

# Heart to Heart



## Preventing Two-Wheeled Tragedies: The Mistakes We All Make

In the warmer summer months, more people are out bicycling—for exercise, recreation, or to run errands, commute to work, or conserve energy. From 2000 to 2012, the number of Americans traveling to work by bicycle increased from 488,000 to about 786,000 (U.S. Census Bureau, May 2014). While a bicycle can offer many health, financial, and environmental benefits, it can also bring the dangers associated with any vehicle.

Cyclists and drivers make mistakes that contribute to crashes, but when a crash happens involving a cyclist and a car, SUV, pickup truck, or bus, it is the cyclist who is likely to be injured or killed.

Bicyclists accounted for 2 percent of all traffic fatalities and 2 percent of all crash-related injuries in 2012. Most bicyclist fatalities occur between 4 p.m. and midnight (48%) and in urban areas (69%). Almost 9 in 10 (88%) of those killed while riding bicycles were male. One in four bicyclists (24%) who died in crashes had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, the illegal alcohol level in all States.

Many crashes could be avoided if all bicyclists and motorists followed the rules of the road.

### **Bicyclists can:**

Be predictable. Signal your intentions to others (use hand signals, look over your shoulder before changing lanes, ride in a straight line on the right side of the road). Expect that other vehicles do not see you.

Go with the flow of traffic, not against it. Drivers are not expecting to see bicyclists approaching them from the front, to make sudden turns across several lanes, or to come out from between parked cars or behind shrubbery.

Be ready to stop at driveways and intersections. This is easier to do if you are not distracted by electronic devices. We need to be alert to pick up information about traffic around us, so do not put yourself at a disadvantage by texting or by using ear buds or headphones while you're riding.

Watch for uneven pavement, potholes, wet leaves, storm grates or other roadway changes that could cause you to lose balance. Ride on bike paths and bike trails if they are available in your community and give parked cars about a 3-foot berth in case someone opens a door in your path. If you are riding on a sidewalk, you must yield to pedestrians and it is a good idea to let them know you are about to pass them. Riding on a sidewalk may not be a safe or legal place to ride.

Make yourself and your bicycle visible at all times, especially at night and in dim light by wearing bright, reflective clothing, and using white lights in front and red reflectors or lights in the rear as required by all States. Drivers cannot see you if you are dressed in dark colors at night.

Regardless of your age or skill, wear a properly fitted, certified helmet on every ride. Check the Consumer Product Safety Commission's Web site, [www.cpsc.gov](http://www.cpsc.gov), for recalls of defective helmets.

Ride sober. Alcohol and drugs affect balance, judgment, and reaction time, among other things, so don't let your friends ride drunk or impaired which increases the risk of a crash.

NHTSA's *Countermeasures That Work* recommends effective actions that communities can take to improve bicycle safety for adults and children ([www.nhtsa.gov/staticfiles/nti/pdf/811727.pdf](http://www.nhtsa.gov/staticfiles/nti/pdf/811727.pdf)).

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## Notes From the Board

### **Update Your HeartCycle Profile**

Have you moved, changed your email address, changed your telephone number or changed your emergency contact? Don't forget to update your profile information on the HeartCycle website. It's easy - just go to the HeartCycle website (HeartCycle.org) and click on the Members tab. Then enter you UserID and Password to go to your profile. Check it over to determine if any of your information is out of date, if so, edit it. You've forgotten your Password? Not a problem - after you click on the Members tab just click on appropriate hot link for "Forgot your password?" and follow the directions.

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## 2015 WASHINGTON-BRITISH COLUMBIA TOUR



There is still room for a few more participants in our 2015 Washington-BC Loop Tour. One of our most popular tours last year when it filled in just 8 minutes. It is a 425 mile loop, starting and ending in Colville in north eastern Washington, approximately 80 miles north of Spokane. This tour travels along beautiful valleys, quiet roads and along nearly unspoiled lakes of the Kootenai Mountains. It only climbs two mountain passes, but makes up for that lack by climbing many small hills on most days. The shortest day is 45 miles and the longest is 92 miles. The rest of the days average 55-60 miles per day. Among the highlights of the tour is a half day stop in Nelson, BC which is one of the most scenic resort towns in the Kootenai region BC. We will also stop at the world famous Ainsworth Hot Springs where we can walk into the mountain to the source of the hot spring. Our day off will be in Kaslo where we stay at a 5-star hotel. We hope to again have live music to dance away the night. Look for a more detailed description when the tour is posted in the fall. To top it all off we will have two of the best sags in the business supporting us. Check it out at <http://www.heartcycle.org/TourDetails/1546.pdf>. Questions? Contact Ralph Nussbaum at [RENUssbaum@outlook.com](mailto:RENUssbaum@outlook.com)

