

T-RAD Day 2 – Standley Lake, Butterfly Pavilion, and DPF Headquarters

Thursday June 11, 2020

Route overview

T-RAD Day 2

Home – Standley Lake → Butterfly Pavilion → DPF Main office → Home

Elev. gain → 2,067 ft

Descent → 2,037 ft

90.0 mi

Cumulative 153.4 mi

Climbing 4,853 ft

Events along the way

Standley Lake Park, Butterfly Pavillion, Davis Phinney Headquarters

Route Details

Day 2 Thursday, June 11, 2020

Home – Standley Lake - Butterfly Pavilion - DPF main office – Home

Home – Engineer Lake

Platte River/Mary Carter Greenway trail 19.3 mi ascent 56 descent 364

Engineer Lake – Standley Lake Regional Park (south entrance)

Clear Creek Trail to Little Dry Creek Trail to N Harlen St to Lake Arbor bike path to N Lamar St to N Pomona Dr. to Alison Ct to Nottingham Park bike path to Calkins Lake bike path to Dover St to W 88th St to 86th St Parkway to Standly Lake Regional Park south entrance 12.6 mi ascent 561 descent 43

Standley Lake Regional Park (south entrance) to North Standley Lake Open Space Park (North Entrance) Trail around east side of the lake.

4.5 mi ascent 161 descent 256

North Standley Lake Open Space Park (north entrance) – Butterfly Pavilion

Big Dry Creek Trail – Westminster Blvd – Butterfly Pavilion

5.0 mi ascent 56 descent 262

Butterfly Pavilion – DPF Main Office

Westminster Blvd - Big Dry Creek Trail –Boulder Turnpike bike route – McCaslin Blvd – DPF Main office

9.5 mi ascent 400 descent 230

DPF main office – Engineer Lake

McCaslin Blvd - Boulder Turnpike bike route – Lowell Blvd – Little Dry Creek Trail – Clear Creek Trail

19.8 mi ascent 469 descent 856

Engineer Lake - Home

Platte River/Mary Carter Greenway trail 19.3 mi ascent 364 descent 56

Distance 90.0 climbing 2,067

Ride Log

“Wow” said Freddie. “Over 90 miles on this ride?”

“Yes,” said Teddy.” I sure hope that there is interesting stuff to see.”

So began the preparations for the T-RAD Day 2 ride. The goals of the ride were to visit Davis Phinney Foundation Headquarters in Louisville, CO, with side stops at Standley Lake Regional Park and the Butterfly Pavilion. With such an ambitious undertaking, Teddy and Freddie were ready for a 7:00 am departure. The 2-legged’s caused a delay in the departure to 7:18 am, not a

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huge difference, but normal for them. The bear and the horse are used to their inability to get going.

On this ride, a fellow adventurer, Evan Metcalf, joined us. The meeting place was the Starbucks in the REI Main Store, downtown Denver – 13.2 miles away. The meeting time was supposed to be 8:00 am. We were close to making the arranged time, coming in at 8:02 am. Once we connected with our friend, we set off up the Platte River Trail to Engineer Lake, the location where the Platte River Trail intersects with the Clear Creek Trail. We were ahead of schedule by 15 minutes when we arrived at the trail junction. We had a schedule – in that we were supposed to be at the DPF Headquarters at 1:00 pm. The waypoints and times (at 10 mph average) were:

	Distance	cum	cum time	ETA
Home to REI	13.2 mi	13.2	1.32 hour	8:20
REI to Engineer Lake	7.1 mi	19.3	1.93 hours	8:55
Engineer Lake to Standley Lake	13.0 mi	32.3	3.23 hours	10:20
Standley Lake south entrance to north entrance	4.5 mi	36.8	3.68 hours	10:45
Standley Lake to Butterfly Pavilion	4.7 mi	41.3	4.13 hours	11:10
Butterfly Pavilion to DPF HQ	9.5 mi	50.8	5.08 hours	12:00

This schedule gave us 1 hour of time to allocate to Photo Ops for Teddy and Freddie.

We got on the Clear Creek trail, and proceeded to try to find the Little Dry Creek Trail. We went far enough that doubt started to creep in, so we stopped at a shade tree where there were two other cyclists talking in the shade. Ken pulled out the phone to do some mapping, but the couple greeted us and asked how we were doing. Ken replied that we were lost, looking for the Clear Creek – Little Dry Creek trail junction. The reply was that we were standing on it! We had a good conversation. The couple were avid cyclists and had lived in the area for 20+ years. They gave us a verbal description of what we were heading into – specifically that there is a portion of the trail that runs along the bottom of a rainwater/floodwater channel that has sloped concrete sides (some 20 ft. high, right around the Sheridan Avenue area). This was a very strange cycling environs – Evan stated that this was like cycling trails around Los Angeles, where the bike paths were often along the bottom of the floodwater channels through the city. We eventually broke out of the canyon, and cycled on up Little Dry Creek Trail. For the route end game, we did use Google Maps to find the route to the Standley Lake South Entrance. When we got there, Teddy and Freddie got out to look around.

