

Heart to Heart

Newsletter of the Colorado HeartCycle Bicycle Club
March 2009



www.heartcycle.org

Colorado State Senate Passes SB148

This bill revises the rules governing the safe interaction of bicycles with other vehicles on the roadways, clarifies the rules governing bicyclists riding 2 abreast, specifies that a driver must allow at least 3 feet of clearance when passing a bicyclist, and prohibits harassment of bicyclists with enhanced penalties.

The provisions of this bill will make Colorado roadways safer for bicyclists, but remember that to Share-the-Road requires that we all know the rules and this bill specifies some rules for bicyclists as well as drivers.

Here are the new rules for drivers:

A driver may not pass a bicyclist moving in the same direction and in the same lane when there is oncoming traffic unless the driver can both allow oncoming vehicles at least one-half of the main-traveled portion of the roadway and allow the bicyclist at least three feet between the right side of the driver's vehicle, including mirrors and all other projections, and the left side of the bicyclist at all times.

The driver of a vehicle overtaking a bicyclist proceeding in the same direction should allow the bicyclist at least a three-foot separation between the right side of the driver's vehicle, including all mirrors or other projections, and the left side of the bicyclist at all times.

The driver of a motor vehicle should not intentionally drive the vehicle unnecessarily close to a bicyclist in a threatening or dangerous manner toward or near a bicyclist.

Any person who knowingly projects any object or substance at or against a bicyclist or who harasses or taunts a bicyclist commits a Class 2 misdemeanor.

Here are the new rules for bicyclists:

If the right-hand lane is wide enough to be safely shared with overtaking vehicles, a bicyclist shall ride far enough to the right as judged safe by the bicyclist to facilitate the movement of such overtaking vehicles unless other conditions make it unsafe to do so.

Upon approaching an intersection where right turns are permitted and there is a dedicated right-turn lane, a bicyclist may ride on the left-hand portion of the dedicated right-turn lane even if the bicyclist does not intend to turn right.

Persons riding bicycles upon a roadway should not ride more than two abreast except on paths or shoulders. Persons riding bicycles two abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane. This is not to be construed to prohibit one bicyclist from passing one or more other bicyclists. Riding two abreast shall not be deemed to impede normal and reasonable movement of traffic when there is no conflicting traffic at the time or when the lane is too narrow for one bicyclist and one motor vehicle to travel safely side-by-side within the lane.

Know the Law and Share the Road



HeartCycle Contacts

The Board

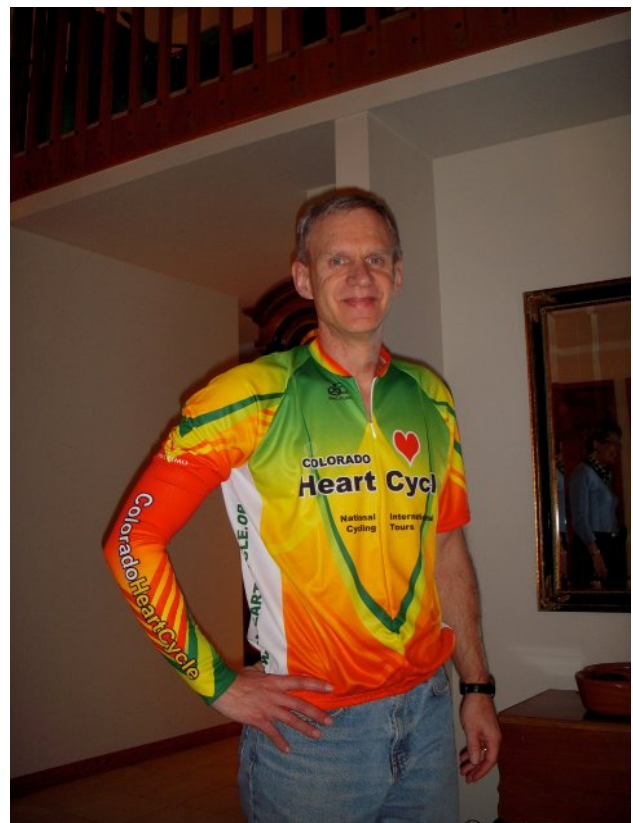
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Notes from the Board

The 2009 tour souvenirs were selected and have been delivered. This year the tour souvenir will be a jersey with matching arm warmers...



Newsletter Editor becomes high fashion model

You can see the above photo (and all photos in the newsletter) in color in the electronic version of the newsletter on the website. If you would like to receive the newsletter electronically, you can either go to your personal record and change your preference...

