

Pedal to Phoenix 2026 - Zwifters Against Parkinson's - Team West Coast Itinerary (Full Info and Itinerary document - version February 15th 2025)

As part of the World Parkinson's Congress 'Pedal to Phoenix' initiative, ZWAP proudly presents the itinerary for Team West Coast's participation. Intended as a life-affirming and potentially life-changing two-wheeled journey, this adventure combines the legendary Pacific Coast Highway with the stunning desert plains of Arizona. Over the course of 3364 km (2089 miles), we will travel the length of the United States of America.

We will start our ride in Seattle, Washington, arriving in San Diego, California, four weeks and 2700km later. From there, we will turn inland for a final week, crossing the vast and dramatic Sonoran Desert before our triumphant arrival at the Phoenix Convention Center.

Along the way, we will enjoy

- Rugged coastlines
- Glacier-capped mountains
- Whale watching
- The famous Avenue of the Giants
- The vibrant bike path through Venice Beach
- And countless other breathtaking landscapes and experiences

Our complete journey will span 37 days, including 34 riding days divided into 4 stages, described over the next pages.

Join us:

Participants can join for the full journey or select stages.

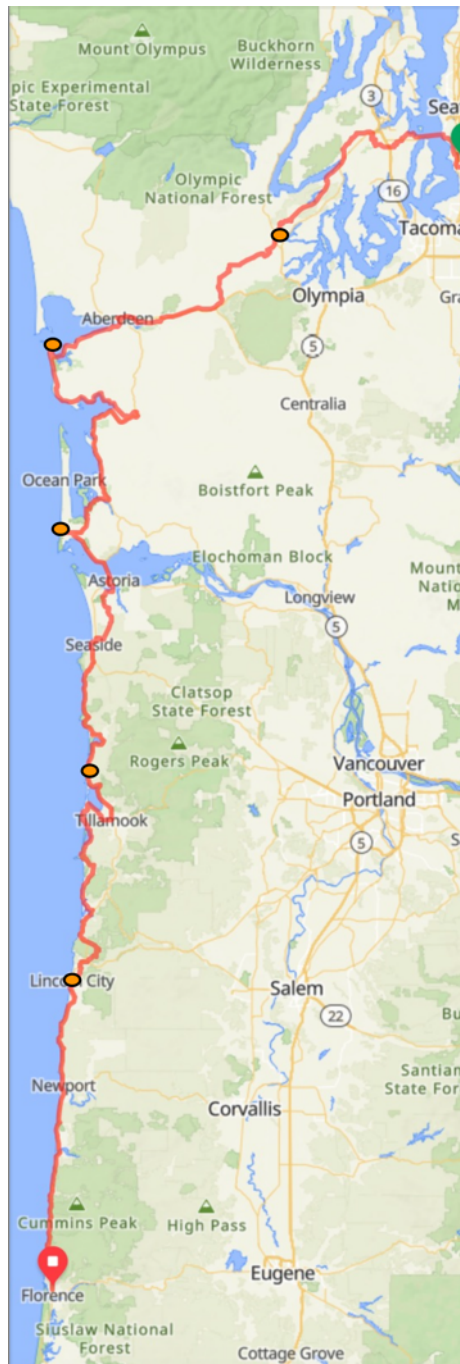
Please register your interest here: <https://forms.gle/3b8HiB8Ew5QP7ZXw9>

For complete info, please visit our official event page: <https://www.zwap.world/pedal2phoenix>

	Day	Date				KM	Meters	Miles	Feet
STAGE 1	0	15/04/2026	Wed	Seattle	WA				
	1	16/04/2026	Thu	Shelton	WA	107	977	67	3205
	2	17/04/2026	Fri	Westport	WA	111	444	69	1456
	3	18/04/2026	Sat	Long Beach	WA	128	583	79	1913
	4	19/04/2026	Sun	Rockaway Beach	OR	117	1180	73	3871
	5	20/04/2026	Mon	Lincoln City	OR	123	1302	76	4273
	6	21/04/2026	Tue	Florence	OR	119	1064	74	3490
	7	22/04/2026	Wed	REST DAY					
				Average		118	925	73	3035
STAGE 2	8	23/04/2026	Thu	Bandon	OR	123	1024	77	3359
	9	24/04/2026	Fri	Gold Beach	OR	97	853	60	3799
	10	25/04/2026	Sat	Crescent City	CA	91	865	57	2839
	11	26/04/2026	Sun	Arcata	CA	119	1339	74	4395
	12	27/04/2026	Mon	Redcrest	CA	94	665	58	2180
	13	28/04/2026	Tue	Leggett	CA	97	1292	60	4238
	14	29/04/2026	Wed	Fort Brag	CA	77	1123	48	3683
	15	30/04/2026	Thu	Ocean Cove	CA	127	1486	79	4877
	16	01/05/2026	Fri	Point Reyes Station	CA	94	1127	59	3697
	17	02/05/2026	Sat	Pacifica (San Francisco)	CA	83	851	51	2791
	18	03/05/2026	Sun	REST DAY					
				Average		100	1063	62	3586
STAGE 3	19	04/05/2026	Mon	Santa Cruz	CA	111	972	69	3188
	20	05/05/2026	Tue	Monterey	CA	75	459	47	1505
	21	06/05/2026	Wed	Big Sur	CA	70	757	43	2485
	22	07/05/2026	Thu	San Simeon	CA	109	1635	67	5363
	23	08/05/2026	Fri	Arroyo Grande	CA	92	684	57	2245
	24	09/05/2026	Sat	Solvang	CA	100	842	62	2762
	25	10/05/2026	Sun	Ventura	CA	112	1135	70	3724
	26	11/05/2026	Mon	Marina Del Ray (LA)	CA	99	432	62	1418
	27	12/05/2026	Tue	REST DAY					
				Average		96	865	60	2836
STAGE 4	28	13/05/2026	Wed	San Clemente	CA	120	580	74	1904
	29	14/05/2026	Thu	San Diego	CA	95	587	59	1927
	30	15/05/2026	Fri	Pine Valley	CA	86	1716	53	5630
	31	16/05/2026	Sat	El Centro	CA	117	773	73	2534
	32	17/05/2026	Sun	Brawley'	CA	69	247	43	812
	33	18/05/2026	Mon	Blythe	CA	99	341	61	1117
	34	19/05/2026	Tue	Salome	AZ	98	857	61	2813
	35	20/05/2026	Wed	Wickenburg	AZ	87	317	54	1040
	36	21/05/2026	Thu	Phoenix (Arrowhead)	AZ	79	321	49	1055
	37	22/05/2026	Fri	Phoenix (Convention Center)	AZ	39	37	24	123
				Average (excl. Day 37)		94	638	59	2092
				Total		3364	28867	2089	92740
				Overall Average		101	874	63	2897
						km	meters	miles	feet