### The Upper Hudson River Ramble Update

We currently have a number of open slots on the Upper Hudson River Ramble Tour. This is a semi-fixed based tour starting in Albany, NY, spending 6 days in Glens Falls, NY near Lake George and then traveling back to Albany the last day. This is a very scenic tour in and out of the Hudson River Valley. There is a different route each day that explore the region on beautiful lightly traveled roads in Upstate NY.

The entire tour description can be found here: <http://www.heartcycle.org/TourDetails/1548.pdf>

Please consider joining us this July on this memorable tour in NY State.

Jim Bethell & Janet Reilly

Note from Editor: We did a tour in this area with Jim and Janet and had a great time. Jim always takes quiet scenic roads and Glens Falls is a cute little town. If you haven't done a tour with Jim and Janet you are missing some of HeartCycles' best tour leaders.



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## Super Summer 2015 Cycling in France – Special Deal



**Strolling the Streets of Limoux**



**Al Fresco Dining at Le Monastere**

Cycle the quiet beautiful roads in the South of France on a full Le Monastere vacation ([lemonastereadventures.com](http://lemonastereadventures.com)). Four star accommodation. Full support on the road – cycle as little or as much as you like each day. Our specialty is mixed level groups. Every day is a special adventure with Chris Georgas . Very quiet roads, a swim in the sea, vineyards (and wine of course), sunflowers, historical sites in the Languedoc region. Regular price \$2400 per person per week – double occupancy. (reduced from regular price of \$2800). June 27–July 4, July 4–11, July 18–25, July 25 – August 1. For more information and group deals email [c.georgas@wanadoo.fr](mailto:c.georgas@wanadoo.fr)



**Magical Cycling on Quiet Country Roads**

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# The Bright Future of the Pedestrian Bridge

Top engineer Ted Zoli says the era of shared-use structures has arrived.



The Bob Kerrey Pedestrian Bridge is a 3,000-foot structure for walkers and cyclists connecting Nebraska and Iowa. ([Chris Murphy / Flickr](#))

A decade ago, it was unusual to design a bridge with space for pedestrians or cyclists, says [Ted Zoli](#), National Bridge Chief Engineer for the architecture and civil engineering firm HNTB. Today it's unusual *not* to give these modes space—or, in some cases, the entire structure. Even bridges that seem primarily suited for vehicle traffic must include what Zoli calls, in the parlance of engineers, "shared-use path facilities"; the [new Tappan Zee Bridge](#) will have one, he points out, as will a bridge HNTB is designing on I-95.

"Now every major project I'm working on has a shared-use path—a bicycle- or pedestrian-defined path—integrated into the design," says Zoli. "I would say the future of pedestrian bridges is significant in the practice of bridge design in urban areas."

When Zoli talks bridges, people listen. He earned a [MacArthur genius grant](#) back in 2009, and in a lengthy *Esquire* profile that followed, was named "[the engineer of the moment.](#)" (The title doubles as an inside joke, as "moment" is a physics term describing force at a given



point.) He's compared bridge design to poetry in the sense that both should try to do a whole lot with very little.

Zoli describes a pedestrian bridge as "fundamentally a different facility" than a vehicular one. Oddly enough, the distinction has little to do with the weight each must bear; that's generally the same in both cases, he says. Rather, the difference comes down to three design approaches: connectivity (how to get people up and down), aspiration (pedestrian bridges should be iconic, wayfinding landmarks unto themselves), and curvature (there's far less need for straightness).



"Non-straightness is more characteristic of the way we walk," says Ted Zoli, who designed the iconic S-shaped Bob Kerrey Pedestrian bridge. (Courtesy of HNTB)

"Non-straightness has value in terms of the overall performance of the facility, but also it's more characteristic of the way we walk and maybe to a lesser degree bicycle," he says. "So there's that experiential part that's different to me."

