central Vermont and is a must-stop on any mountain biker's itinerary. The wooded park is 275 acres with 18 miles of mostly singletrack trails dotted with seven unique bridges. If you are an aerobic machine, ride the park clockwise (maps available near the entrance on 2 Oak Street Extension in

Rutland). Otherwise, for a calmer climbing experience, ride the park counterclockwise on the following suggested route. All mountain bikes head up Escalator to access the trail system. From Escalator, hit Svelte Tiger to continue your climb into the park. Go left on Sisyphus, then right on Watkins Wood Road to get lungs and legs warmed up. Or head right up Svelte all the way to Droopy Muffin (intersection 22). Ride Droopy Muffin to intersect Underdog at intersection 26A. This side of Underdog is still a little rough, but once you are over the Centrifuge Bridge, the trail has been recently rebuilt. Head to Rocky Pond to view what used to be a picnic area and swimming area back in the mid-1950s.

From Rocky Pond, head to Shimmer to check out the Arch Bridge. Climb to the Overlook, then ride Overlook (the trail) to experience the 100-foot-long Suspension Bridge. At intersection 30, go right on PA4J — another recently refurbished trail. It rolls great in both directions but slightly downhill from Intersection 30 to 28. From here, pick any trail as they are mostly downhill back to the parking lot. But don't miss Milk Run and Maximum Capacity on your way out. Exit Strategy to the parking lot continues the flowy fun.

If you are looking for features ... Furlough has a couple of nice features, newly built in 2024: a huge rock face with a nice roller over (named Nugget) and a wooden ramp feature with a great roll off.

Other challenging trails with features include Broken Handlebar North, Halfpipe and Rosey's Rollover. These trails all have features built into the terrain.

For old-school challenge, Stegosaurus is full of rocky, rooty chunkiness.

Pine Hill Park's trails are built and maintained by volunteers, so please consider leaving a donation in Tinman at the front entrance. No cash? Locator maps have QR codes that you can scan and make donations.



Left: Nate Freund crests the "Nugget" off Furlough in Pine Hill Park near downtown Rutland. Top right: Shane Slayton descents Rosey's Rollover before the snow had melted in the spring.





Courtesy Shelley Lutz Shelley Lutz on Furlough feature in Pine Hill Park.



Agency of Trans awards \$7.19m in bicycle and pedestrian grants

The Vermont Agency of Transportation (AOT) announced Sept. 12 the awards of approximately \$7.19 million in grants to municipalities for bicycle and pedestrian infrastructure improvement projects. The combination of construction projects and planning grants will benefit cities and towns statewide with improved transportation connectivity and safety, tangible economic benefits, and additional transportation options for commuters, visitors to the state, and recreational users.

Vermont continues to prioritize making communities and streets more usable for all modes of transportation. In downtowns and village centers especially, municipalities are calling for better walking and bicycling facilities.

"Walking and bicycling are great ways to reduce congestion and provide an opportunity for physical activity for Vermonters and visitors," said Transportation Secretary Joe

"Walking and bicycling are great ways to reduce congestion and provide an opportunity for physical activity for Vermonters and visitors," said Transportation Secretary Joe Flynn

Flynn. "There are also positive effects on property values, tourism, and business growth, as well as reductions in traffic congestion, improvements in public health, and lower personal transportation costs."

The Agency annually awards millions of federal dollars through the Bicycle and Pedestrian Program, with a goal of providing safe and convenient facilities and alternative transportation opportunities. The 2024 grant cycle also includes funding from the Infrastructure Investment and Jobs Act Carbon Reduction Program, which funds projects designed to reduce transportation greenhouse gas emissions.

This year's awards include continuation of the initiative to fund small-scale improvements using 100% state funds. These smaller projects address critical safety needs, such as pedestrian crossings and filling critical sidewalk gaps. The Agency plans to assist municipalities with construction of these small projects quickly with minimal delays. Small-scale projects were awarded to eight Vermont communities.

AOT received applications for proposed projects totaling over \$10.1 million. This year's grant program will fund a variety of projects including a critical pedestrian connection from schools to village centers and libraries.

Locally, Rutland Intermediate School Sidewalk & Safety Improvement projects will receive \$75,000 toward \$226,600 project; and Bethel Main St Village will receive \$17,500 toward a \$35,000 investment in Rectangular Rapid Flashing Beacons.



Tips to maintaining your bike

Staff report

So, you bought a mountain bike. Well done! You've now got a few epic rides under your belt. Excellent. But now you wonder how to best protect your investment and keep it rolling like new.