Stage 1 – Seattle to Florence

Stage 1 spans **7 days** (6 riding days and 1 rest day), covering approximately **705 km** (438 miles) from **Seattle, Washington, to Florence, Oregon**. This section starts very briefly with urban/suburban riding before crossing Puget Sound into rural landscapes, transitioning into the breathtaking scenery of the Pacific Coast Highway. Riders will experience ferry rides, forested backroads, coastal parks, and the striking Oregon Dunes.



Day 0 - Seattle

Riders must arrive in Seattle the day before the ride, though it is expected that some may wish to arrive earlier to acclimatise.

Day 1 – Seattle to Shelton

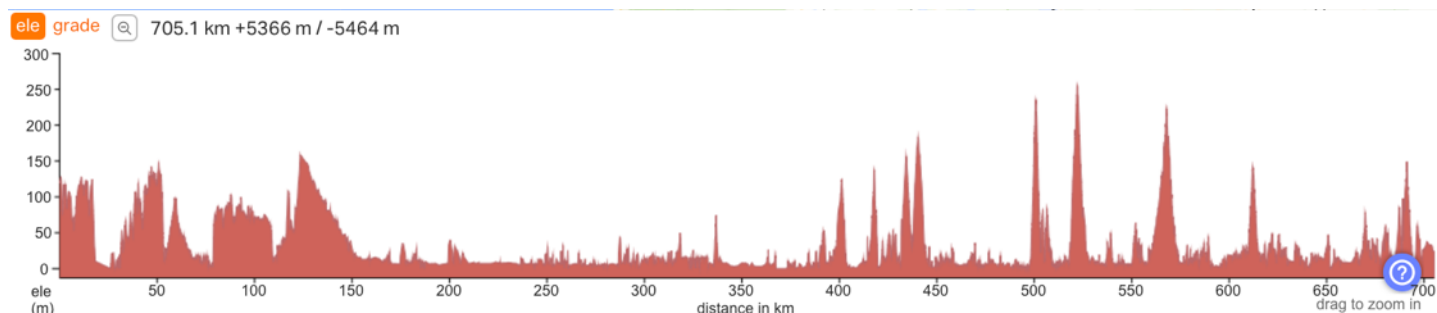
We will stay close to Seatac Airport, which is conveniently situated for an easy exit from Seattle. Our day starts with a suburban 17km, sneaking past the end of the airport to the ocean where a short ride on the Fauntleroy/Southworth ferry carries us across Puget Sound. Once off the ferry we are immediately in a different world of quiet, wooded country backroads. We must first cross a belt of hills dotted with secluded homesteads before briefly clipping the Hood Canal as we head southwest.

Day 2 Shelton to Westport

We continue west towards the Pacific Coast; the scenery is mixed, with everything from a disused nuclear power station to blue herons fishing on the mud flats! We start with a gradual climb but, once we join the side of the railroad in Elma, the going is gently downhill or flat for the remainder of the day. Along the way we will pass through Aberdeen, the region's economic centre, to cross the Chehalis River and track the edge of Grays Harbor to our destination. Westport is a major centre for commercial fishing with a substantial marina and large fishing fleet.

Day 3 Westport to Long Beach

A long day, dictated by the remote nature of the region and the scarcity of suitable accommodation. We are now firmly on the Pacific Coast Highway, following the coast through numerous parks and conservation areas. At the mouth of Willapa Bay a substantial detour is required, following the Willapa River inland to Raymond (the only crossing point) before returning to the ocean. Beyond Raymond, apart from an occasional car, we are alone with the rugged beauty of a landscape that has changed little since it was settled 200 years ago. Our destination, Long Beach, has become a popular tourist spot thanks to its spectacular sandy beach (it claims to be the world's longest), pounded by the Pacific Ocean

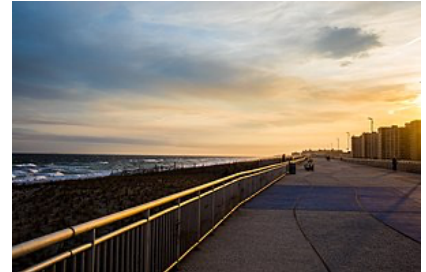


Stage 1, continued...

Day 4 Long Beach to Rockaway Beach

Today we start by crossing the mighty Columbia River and our first state line. The Astoria Bridge carries us fully 6.75km from Washington State into Oregon, after which we pick up a portion of the Lewis & Clarke Trail* to return us to the coast in the aptly named Seaside. Our destination is Rockaway Beach, a small but lively seaside resort.

Lewis & Clarke were government appointed surveyors hired to find a route to the west coast through the newly acquired Louisiana Purchase. You are riding a trail that was unknown to man until 1805.



Day 5 Rockaway Beach to Lincoln City

What appears to be a long and hilly day need not actually be so, with 2 shortcuts that can reduce the distance and climb considerably. Leaving Rockaway Beach we head inland around Tillamook Bay to our first decision point: the Cape Mears Scenic Loop, which has been closed due to landslips for over 10 years, is newly re-opened and well worth the extra effort for the tranquillity, scenery and creamy smooth new tarmac. Beyond Cape Mears we follow US101 through the Siuslaw National Forest; services are minimal but Pacific City makes a welcome lunch stop and a chance to watch the surfers. Approaching Lincoln City we leave US101 for the old scenic highway, but, again, anyone in a hurry can remain on US101 for a much shorter route.