The experience of curvature drives the majesty of the [Bob Kerrey Pedestrian Bridge](#), a 3,000-foot, S-shaped structure for walkers and cyclists that snakes between Omaha, Nebraska, and Council Bluffs, Iowa, over the Missouri River. The challenge here was finding a way to introduce curvature without blowing the budget out of the water (so to speak). Zoli met the task by using railing with no frills instead of a flashy finish, and engineering structural pieces that appear curved from afar but are actually straight at the individual level.

"The beauty of that was we didn't have to curve anything," he says. "We weren't making fancy geometry, neither in the railings nor in the structure itself."

The Squibb Park Bridge in Brooklyn (top-right) and the Happy Hollow Park Bridge in San Jose both cater to pedestrians.

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Some of Zoli's other recent pedestrian designs include the [Happy Hollow Park Bridge](#), in San Jose, which uses an innovative network tied-arch approach, and Squibb Park Bridge, in Brooklyn, a trail-style structure made with black locust wood to give the feeling of a "departure" from the city into nature. (*Civil Engineering* magazine described Squibb as ["more muddy boots than designer heels."](#)) Both designs encourage people to linger at meeting nodes in the middle, says Zoli.

They also share Zoli's zeal for cost-effectiveness. His interest in building strong bridges on leaner budgets was part of the reason he dedicated his MacArthur money toward developing high-quality rope bridges in remote areas. Synthetic rope not only costs less than steel cables, but it's easier to transport to back lands and to repair on site. He says a 210-foot pedestrian rope span in Morocco, where Zoli and a graduate student conducted an Engineers Without Borders project, cost a mere \$10,000.



The Tilikum Crossing in Portland, will be a multimodal bridge that bans cars. (HNTB)

Given the push toward walkability and balanced transport in urban areas, Zoli only expects the prevalence of pedestrian bridges to increase over time. Cities will see fewer car-only bridge projects—Zoli says most of the ones he does today are emergency repairs on aging structures—and more car-less designs. Get used to more designs that deliver multimodal connectivity like the [Tilikum Crossing in Portland](#) (an HNTB project, though not Zoli's), a bridge that will ban passenger cars.

"Pedestrian and bicycles and mass transit inhabiting similar corridors—that's just good urban planning and sensibility," he says. "To have that occur on a bridge is notional about our future. Right?"

# Colorado HeartCycle 2015 Tours

## Southern Arizona Spring Training

March 15 - 22 Status: One Male  
7 days, Int. \$1,060.00  
Rich Crocker, [richcrocker@hotmail.com](mailto:richcrocker@hotmail.com)  
(719) 237-3350  
David Durst, [dursteam@gmail.com](mailto:dursteam@gmail.com)

## Discover San Diego

March 21 - 28 Status: One Female  
7 days, Int. \$980.00  
Becky Bottino, [bbottino7@gmail.net](mailto:bbottino7@gmail.net)  
(206) 683-9220  
Ken Condray, [condray3@gmail.com](mailto:condray3@gmail.com)  
(425) 334-1444

## Colonial Virginia

April 3 - 12 Status: Open  
9 days, Int. / Adv. \$1,695.00  
Ralph & Carol Nussbaum,  
[RENussbaum@outlook.com](mailto:RENussbaum@outlook.com) (206) 713-9417

## Great Rivers II: Springtime on the Rivers

April 25 - May 9 Status: Open  
14 days, Int. / Adv. \$2,060.00  
Steve Parker, [bsparker116@gmail.com](mailto:bsparker116@gmail.com)  
(970) 382-9551  
Chris Matthews, [chriswmatthews@msn.com](mailto:chriswmatthews@msn.com)  
(303) 618-4789

## Omak 4 Day Fixed Base

May 7 - 11 Status: Wait List  
4 days, Int. / Adv. \$460.00  
Ralph & Carol Nussbaum,  
[RENussbaum@outlook.com](mailto:RENussbaum@outlook.com) (206) 713-9417

## Fabulous FootHILLS of Colorado

May 9 - 16 Status: Cancelled  
7 days, Int. + \$950.00  
Diane Short, [dianbike@eazy.net](mailto:dianbike@eazy.net) 303-763-9874

## Springtime in California Sonoma and Napa

May 15 - 23 Status: Wait List  
8 days, Adv. / Exp. \$1,675.00  
Alan Scott, [ascott999@comcast.net](mailto:ascott999@comcast.net)  
(720) 840-6630  
Bob Rowe, [browe@comcasst.net](mailto:browe@comcasst.net) (303) 910-7230