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Studying the Park Rules



T-RAD Day 2 – Standley Lake, Butterfly Pavilion, and DPF Headquarters and the Park Map.



Looking at the detailed Park Map, it became apparent that the hoped-for inside-the-park trail around the lake did not exist. The trail was dirt, and would have to have gone over the Dam, which was off limits. So instead of going around the lake on the East side, we went around the lake on the West side, on roads, going from 86th Ave to 100th Ave. At this point Evan left us to go back home using the same route we had taken to get there. Teddy and Freddie found their way down to the lakeshore where the dock had been pulled out of the water.

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Teddy and Freddie got out on the beached dock to look at the lake water, which was beautiful. There was a group of ducks paddling along a ways out from the shore.



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Teddy and Freddie tried their hooves and paws at manipulating the ropes



But decided that the sailor's life was not for them.

And there were Mosquitoes that thanked Teddy and Freddie for bringing a snack. After a refreshing of the 2 legged's sunscreen and the swatting of the mosquitoes, we travelled up the dirt road back to the park entrance. More work with Google Maps showed that as Evan had said, there was a trail to the Highway 36 Bikeway that stayed inside the park. It turned out that the trail was dirt/gravel, but was mostly downhill. So with the wider tires on the tandem (700 x 28C), we were able to traverse the trail without too much peril. The trail led us nearly directly to the Butterfly Pavilion. The Pavilion is closed, of course, but the Gift Shop was open, and summer camps were being conducted for young people interested in insects.

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Teddy and Freddie found the Butterfly cut outs and used them for a photo op.



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They also found a more parking available sign and looked at the entrance to the Pavilion.



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The real find was the Preying Mantis sculpture.



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This required a thorough investigation, viewing from all angles.

Front Belly



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Side



Back



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Then going for a Preying Mantis ride.



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Finally, Teddy and Freddie found The Stump, and took possession of it.



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Mounting up, pretty much on schedule, we headed up the Highway 36 Bikeway to Louisville and 357 McCaslin Blvd. There was some strange riding around at the end of the segment, trying to find the building. Finally we were intercepted by our friends at DPF, and they brought us to our Aid Station.



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It was with great joy and enthusiasm that we re-connected with this group of people.



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And they had gotten us lunch and Diet Coke. Teddy and Freddie were interested in the Chocolate Chip Cookies and the Chips.



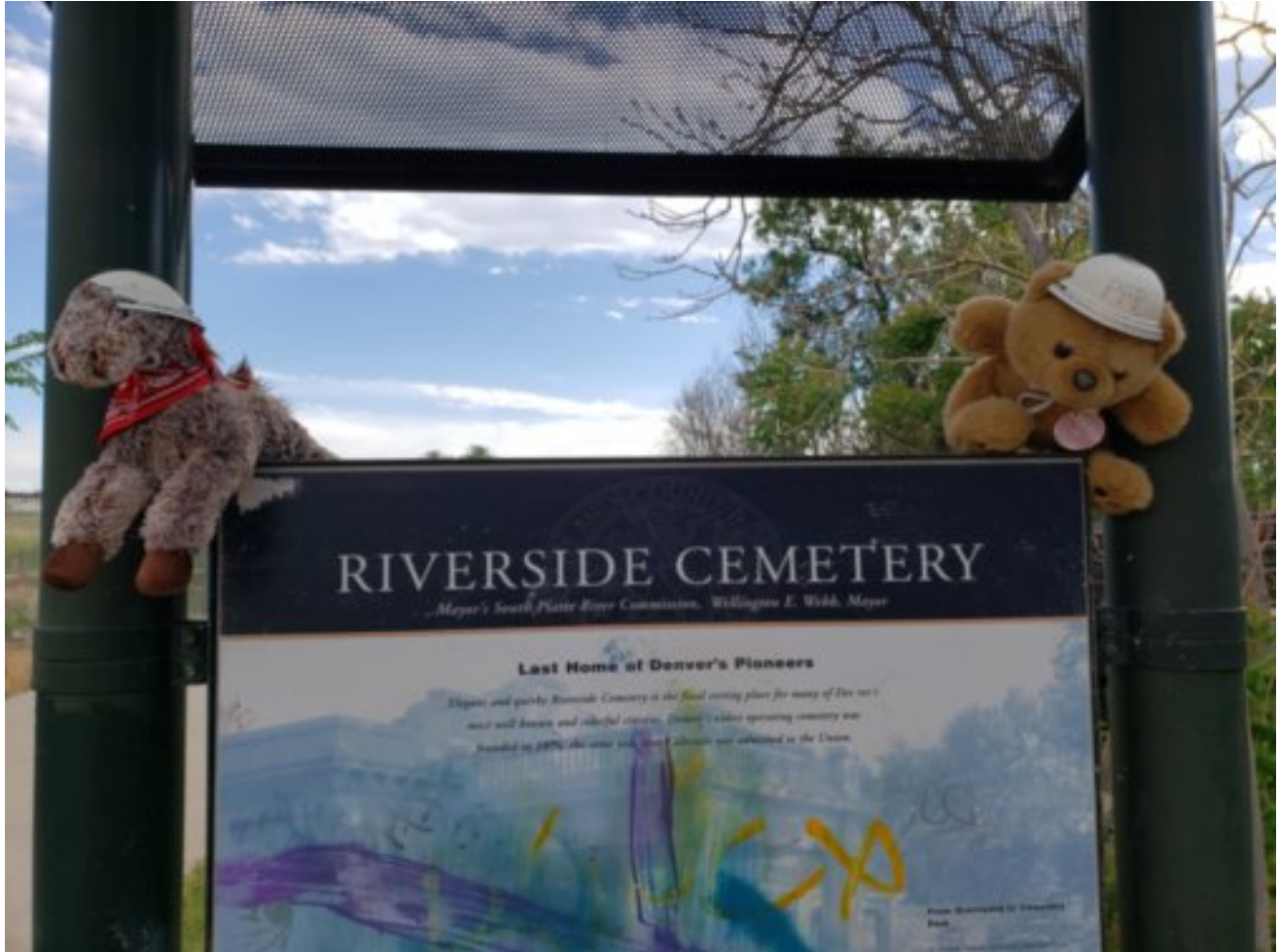
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After spending more than an hour, it was time for our hosts to get back to work, and for us to head back home. We had an escort back to the Highway 36 Bikeway – he had to go back home to work from home.