Day 6 Lincoln City to Florence

For the final day of Stage 1 we hug the coast, mostly on US101, detouring onto quieter roads wherever possible. Whale are common along much of the Pacific Coast Highway and the viewpoint at Boiler Bay State Park is a dependable spot for sightings; alternatively our morning coffee stop, Depoe Bay, offers whale watching boat trips. Several more small communities, and the larger town of Newport, ensure we don't go hungry before arriving in Florence, gateway to the Oregon Dunes National recreation Area.

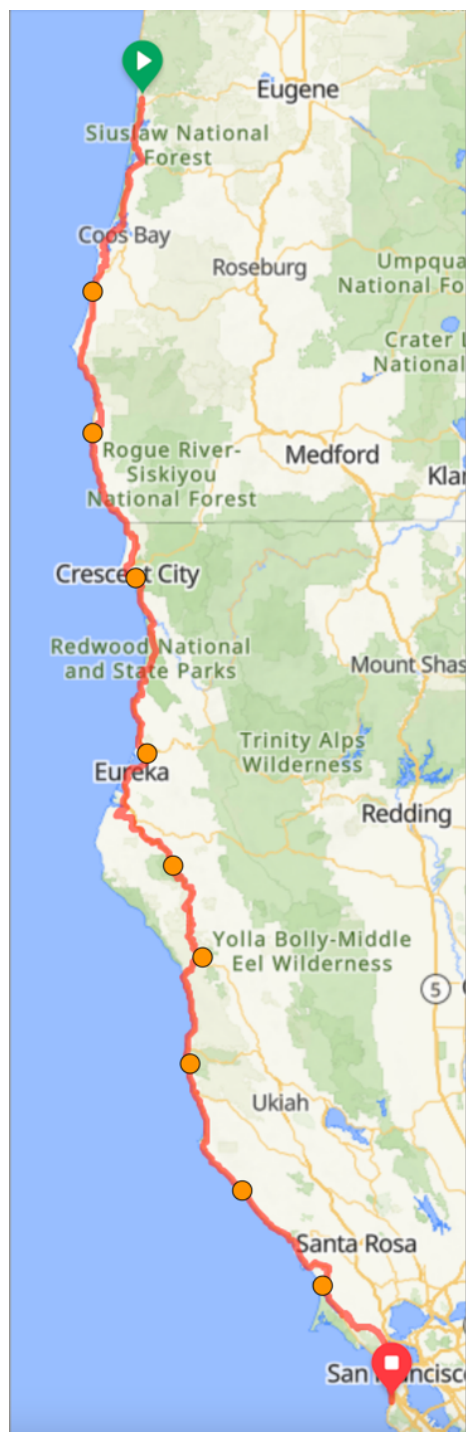
Day 7 Florence Rest Day

Stage 1 is the most physically demanding of the trip so we take an early rest day - a chance for the existing team to rest and take care of chores and for any arriving team members to get set.



Stage 2 – Florence to San Francisco

Stage 2 spans **11 days** (10 riding days and 1 rest day), covering approximately **1,000km** (621 miles) from **Florence, Oregon**, to **San Francisco, California**. This stage showcases the rugged beauty of the Oregon coast, the majestic California Redwoods, and concludes with the iconic ride over the **Golden Gate Bridge**.



Day 8 Florence to Bandon

The Oregon Dunes are a unique area of windswept sand, the largest expanse of coastal sand dunes in North America, and the Oregon Dunes National Recreation Area is our companion from Florence for 40 miles south to Coos Bay. Beyond the dunes we head inland on the Seven Devils Road. The 'devils' are hills but, mercifully, we only cross three of them! Bandon is located at the mouth of the Coquille River with an attractive harbour area.

Day 9 Bandon to Gold Beach

Our shortest day so far as US101 carries us south via Port Orford. Approaching Gold Beach we turn inland for quieter roads and a change of landscape, crossing the hills to approach our destination along the banks of the Rogue River.

Day 10 Gold Beach to Crescent City

An even shorter day, our last in Oregon and one of the very best with breathtaking scenery: long sandy beaches, rocky arches, jagged sea stacks and sheer cliffs. At around 55km we cross our 2nd state line, into California, finishing in Crescent City.

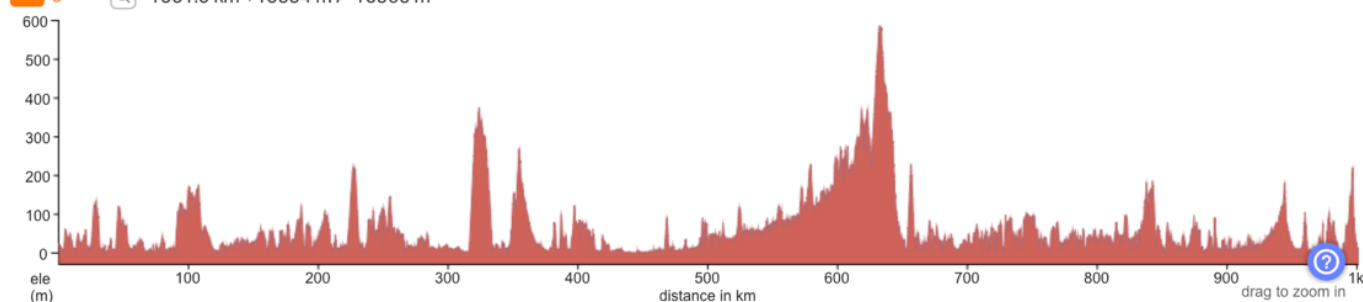
Day 11 Crescent City to Arcata

California is easily the most populous state in the US but for the next 400 miles you will scarcely believe it. As soon as we leave Crescent City we return to natural beauty and the start of the famous Californian Redwood forests. Approaching Arcata US101 becomes unpleasantly busy so we escape onto bike paths and back roads for almost all of the final 30km into town.

Day 12 Arcata to Redcrest

As US101 becomes busier we spend less and less time on it, today just 15km resulting in a slightly indirect but wonderfully peaceful ride. A late lunch in Ferndale, with its beautifully preserved historic main street, is followed by the famous Avenue of the Giants. Even on the sunniest of days we will ride in the deep shade of the magnificent Redwoods. We will stay the night in cabins at Redcrest (pop. 374) in the heart of the forest and, since there is no restaurant, probably dine on takeaway pizza on the porch.