While there are many expert bike mechanics around locally that can help, here are a few basic things that you can do at home to save you time and additional expense.

Before every ride

- Check tire pressure to ensure tires are inflated to the desired pounds per square inch (psi). Measure with a gauge. (Recommended psi depends on tire size: 26"-27.5" = 40-50 psi, 29" = 35-45 psi.)
- Check the hub integrity and wheel trueness by moving the wheel side to side while holding the seat or fork; any play may indicate a loose bolt or compromised hub. Tighten with a hex wrench set. Next, spin the wheel and check for trueness and brake drag.
- Lube, then wipe down your chain. Experts recommend lube once per every 2-3 hours of riding; wipe off any excess oil.
- Check thru-axles and quick release tension to ensure that they haven't rattled loose or come undone.
- Wipe/rinse off excess dirt and mud after each ride. Dirt that's left on the components can absorb grease and lubricants, causing them to dry out faster and cause grinding on your next ride which will wear out parts over time. Wiping off dirt instead of washing your bike is preferred if it can get the job done. If extremely muddy, use a low water pressure and bike-friendly soap.

Every 3-5 rides

- Check brake pads (especially if downhill riding in wet conditions). Shine a flashlight into the brake assembly so you can clearly see the brake pad backing, brake pads, and rotor. If very little brake pad thickness remains and the brake pad backing is almost touching the rotor, it's time to replace your brake pads.
- Check shock/fork air pressure. Like tires, air shocks slowly lose pressure over time. You'll need a shock pump to gauge and add pressure, which should be done according to your bike manufacturers recommendations for weight.
- Check for chain wear. As chains wear between the pin and bushings formed into the inner plate, the chain grows in length. While it's a myth that they "stretch," they do wear down causing it to appear that way. As a chain becomes worn out,

the cassette tends to wear with it. Installing a new chain on a worn-out cassette will cause skipping, as will a new cassette paired to a worn chain. Therefore they are best replaced at the same time. But it's best to replace the chain before it takes out your expensive cassette! The only way to know if a chain is really worn out is to measure it. Most chain manufacturers say that a chain is worn out when it reaches 0.75% elongation. You can buy a chain-checker devices online or you can simply use a ruler to measure the distance between outer pins. A new chain will measure 12 inches from center to center of the pins. Any measurement over 12 1/16 inches indicates it should be replaced.

• Check bolt tensions. Loose parts can create problems fast; if your bike feels funny or is making mysterious noises, stop and figure out why. It's usually something that's worked itself loose. Its a good idea to carry a hex wrench with you on longer rides.

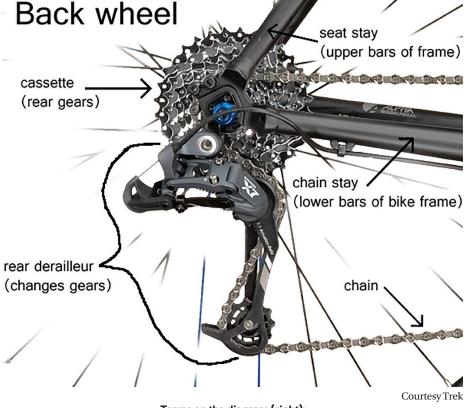
Every 6 months - 1 year

Then there's the more complicated stuff that most non-professional riders will go to a bike shop to service. (Of course, you can learn to do it at home and there are many video tutorials to show you how, but the tools, time and skill required is likely best left to the experts for most.)

Some such yearly tune-ups could include:

- 1. Service fork lowers. Change out seals and fork oil.
- 2. Bleed hydraulic brakes. Flush if fluid is darker than normal.
- 3. Thoroughly clean drivetrain including chain, cassette, derailleur pulleys, and chainrings.
- 4. Check tubeless tire fluid sealant. Verify that no cuts or wear are causing fluid to leak out; add more sealant if low.
- 5. Check tire tread and sidewall integrity. If low get new tires (sidewalls should be checked more frequently, especially before longer rides).
- 6. Service rear shock.
- 7. Service frame. Fully disassemble and clean all linkages, headset and bottombracket; replace bearings as needed and re-grease all mating surfaces upon reassembly.

If all this seems to complex or involved, most local bike shops are happy to help you maintain and service your bike anytime you need.



Terms on the diagram (right):

Seat Stays: The seat stays are part of the bicycle frame. They connect the rear wheel to the seat tube.

Chain Stays: These are also part of the frame and they connect the rear wheel to the bottom bracket/crank.