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We headed south and east on the Bikeway.. When we got to the end of the Bikeway, it was a short road surface ride to the Little Dry Creek Trail. (Note - the creek was not dry.) We cruised along the trail, through the concrete canyon and back to Engineer Lake. From there we travelled toward REI and home, stopping at a picnic area that was built to allow the marking of the site of the Riverside Cemetery and the Burlington Ditch. The Riverside Cemetery was one of the first cemeteries in the Denver area,



T-RAD Day 2 – Standley Lake, Butterfly Pavilion, and DPF Headquarters and the Burlington Ditch.



The Ditch was constructed as a distributed reservoir that extends north and east from 56th Avenue to Brighton. The Ditch parallels the Platte River, and the Platte River Trail lies between the two for a significant distance. Water has always been a problem in Denver, as Denver is really located in a High Plains Desert, made habitable only by the efforts that brought enough water to the town and kept it there over the summer and fall to sustain life.

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At the picnic table, Teddy and Freddy had a snack of energy bars, and finished off the last of the water in two of the water bottles.



Then back on the trail.

Now when we started out on the day, Teddy and Freddie noted that the projected distance for the day was over 90 miles, and in the back of their furry little heads was a glimmer of a thought that they might try for a Century Ride – 100 miles. As we drew close to the turnoff from home, a hurried whispered conversation occurred in which it was determined - using bear and horse math - that we needed 6 more miles to get to the Century mark. So the 2 legged's were so informed that they could not turn into the trail to home, but had to proceed for another 3 miles down the trail to get to the goal - which they dutifully did, as directed. When they got back to the turn-off for home, they were also informed that, in celebration, they should go to the Beekman's substitute establishment - the Inside Scoop - to get ice cream.

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Teddy and Freddie went inside to look at the Norman Rockwell Saturday Evening Post cover art replicas that are on the wall, and to help ordering the ice cream.



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A single scoop cup with vanilla and Ghirardelli chocolate, and a double scoop cup with Dulce de Leche and Ghirardelli chocolate.



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Teddy and Freddie had removed the bicycle computer that recorded the mileage, and posed with the ice cream and the computer before bringing the ice cream out to the 2 legged's.



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In due course the ice cream was consumed, and the short trip to the Condo building was taken. A picture was taken of the bicycle computer when the bicycle returned to the starting point for the day's travel.



The impact of the sunny day, the hours in the saddle, and too-infrequent stops for water had taken their toll. Ken was down 5 pounds from his morning weight at the time he started, and had to work really hard to re-hydrate. After the shower, he experienced strong recurring cramps in his quadriceps, and had to start pounding down electrolytes. That worked, and the cramps went away.

After a good night's sleep, the 2 legged's felt reasonable, but not ready to climb on the bike for a training ride. Maybe early next week...