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Stage 2, continued....

Day 13 Redcrest to Leggett

We continue along the Avenue of the Giants for many more kilometres today – always close to US101 but in another world entirely. Eventually we must return to the main highway but a generous shoulder keeps us safe and we return to quieter roads wherever possible. We spend the entire day climbing gently, finishing with a stiffer climb to Leggett (pop. 192). Along the way we pass through the Gaberville, a town apparently stuck in the 1960's judging by the large community of hippies and new age travellers it seems to attract. Leggett is home to the 'Drive-Thru Tree' and there should be time for a visit, either at the end of the day or before setting off the next day.



Day 14 Leggett to Fort Bragg

One of the shortest days of the entire trip, followed by one of the longest, thanks to limited accommodation options other than Fort Bragg. We say goodbye to US101 and join Highway 1, our friend and companion for much of the rest of our journey. Between Leggett and the coast is a substantial climb, but one that most people actually enjoy, before a glorious 20km descent back to the ocean.

Day 15 Fort Bragg to Jenner

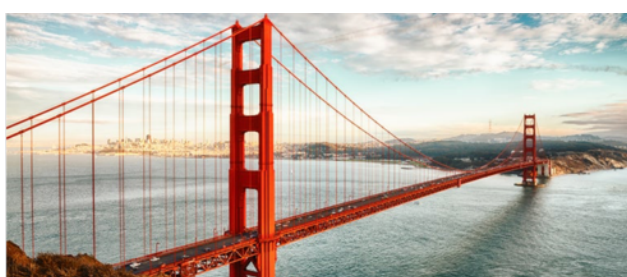
We are now on a particularly sparsely populated stretch of coast; the Golden Gate Bridge may be just 175 miles south but San Francisco won't begin to make its presence felt for another 2 full days. This means another long ride to find lodgings and, although there are no big hills, it is a day of many short stiff climbs of 50-75m. We pass through just a handful of tiny towns before reaching our destination, Ocean Cove (pop. too small to be reported).

Day 16 Ocean Cove to Point Reyes Station

Our last day in the wilderness before reaching San Francisco and the more densely populated southern California. We hug the coast as far as Bodega Bay then must arc inland before returning to the coast at Tomales Bay, a major centre for oyster processing. A dozen oysters may not be ideal cycling food but this is the place to get them! Point Reyes Station marks the point where we will leave Highway 1.

Day 17 Point Reyes Station to Pacifica (San Francisco)

We leave Highway 1 in favour of the much quieter roads through the Samuel P Taylor State Park. We climb steadily to Woodacre, after which conditions become progressively more urban as far as Sausalito where we pick up the bike path that leads us straight to the Golden Gate Bridge, probably THE most iconic sight on our journey. Once across the bay we bypass downtown San Francisco via the Golden Gate Park, to rejoin the coast for a final 15km to Pacifica. The coast road carries surprisingly little traffic until it rejoins Highway 1, where we escape onto bike paths and side street

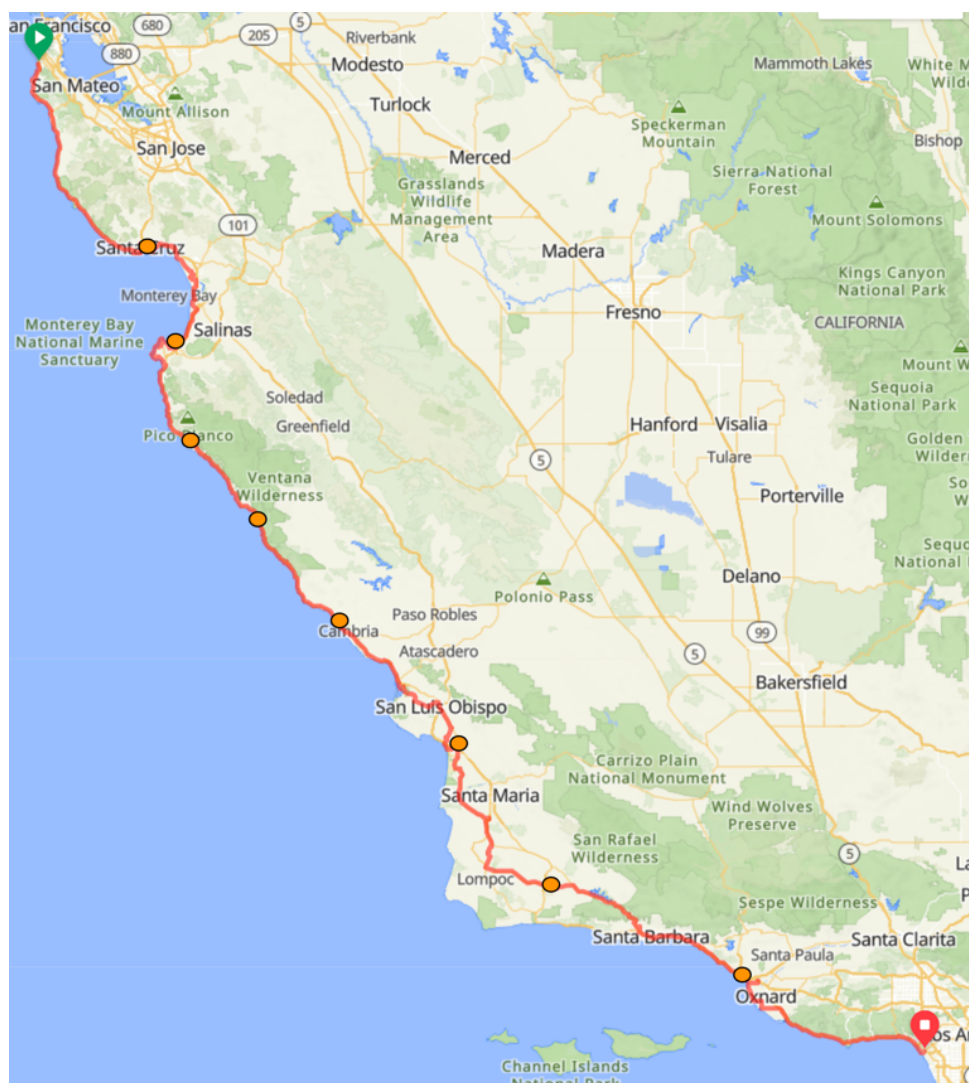


Day 18 Pacifica Rest Day

For those with the energy for sightseeing downtown San Francisco is easily reached by bus and, for anyone joining the group, the international airport is less than 15 minutes away by taxi.