Colorado HeartCycle – March 2009 Training Rides

HeartCycle offers training ride start locations throughout the Denver metropolitan and Front Range areas to provide a variety of convenient start locations and cycling terrain. Rides have been scheduled through early October 2009, but not all of the rides have starters so we have some opportunities for ride starters and would appreciate if you could volunteer to start a ride during the year. To see what is coming up beyond this month, to obtain a copy of Training Ride Starter Guidelines, or if you would like to volunteer to start a ride, go to the HeartCycle website, www.heartcycle.org and click on Training Rides.

Date	Time	Length	Start Location	Ride Description	Leader/Phone
Mar.1	10:30	25-35	120 th & Huron Wagon Wheel Park & Ride	DIA Loop	Sheridan Garcia (303-638-0330)
Mar. 7	10:30	30-43	Hygiene Elementary School on east side of 75 th St. in Hygiene	Hygiene/Love land	Emily Rucker 303-442-8140
Mar. 8	10:30	50	Writer Vista Park	Castle Pines Loop	Jerry Bakke 303-738-9861 & Paul Stranahan
Mar. 14	10:30	40	Mineral Park & Ride, NW corner of Santa Fe & Mineral in Littleton	Littleton / Roxborough	Luanne Ralph 303-798-6622
Mar. 15	10:30	50-60	Bus Stop, SW corner of US-36 & Broadway in Boulder	Boulder / Carter Lake	Gordon Tewell 720-304-9572
Mar. 21	10:30	44	Garden Center on Midway Blvd. 2 blocks east of Wadsworth in Broomfield	Broomfield / Longmont	Jim Gearhart 303-438-5661
Mar. 22	10:30	62/45	Village Inn, NE corner of Chambers & Colfax in Aurora	Aurora / Bennett / Strasburg	Dennis Fitzpatrick 303-322-0290
Mar.28	10:30	52	Mattison's home, Montview & Elm, call for directions	East Denver Lookout Mountain	Roger Mattison 303-322-4878
Mar. 29	10:30	30-61	Superior Park n Ride SW corner of US 36 & McCaslin	Outskirts of Boulder	Cindy Dore 303-431-4026.

ST. PATRICKS DAY - BIKE RIDE AND BARBEQUE POTLUCK

[ALSO MINI VELOSWAP BRING BIKE ITEMS YOU WANT TO SELL]

SUNDAY MARCH 15TH 1PM

MEET AT THE NE CORNER OF CHEESEMAN PARK

[13TH AND WILLIAMS BY CAPITAL HILL COMMUNITY CENTER]

RIDE OPTIONS:

1 TO CHERRY CREEK RESEVOIR AND BACK -22 MILES

2 AROUND RESEVOIR -30 MILES

3 LOOP IN RESEVOIR – 34 MILES

BARBEQUE FOLLOWS RIDE AT 4PM AT 1291 HIGH ST UNIT I

ENTER THROUGH CHEESEMAN PARK -13TH AND WILLIAMS

BRING SOMETHING TO BARBEQUE AND A SIDE AS FOLLOWS:

LAST NAME: A-C BEVERAGE, D-J SALAD, K-S SIDE, T-Z DESSERT

CALL DENNIS FITZPATRICK WITH QUESTIONS AT (303) 322-0290



Colorado HeartCycle 2009 Tours

Death Valley

Feb 28 – Mar 8, California status: full
446 miles, 7 days & 1 optional \$1025
Leaders: Carla Habuda, (303) 919-5974
Duncan Rollo, (970) 224-2783

Ride Across America – Part 2

Mar 21 – Apr 5, Texas status: full
978 miles, 14 days & 1 off \$1600
Leaders: Jerry Bakke, (303) 738-9861,
Steve Parker, (970) 382-9551

Taos Memorial Day Weekend

May 22-25, New Mexico status: open
160 miles, 3 days \$325
Leaders: Larry and Jeanette Augenstein,
(719) 598-4124

Late Spring in Spain

May 31 – Jun 13, Spain status: open
540 miles, 10 days \$1800
Leaders: Warren Barta, (719) 632-3602
Lee Cryer, (303) 778-2305

Scenic Treasures of Western Colorado

June 6 – 13, Colorado status: full
420 miles, 7 days \$950
Leaders: Jerry Bakke, (303) 738-9861
Jay Wuchner, (720) 840-6467

Land of Enchantment

June 6 - 13, New Mexico status: open
538 miles, 7 days \$950
Leaders: Larry Harris, (817) 457-6502
Paul Tate, (817) 557-1311