Cassette: The cassette is actually a set of thin "cogs" (tiny chain rings). They are stacked horizontally from small to large and vary in number from as few as 5 to as many as 10 separate cogs. The smallest one is the fastest, the largest is the most powerful and is used for climbing hills.

Rear Derailleur: The rear derailleur literally de-rails the chain from one cassette cog to the next. It has two small cog-shaped wheels mounted in its frame, which keeps the chain tight. The rear derailleur changes gears when you tell it to.



Thursday, October 3, 6:00-7:30 PM

The HUB Co-Works, Killington Room, 67 Merchants Row, Rutland

With expert guidance by The Bank of Bennington and Nancy Greenwood of Watson Realty & Associates.

RSVP by Monday, October 1:

Kerry Mazzariello - kmazzariello@bennbank.com or 802.445.7990 Refreshments will be served.

Rutland	Bennington
802-774-5085	802-442-1640
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Daily March 31, 2024 - Nov 27, 2	7, 2024 Rutland Killington Commuter							Operating from 7:15 AM until 11:45 PM								
												Additional Summer Hours				
Rutland to Killington																
RMMTC*	7:15 AM	8:15 AM	9:15 AM		11:15 AM	12:15 PM	1:15 PM	2:15 PM	3:15 PM	4:15 PM	5:15 PM	8:15 PM	10:15 PM			
Top of West Street**	7:16 AM	8:16 PM	9:16 AM	10:16 AM	11:16 AM	12:16 PM	1:16 PM	2:16 PM	3:16 PM	4:16 PM	5:16 PM	8:16 PM	10:16 PM			
Rt 4 @ Lafayette Street **	7:17 AM	8:17 AM	9:17 AM	10:17 AM	11:17 AM	12:17 PM	1:17 PM	2:17 PM	3:17 PM	4:17 PM	5:17 PM	8:17 PM	10:17 PM			
Town Line Road**	7:23 AM	8:23 AM	9:23 AM	10:23 AM	11:23 AM	12:23 PM	1:23 PM	2:23 PM	3:23 PM	4:23 PM	5:23 PM	8:23 PM	10:23 PM			
Mendon Mountain Orchards & Motel**	7:24 AM	8:24 AM	9:24 AM	10:24 AM	11:24 AM	12:24 PM	1:24 PM	2:24 PM	3:24 PM	4:24 PM	5:24 PM	8:24 PM	10:24 PM			
Mendon Mountain View Lodge**	7:32 AM	8:32 AM	9:32 AM	10:32 AM	11:32 AM	12:32 PM	1:32 PM	2:32 PM	3:32 PM	4:32 PM	5:32 PM	8:32 PM	10:32 PM			
Pico Resort Hotel	7:36 AM	8:36 AM	9:36 AM	10:36 AM	11:36 AM	12:36 PM	1:36 PM	2:36 PM	3:36 PM	4:36 PM	5:36 PM	8:36 PM	10:36 PM			
The Inn at Long Trail**	7:38 AM	8:38 AM	9:38 AM	10:38 AM	11:38 AM	12:38 PM	1:38 PM	2:38 PM	3:38 PM	4:38 PM	5:38 PM	8:38 PM	10:38 PM			
Deli @ Killington Corners	7:41 AM	8:41 AM	9:41 AM	10:41 AM	11:41 AM	12:41 PM	1:41 PM	2:41 PM	3:41 PM	4:41 PM	5:41 PM	8:41 PM	10:41 PM			
Killington Park and Ride	7:44 AM	8:44 AM	9:44 AM	10:44 AM	11:44 AM	12:44 PM	1:44 PM	2:44 PM	3:44 PM	4:44 PM	5:44 PM	8:44 PM	10:44 PM			
Hillside	7:45 AM	8:45 AM	9:45 AM	10:45 AM	11:45 AM	12:45 PM	1:45 PM	2:45 PM	3:45 PM	4:45 PM	5:45 PM	8:45 PM	10:45 PM			
Killington Road Stops***	***	***	***	***	***	***	***	***	***	***	***	***	***			
K1 Base Lodge	7:58 AM	8:58 AM	9:58 AM	10:58 AM	11:58 AM	12:58 PM	1:58 PM	2:58 PM	3:58 PM	4:58 PM	5:58 PM	8:58 PM	10:58 PM			