Stage 3 – San Francisco to Los Angeles

Stage 3 covers **9 days** (8 riding days and 1 rest day), spanning approximately **768km** (477 miles) along California's central coast, from **San Francisco** to **Los Angeles**. This stage highlights the famous **Big Sur coastline**, charming seaside towns, and the vibrant beaches of Southern California.



Day 19 Pacifica to Santa Cruz

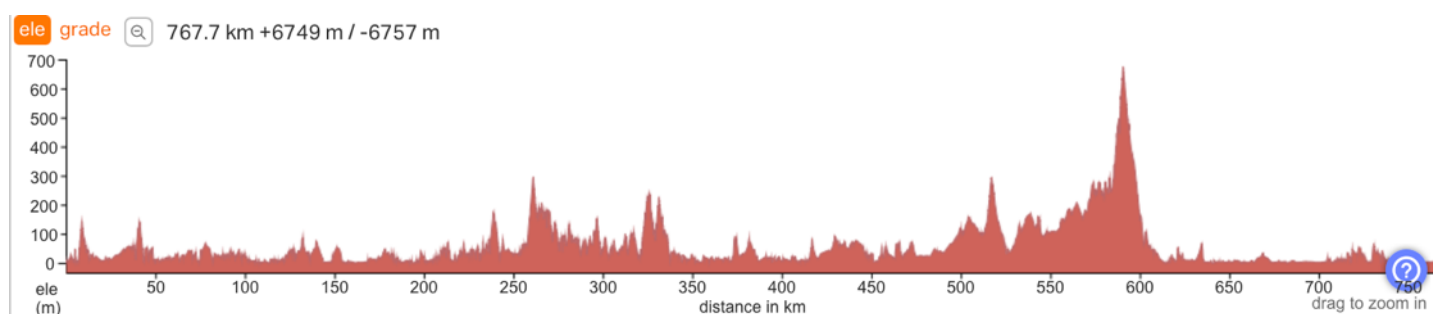
San Mateo County (or the San Francisco Peninsula) is surprisingly sparsely populated on its western side and, leaving Pacifica, the traffic soon eases. We follow Highway 1 but beyond Half Moon Bay traffic is light, leaving us free to spin the pedals and enjoy the ocean views. Approaching Santa Cruz we leave Highway 1 for another dozen kilometres on quiet side roads and bike paths.

Day 20 Santa Cruz to Monterey

Our day starts on suburban streets, to clear Santa Cruz and pass through Aptos, after which we follow deserted backroads across rich agricultural land. A very short stretch on Highway 1 takes us south of Moss Landing where we join bike paths that carry us all the way to Monterey.

Once a major sardine fishing port, and the setting for John Steinbeck's Cannery Row, Monterey is now an upscale tourist destination. Visit the seals and sea lions that cover the harbour and pier and enjoy the local speciality of clam chowder served hot in a bread bowl, or join a whale watching boat, where sightings are more or less guaranteed.

NOTE: South of Big Sur the Pacific Coast Highway has been impassable for several years due to landslips. The Highways Department continues to work to repair the roads and we are hopeful that this will be complete before our ride. We have prepared a contingency which involves an inland route bypassing Big Sur with alternate stops for days 21 and 22.



Stage 3, continued....

Day 21 Monterey to Big Sur

Our day starts with a trip highlight – 17 Mile Drive. This scenic route from Monterey to Carmel-by-the-Sea passes through Pebble Beach and Pacific Grove where the fabulously wealthy have built houses that will leave you speechless; the roads are private and mostly empty apart from the odd luxury car. Exiting 17-mile Drive we will pass through Carmel, where Clint Eastwood was mayor in 1986. The ultra-chic boutiques and exclusive restaurants will not welcome cyclists but it is a great town in which to people-watch. Leaving Carmel we return to Highway 1 which quickly becomes quieter as we had for the area known as Big Sur. Although we stay in the small community of Big Sur we must wait until Day 22 for the full splendour of the area.

Day 22 Big Sur to San Simeon

If you search for photographs of the Pacific Coast Highway the ones you find will probably be of the area around Big Sur. The stunning beauty is preserved by strict planning laws and there is little accommodation in a 90 mile stretch of coast. Today is a hilly one, with the coast road climbing and falling between sea level and 300m. Try and forget the hard work and enjoy the stunning coastal road! Our destination is San Simeon, best known as the location of Hearst Castle, a spectacularly vulgar edifice built by the wealthy Hearst family in 1865.

Day 23 San Simeon to Arroyo Grande

The Big Sur region has a couple more small climbs to test us before the route flattens dramatically to Morro Bay, where we leave Highway 1, heading inland to avoid the peaks of Montana De Oro State Park. We pass through the charming university town of Saint Louis Obispo (briefly meeting our old friend – US101) before returning to the coast and our destination for the night, Arroyo Grande.

Day 24 Arroyo Grande to Solvang

An inland day as the coast is too rugged to be navigable by road. The terrain is mostly open countryside, interspersed with the larger towns of Orcutt and Lompoc. Before Lompoc we skirt Vandenberg Air Force Base for many miles and beyond Lompoc we take a detour away from the 'official' Pacific Coast Highway route. We delay our return to the coast in favour of a night in Solvang, a curious little town founded by Danes and built in the Danish style. The town is a popular tourist destination and has a busy main street, lined with excellent restaurants.

Day 25 Solvang to Ventura

Today we return to the coast, where we will remain all the way to San Diego, but first we must cross San Marcos Pass, gaining 500m with a steep final 6km. Screaming down from the pass we reach Santa Barbara, a major town of some 100,000 people, where we use a mix of bike paths and minor roads to avoid the traffic. As you ride the beachside bike path look right, you will sometimes have a pod of dolphins keeping pace with you a few meters offshore! Beyond Santa Barbara US101 and Highway 1 are side-by-side, with the former taking all the heavy traffic. The riding is flat and easy all the way to our overnight stop in Ventura.