## Eastern Washington 4 day tour

May 28 - June Status: Wait List  
4 days, Int. / Adv. \$460.00  
Ralph Nussbaum, [RENussbaum@outlook.com](mailto:RENussbaum@outlook.com)  
(206) 713-9417  
Pam Austin, [freeandflying@live.com](mailto:freeandflying@live.com)  
206-525-1020

## San Juan Mountains

June 19 - 28 Status: Wait List  
9 days, Adv. / Exp. \$1,345.00  
Tom Groves, [u4eahnrg@aol.com](mailto:u4eahnrg@aol.com)  
Peter Podore, [ppodore@gmail.com](mailto:ppodore@gmail.com)

## Central Oregon High Desert

June 21 - June 28 Status: Wait List  
7 days, Int. / Adv. \$1,495.00  
Ann Werner, [acwerner@comcast.com](mailto:acwerner@comcast.com)  
Rich Crocker, [richcrocker@hotmail.com](mailto:richcrocker@hotmail.com)  
(719) 237-3350



# Colorado HeartCycle 2015 Tours

## British Columbia Coast

July 4 - July 12 Status: Open  
 8 days, Adv. / Exp. \$1,600.00  
 Dean Karlen, [dean@karlen.email](mailto:dean@karlen.email) (250) 595-1371  
 Bob Rowe [browe49@comcast.net](mailto:browe49@comcast.net) (303) 910-7230

## Washington British Columbia Loop

July 17 - 26 Status: Open  
 9 days, Int. / Adv. \$1,325.00  
 Ralph Nussbaum, [RENussbaum@outlook.com](mailto:RENussbaum@outlook.com)  
 (206) 783-6450  
 Mike Parent at [mrparent@arifleet.ca](mailto:mrparent@arifleet.ca)

## Upper Hudson River Ramble

July 18 - July 26 Status: Open  
 8 days, Int. \$1,420.00  
 Jim Bethell, [jim@bikes5.com](mailto:jim@bikes5.com) (518) 446-1766  
 Janet Reilly [janet@bikes5.com](mailto:janet@bikes5.com)

## San Juan Islands

August 1 - 9 Status: One Female  
 8 days, Int. \$1425.00  
 Ken Condray, [condray3@gmail.com](mailto:condray3@gmail.com)  
 (425) 334-1444  
 Becky Bottino, [bbottino7@gmail.net](mailto:bbottino7@gmail.net)  
 (206) 683-9220

## Mothers, Daughters, Sisters with LSG

August 6 - 8 Status: Open  
 2 days, Easy \$390.00  
 Julie Lyons, [julie@lovesweatandgears.net](mailto:julie@lovesweatandgears.net)  
 Ann Lantz, [ann@lovesweatandgears.net](mailto:ann@lovesweatandgears.net)

## The Idaho Panhandle

August 15 - 22 Status: Wait List  
 7 days, Int. / Adv. \$1,420.00  
 Chris Matthews, [chriswmatthews@msn.com](mailto:chriswmatthews@msn.com)  
 (303) 618-4789  
 Richard Loeffler, [RichardTLoeffler@gmail.com](mailto:RichardTLoeffler@gmail.com)  
 (303) 981-2963

## Danube River Passau to Vienna

September 5 - 13 Status: Wait List  
 8 days, Easy \$1,465.00  
 Jay Wuchner, [jaywuchner@comcast.net](mailto:jaywuchner@comcast.net)  
 (720) 840-6467  
 Deb Wuchner, [debwuchner@comcast.net](mailto:debwuchner@comcast.net)  
 (303) 792-2111

## Black Hills of South Dakota

September 7 - 11 Status: One Male  
 4 days, Int. / Adv. \$665.00  
 Barry & Judy Siel, [bjsiel@msn.com](mailto:bjsiel@msn.com) 303-470-8431

## South Oregon and Crater Lake

Sept. 11 - 19 Status: 1 Male & 1 Female  
 8 days, Adv. \$1,470.00  
 Ralph & Carol Nussbaum,  
[RENussbaum@outlook.com](mailto:RENussbaum@outlook.com) (206) 713-9417

## South Utah National Parks

September 23 - October 4 Status: Wait List  
 11 days, Int. / Adv. \$1,590.00  
 Ralph Nussbaum, [RENussbaum@outlook.com](mailto:RENussbaum@outlook.com)  
 (206) 783-6450  
 John Penick, [jdpenick@gmail.com](mailto:jdpenick@gmail.com)