Human Resources	7:59 AM	8:59 AM	9:59 AM	10:59 AM	11:59 AM	12:59 PM	1:59 PM	2:59 PM	3:59 PM	4:59 PM	5:59 PM	8:59 PM	10:59 PM			
Snowshed Base Lodge	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	9:00 PM	11:00 PM			
Killington to Rutland																
Killington Grand Hotel	8:02 AM	9:02 AM	10:02 AM	11:02 AM	12:02 PM	1:02 PM	2:02 PM	3:02 PM	4:02 PM	5:02 PM	6:02 PM	9:03 PM	11:03 PM			
Mountain Green Resort	8:06 AM	9:06 AM	10:06 AM	11:06 AM	12:06 PM	1:06 PM	2:06 PM	3:06 PM	4:06 PM	5:06 PM	6:06 PM	9:06 PM	11:06 PM			
Killington Road Stops***	***	***	***	***	***	***	***	***	***	***	***	***	***			
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Killington Park and Ride	8:14 AM	9:14 AM	10:12 AM	11:14 AM	12:14 PM	1:12 PM	2:14 PM	3:14 PM	4:14 PM	5:12 PM	6:14 PM	9:14 PM	11:14 PM			
Gazebo Plaza (across from Post Office)	8:15 AM	9:15 AM	10:15 AM	11:15 AM		1:15 PM	2:15 PM	3:15 PM	4:15 PM	5:15 PM	6:15 PM	9:15 PM	11:15 PM			
The Inn at Long Trail**	8:21 AM	9:21 AM	10:21 AM	11:21 AM		1:21 PM	2:21 PM	3:21 PM	4:21 PM	5:21 PM	6:21 PM	9:21 PM	11:21 PM			
Pico Resort Hotel	8:23 AM	9:23 AM	10:23 AM	11:23 AM	12:23 PM	1:23 PM	2:23 PM	3:23 PM	4:23 PM	5:23 PM	6:23 PM	9:23 PM	11:23 PM			
Mendon Mountainview Lodge	8:25 AM	9:25 AM	10:25 AM	11:25 AM	12:25 PM	1:25 PM	2:25 PM	3:25 PM	4:25 PM	5:25 PM	6:25 PM	9:25 PM	11:25 PM			
Pico Mountain Commons**	8:27 AM	9:27 AM	10:27 AM	11:27 AM		1:27 PM	2:23 PM	3:27 PM	4:27 PM	5:27 PM	6:27 PM	9:27 PM	11:27 PM			
Old Turnpike Rd**	8:28 AM	9:27 AM 9:28 AM	10:27 AM	11:27 AM		1:27 PM	2:27 PM 2:28 PM	3:27 PM	4:27 PM	5:28 PM	6:28 PM	9:27 PM	11:27 FM			
Meadow Lake Drive**	8:30 AM	9:20 AM	10:28 AM	11:30 AM	12:20 PM	1:30 PM	2:20 PM 2:30 PM	3:30 PM	4.20 PM 4:30 PM	5:30 PM	6:30 PM	9:30 PM	11:20 PM			
Best Western**		9:30 AM 9:31 AM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:31 PM	4:30 PM	5:31 PM	6:31 PM	9:30 PM	11:30 PM			
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Eastridge Professional Bldg**	8:32 AM	9:32 AM	10:32 AM	11:32 AM		1:32 PM	2:32 PM	3:32 PM	4:32 PM	5:32 PM	6:32 PM	9:32 PM	11:32 PM			
Deer Street**	8:36 AM	9:36 AM	10:36 AM	11:36 AM		1:36 PM	2:36 PM	3:36 PM	4:36 PM	5:36 PM	6:36 PM	9:36 PM	11:36 PM			
Nichols Street**	8:38 AM	9:38 AM	10:38 AM	11:38 AM	12:38 PM	1:38 PM	2:38 PM	3:38 PM	4:38 PM	5:38 PM	6:38 PM	9:38 PM	11:38 PM			
RMMTC*	8:45 AM	9:45 AM	10:45 AM	11:45 AM	12:45 PM	1:45 PM	2:45 PM	3:45 PM	4:45 PM	5:45 PM	6:45 PM	9:45 PM	11:45 PM			
Staples Plaza	8:55 AM	9:55 AM	10:55 AM	11:55 AM	12:55 PM	1:55 PM	2:55 PM	3:55 PM	4:55 PM	5:55 PM	6:55 PM	9:55 PM	-			
RMMTC *	9:05 AM	10:05 AM	11:05 AM	12:05 PM	1:05 PM	2:05 PM	3:05 PM	4:05 PM	5:05 PM	6:05 PM	7:05 PM	10:05 PM	-			

* Rutland Multi Modal Transit Center **Indicates Curb-Side Pickup

***Indicates Designated Stops on Killington Road "R" indicates stop on request only

Red indicates Sunday Service only