Day 26 Ventura to Marina Del Rey

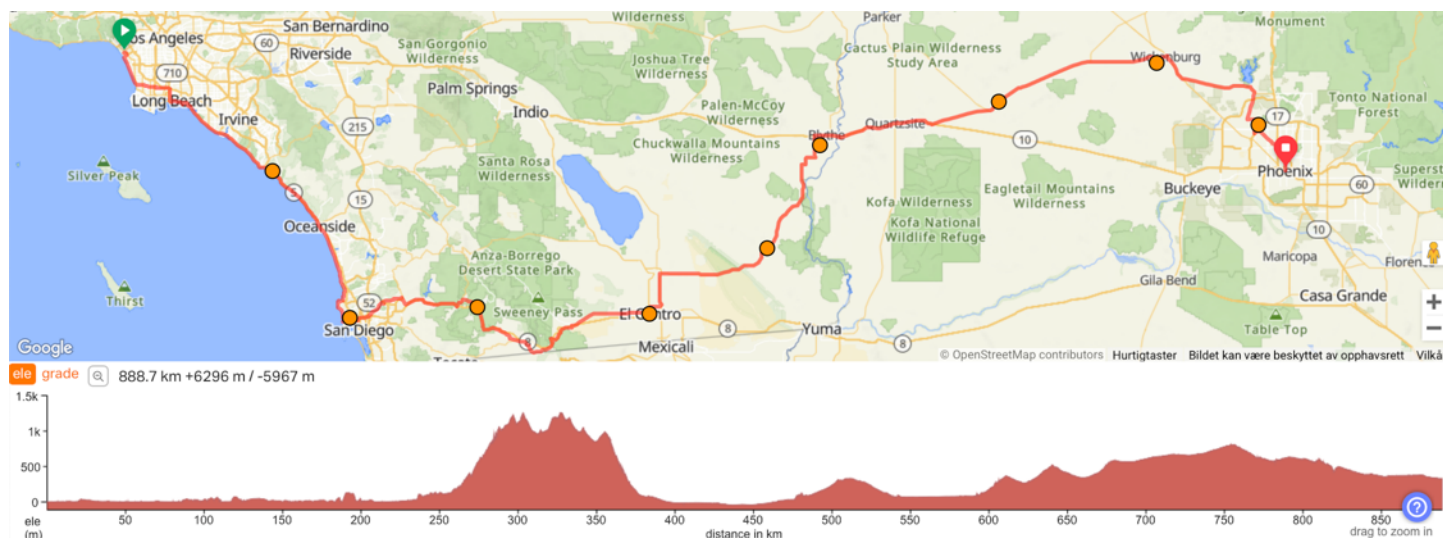
Our route today will be interesting, as we pass through the areas devastated by the January 2025 wildfires. Leaving Ventura we pass through the navy town of Oxnard before enjoying our last stretch of truly open countryside of this stage. This section of the coast WAS stunning, initially for the natural beauty and later for the mansions of Malibu where oceanfront property changed hands for \$tens of millions. Americans are a resourceful and resilient people and we will have to see how the clearance and recovery efforts are progressing. Beyond Malibu we reach Santa Monica where, hopefully, the beach cycle path will be rideable. This path runs across the sand, under Santa Monica Pier and past the beautiful people working out on Venice Beach to our stop in Marina del Rey.

Day 27 Marina Del Rey rest Day

Our 3rd and final rest day. LAX Airport is virtually next-door for anyone joining the team here

Stage 4 – Los Angeles to Phoenix

Stage 4 spans **10 days** (9 riding days and 1 final celebratory ride), covering approximately **889km** (552 miles) as riders leave the California coast and traverse the **Sonoran Desert** to reach **Phoenix, Arizona**. This stage marks the transition from beachside serenity to the stark beauty and challenges of desert landscapes.



To the casual observer the obvious route from Los Angeles to Phoenix is to immediately turn inland and head more-or-less due east. Unfortunately, the sprawl of greater LA, a belt of hills, some very major highways and the huge wilderness areas of the Joshua Tree, Santa Rosa and Anza-Borrego parks dictate otherwise. We take an indirect route via San Diego, allowing us to remain on the much cooler coast for as long as possible and to exploit the riverside bike paths and greater choice of services that are available on this more southerly route.

Day 28 Marina del Rey to San Clemente

Leaving Marina Del Rey the oceanside bike path carries us 20km south, past LAX and through Manhattan, Hermosa and Redondo Beaches before turning inland for an urban 20km, cutting across the headland to Long Beach, where the ocean liner Queen Mary offers a photo opportunity. From this point the coast road is busier but with a 'seaside' feel. Beyond Newport Beach things quieten down and there is even a brief return of open countryside before reaching San Clemente.

Day 29 San Clemente to San Diego

Ideally our day would start with a ride through the huge US Marine base of Camp Pendleton, but this is subject to changeable security restrictions and most recently has not been possible. In the US it is legal to ride the shoulder of the interstate where there is no practical alternative and we will probably have to join I5 for 12k. There is a very generous shoulder making it safe, though not particularly pleasant! From Oceanside we join the quieter coastal roads, passing through Carlsbad, Encinitas and Del Mar before crossing the Torrey Pines hills past the University of California, returning to the coast in La Jolla. We stay a little to the north of downtown San Diego, close to the international airport.

Day 30 San Diego to Pine Valley

Our Pacific Coast odyssey is complete, but not our journey! We turn inland, joining the trans-American cycle route known as The Southern Tier. Ridden by thousands over many years, this route offers the most cycle-friendly option to reach Phoenix. Our first 25km are mostly on bike paths beside the San Diego River and minor roads through the Mission Trails Regional Park before crossing the outer suburbs of the greater San Diego area. We climb all day and beyond the halfway point the gradient starts to make itself felt. As the suburbs give way to desert scrub we track I8, mostly using its predecessor – Olde Highway 80.

Day 31 Pine Valley to El Centro

As we head inland the temperature will rise; average highs at this time of year should be low-mid 30's but we must be prepared for anything. Starting at first light with a midday finish is a sensible strategy in hot conditions!

Stage 4, day 31, continued....

We follow Old Highway 80 wherever possible but a couple of stretches on I80 are necessary, fortunately traffic is light and the shoulder is generous! A highlight of the day comes at 45km when we briefly touch the Mexican border and can marvel at Trump's 'wall'. As we head east the desert asserts itself more strongly and your support crew will always be close by!



Day 32 El Centro to Brawley (and beyond)

Population centres, and therefore hotels, are few and far between and today we must resolve a significant problem with hotel availability. Our accommodation, in Brawley, is just 30km down the road, leaving a massive 140km to our next stop (Blythe). Some battle-hardened riders may be OK with this but for others we will offer a solution. Riders will ride beyond Brawley to an agreed point where we will provide transport back to their hotel. Next morning we will return them to where they stopped, thus balancing the 2 days.

Day 33 Brawley to Blythe

We are now firmly in open desert, not classically 'pretty' but with a rugged beauty of its own, especially for those who have never experienced desert riding before. The going is downhill then flat making rapid progress possible and we should be comfortably finished before the sun reaches its peak.



Day 35 Blythe to Salome

Leaving Blythe we cross the Colorado River, our last state line, to enter Arizona. This is a hillier day with some long, but gentle, climbs and 2 further stretches on the interstate (I10 this time). Approaching Salome we join the side of the California and Arizona Railroad for the last few kilometres into town

Day 36 Salome to Wickenburg

Navigation is simple today. We leave town on Highway 60 and stop when we reach Wickenburg! The small town of Aguila is perfectly situated at the halfway point, offering shade, refreshment and a break from the routine of pushing the pedals.

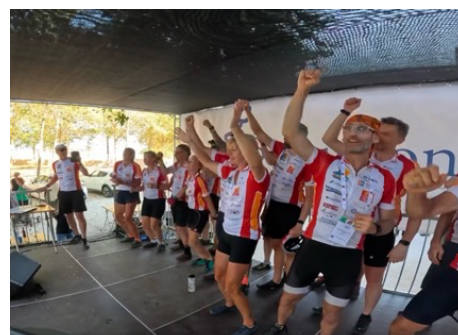
Day 37 Wickenburg to Phoenix Arrowhead

Our last full day starts on our new best friend, Highway 60, running southeast. Traffic slowly builds as we start to approach the outskirts of Phoenix and we leave Highway 60 at the earliest opportunity for suburban roads through Sun City before picking up the riverside bike paths that carry us to Arrowhead Towne Center.

Day 38 Phoenix Arrowhead to Phoenix Convention Center

A morning arrival party is planned so we have left ourselves a short, easy and triumphant ride to the finish line and a big welcome party.

Picture from WPC 2023 welcome party in Barcelona



Team Leadership

Rune Bjerke, from Norway – Team Captain

After being diagnosed with Parkinson's Disease (PD) in 2016, Rune has developed into a strong and experienced rider, having already completed several multi-day/multi-week tours, including the 2023 Bike to WPC in Barcelona ride. Rune has organised rides for large, mixed-ability PD groups in Norway and Portugal.

Rune will be extensively involved in the pre-trip organization but will participate as a rider on the trip.

Steve Wesson, from England – Ride and Support Leader

Having previously been the owner/operator of a cycling vacation business Steve has organized and led 100+ tours across Europe, North America and Australasia. His experience includes group sizes from 6 to 60 and tour durations of 3 days to 10 weeks. By the time of WPC2026 Steve will have led three tours for mixed ability PD groups.

Steve will be responsible for all route planning and will lead the tour, driving the primary support vehicle. He is also a qualified first-aider and capable cycle mechanic.

About Steve: <https://stevewesson.wixsite.com/home/resume>

Support

Steve will be the primary support, travelling with the team the entire way. We envision that the initial rider group will be comparatively small (max 14) and no additional support will be required. It is likely that one (or more) additional supporters will be required as we travel south and the team grows. No firm decisions have been made but this additional support may come from:

1. An additional dedicated support person (possibly driving a 2nd vehicle)
2. Non-cycling partner/s of team members who may accompany the group for sections
3. Local volunteers along the way. Steve Wesson is involved with a US non-profit cycling touring club (peoplecycling.org) and it is thought that volunteers may be found from amongst its membership. He has already received offers of support from members in Seattle and San Francisco and is very well connected with group members in coastal Oregon.

The primary support vehicle is likely to be a 10-seat passenger van. While the team is small this will serve as SAG (support & gear) wagon but with space to give multiple team members a ride in the event of sickness, injury or PD-related problems. As the team grows, we envision needing a 2nd vehicle, this time a cargo van to haul bags and support gear, leaving the passenger van dedicated to supporting the riders on the road.

Our support gear will include:

- Emergency food rations
- Water
- First-aid kit*
- Full tool kit
- Work stand
- Floor pump
- Heavy duty cables & padlocks for securing bikes overnight
- A range of service items, spares and accessories which should allow us to deal with all but the most serious mechanical failures at the roadside.

The first-aid kit will include non-prescription medicines to treat pain, allergies, dehydration and upset stomachs. We will not dispense medicines, which are made available on the strict understanding that the rider accepts responsibility for determining the safety and suitability of whatever is taken.

The Team

The limits on team size are:

1. The availability of accommodation. In most overnight stops accommodation is plentiful (though we may need to split the group across multiple hotels), but in some places the total available rooms are limited. Further work will be done to identify these hotspots.
2. The availability of sufficient support. It is not currently envisioned that the team would be allowed to exceed the ability of 2 dedicated supporters.

Both of the above limitations probably suggest an absolute limit of about 30 riders.

To be accepted as part of the team, riders will need to demonstrate a commitment to the ride. This means active participation in planning & briefing activities and following an appropriate training programme. The team leadership will establish checkpoints and riders may be asked to step aside if there are serious concerns that cannot be remedied.

Priority will be given to:

- Riders with PD
- Riders intending to join for the greatest number of stages
- Riders with non-riding partners who are willing to participate in the support effort

In the event that we have more interested riders than places we will operate a standby list.

Travel

Riders from outside the United States MUST have travel insurance. This must, at least, cover medical costs and emergency repatriation. We strongly recommend that they also have cover for cancellation and curtailment, in which case they should effect cover at the same time as booking onto the ride.

When seeking cover riders will need to declare that they are cycle touring as this is sometimes excluded from standard policies. Without cover we cannot accept riders on the trip and they will be asked to provide evidence of cover several weeks prior to travel - the name of the policy provider and a policy number will be sufficient.

All riders will be responsible for getting themselves to the start point hotel on the day prior to their first riding day and accommodation will be provided for that night.

Accommodation for one night will also be provided in Phoenix at the end of the ride. Riders are responsible for their own onward travel from this hotel.

We will not have space in the support vehicle/s for bulky bike cases (hard OR soft-sided) and it will be a condition of joining the team that riders transport their bike in a cardboard bike box. These will be packed flat in the support vehicle for the duration of the trip.

Accommodation

Accommodation will generally be 'motel style' though occasionally we may make use of campground cabins. For many nights we will be staying in motels operated by national chains where standards should be reasonable and consistent. For some nights, especially in the north, it will be necessary to use privately operated motels/hotels and we will do our best to ensure that these are of an acceptable standard.

To keep participation costs as low as possible we will aim for 3* accommodation but, out of necessity, accommodation will vary in style and quality. We will reserve en-suite accommodation wherever possible but on a very small number of nights we stay in remote locations where accommodation is scarce. On these occasions it is possible that we may need to use some 2 bedroom units with shared bathroom facilities.

ALL accommodation will be for 2 people – either a couple sharing a large bed or a room with 2 beds. Single riders will need to pair up with another rider and we will facilitate this process.

Meals

Breakfast

In some motels a complimentary breakfast is provided, though the quality of these can vary. Elsewhere we will supply a simple continental breakfast to be taken in bedrooms (tea/coffee, juice, cereal, toast, pastries*). Alternatively there will usually be somewhere close by where riders can get breakfast, though the cost of this is not included. **To avoid the waste caused by single-use disposable cutlery and crockery riders will be asked to bring their own cup, plate, bowl and flatware.*

Lunch

Lunch is not included in the price. The Tour Leaders will identify available services each day but in some remote areas these will be few and far between and we will expect riders to always carry some emergency provisions. We will always warn riders in advance of a remote day so that they can stock up.

Dinner

Dinner is not included in the price. Our route takes us through some remote and spectacular countryside and this inevitably means that we are occasionally staying in isolated areas, including a very small number of places without a restaurant. On these occasions we will either drive riders to the nearest town or arrange to bring in a take-away meal.

The Ride

Each morning, usually over breakfast, a Team Leader will talk riders through the day's route, pointing out any places of interest and suggesting places where they might like to stop to eat. After breakfast they can set off when they are ready.

We do not require, or expect, the whole group to ride together and we do not 'lead' the ride. People usually set out off in small groups, though these often change during the trip. There is no absolute 'cut-off' time at the end of each day but the Team Leader may impose a cut off if they feel that circumstances make this necessary. In this very rare eventuality riders will be provided with a ride for the remaining miles.

The route is almost entirely paved, and a road bike with tyres 28-36 mm is recommended. There are some sections where we must ride on main highways; very occasionally these are multi-lane with faster moving traffic but there is usually a generous shoulder making these sections actually safer than some single carriageway roads.

Navigation

Route instructions will be provided in the following formats:

Electronic Route Files

Electronic route files are provided and made available via Ride With GPS (RWGPS - www.ridewithgps.com). Riders will need to create a basic (free) account.

Paper Turn-By-Turn Instructions

We will also provide paper turn-by-turn instructions. These are printed in Half Letter format, easy to use and all riders should be able to follow them accurately without using a map; each person will be given a pack for the entire trip.

Even if riders intend to rely solely on a GPS device we strongly recommend that they familiarise themselves with the printed route sheets and carry them during the ride, in particular because:

- Electronic files do not identify possible refreshment stops

- They may not always accurately follow dedicated cycle routes
- The printed route may include instructions to dismount in order to follow pedestrian routes or to run against traffic in 1-way streets; this requirement will not be obvious if following an electronic track

Cost

We have left this until last, though it will probably be the first question asked by prospective riders. A firm price is impossible to give at this stage, but some important principles can be established:

Fixed Costs

Riders will be expected to bear their share of fixed costs such as rental vehicle, fuel and support team travel, accommodation and out-of-pocket expenses. These costs, and the number of riders amongst which they are shared, will vary stage by stage. Note that all members of the support team will be unpaid volunteers!

Variable Costs

Each rider will incur costs for hotel accommodation and breakfast supplies. These will also vary stage by stage; for example, accommodation is generally most expensive in southern California.

Non-Profit

We do not propose to engage commercial sub-contractors so only actual, necessary, incurred costs will be reflected in the price.

This is a private, non-profit travel arrangement, and there will be no contract, no liability insurance or comeback if any problems occur along the way. The Tour Management and Support Team work on a voluntary basis and will do our very best to make this a great journey!

Sponsorship

The sponsorship program for the event will be coordinated with WPC2026. We will try to look for possibilities to fund some of the team members costs, but for the moment we cannot take this into account.

Working Estimate of Costs

Given the principles established above, our working estimate is that hotels/breakfast might cost around \$70-\$80 per person per night on average and a share of support costs might be around \$40 per person per night.

As a VERY ROUGH guide this suggests a possible cost as follows:

	Cost estimate	Nights	Start	Arrival airport	Finish	Distance (miles/km)
All stages	\$4,250	37	Seattle	Seattle	Phoenix	2060/3315
4 Stages	\$3,500	30	Florence	Portland	Phoenix	1634/2630
3 Stages	\$2,500(*)	19	Pacifica	San Francisco	Phoenix	1013/1630
2 Stages	\$1,250	10	Marina delRey	Los Angeles	Phoenix	533/858
Final stage	\$1,000	8	San Diego	San Diego	Phoenix	397/639

(*) reflect high hotel costs in Southern CA

At the point of the initial registration no payment will be requested. Once we know the likely group size for each stage a more detailed costing will be performed, and riders will be invited to confirm their participation with a deposit or be given the opportunity to withdraw, likely around May 15th 2025.