Anasazi

July 11-18, Colorado status: open
326 miles, 6 days & 1 optional \$925
Leaders: Sheridan Garcia, (303) 638-0330,
Luanne Ralph, (720) 280-4555,

Sea to Sky – Western Washington State

August 1 - 9, Washington State status: open
537 miles, 8 days \$975
Leaders: Ken Condray, (425) 745-1159
Ralph Nussbaum, (206) 783-6450

Black Hills of South Dakota

September 4 - 7, South Dakota status: open
180 miles, 3 days \$350
Leaders: Barry and Judy Siel, (303) 470-8431

Northern California Wilderness

September 10-18, California, Oregon status: full
539 miles, 7 days & 1 optional \$1000
Leaders: Carla Habuda, (303) 919-5974
Duncan Rollo, (970) 224-2783

Tres Parques

September 13 - 22, Utah status: open
475 miles, 8 days & 1 off \$1150
Leaders: Gordon and Deb Tewell, (720) 304-9572

Lake Champlain with a French Connection

Sept 26 – Oct 3, VT – NY - QB status: open
360 miles, 6 days & 1 off \$1225
Leaders: Harvey Hoogstrate, (303) 755-9392
Gary Angerhofer, (303) 989-2015

Fireworks of Fall – Discovering Upstate New York

October 3 - 10, New York status: open
425 miles, 6 days & 1 off \$950
Leaders: Jim Bethell and Janet Reilly, (518) 446-1766

For more information on, and to register for, all the 2009 HeartCycle tours go to the website at www.heartcycleregistration.org or contact the tour leaders listed. Email addresses for tour leaders available on the website.

Colorado HeartCycle offers more than a dozen tours for 2009 that span the country from the Death Valley to Lake Champlain in Vermont and from Mount Rainer to Texas. There is something for everyone and the hardest part is deciding which tour(s) to sign up for this year. There is even a tour in Spain. Some of the tours are already full or keeping a waiting list. Below are descriptions of two tours that still have openings.

**Taos Memorial Day Weekend
May 22 – 25, 2009**

Reservations should be made early, due to the popularity of the region on this weekend. Three nights lodging at the Taos Quality Inn is part of the tour price and includes a complimentary breakfast from the menu each morning in the lobby restaurant. SAG support will be provided on the Saturday and Sunday rides. The SAG will be stocked with snacks and drinks. All lunches and dinners are at your expense. A social gathering on Saturday evening is included in the tour price.

An out and back ride along the Spanish Colonial “High Road” is on the schedule for Saturday, May 23. You can ride as far as you want today. Villages of Penasco, Trampas, and Truchas will offer an opportunity stretch your legs and absorb some local culture.

On Sunday, May 24, ride the Enchanted Circle around Wheeler Peak, the highest mountain in New Mexico. The loop is 87 miles, with about 5000’ of elevation gain. You can easily complete a century today with a side trip to Angel Fire. We will ride the loop in a clockwise direction. In addition to SAG service, there are several stores along the way where you can replenish your energy.

Monday ride a short out-and-back to the Rio Grande Bridge. About 34 miles with an estimated elevation gain of around 1200 feet. Non-riding spouses and companions are cordially invited on this tour; however, no discounts are available for non-riders.

**Late Spring in Spain
May 31 – June 13, 2009**

There is a reason that Lance Armstrong, Tyler Hamilton, Freddy Rodriguez, Team Garmin-Chipotle, and other top professional cyclists have chosen Girona as their home and training center in the past and present - the cycling is tremendous!

We’ll meet in Barcelona and transfer the next day by bus to Olot near the French border. Olot is located in a volcanic region and is the center for the La Garrotxa natural park. We’ll spend six nights in Olot and will bike to some amazing passes (called “cols” here), fascinating medieval villages, and you’ll even have the opportunity to ride to the French border. We’re planning a group dinner on the last night in Olot. The next day we’ll ride to Girona, which is a beautiful ancient walled city about 60 miles north of Barcelona; the cycling here ranges from flat to hilly. There are many lovely stone villages in the countryside, so you can always find an enchanting café for food and drink. Some of our rides will take us over to the Mediterranean coast - called the Costa Brava (take your swim suit!). After riding, you can wander the streets of the Old Quarter in Girona. Here, you slip back 500 years in time.

Dinner is a laid-back event that starts about 8:30. Not to worry though, because the locals usually have tapas and wine about 5:00. We’ll spend six nights in Girona, with four days of cycling and one day of sightseeing. Breakfasts in Olot and Girona are provided; lunches and dinners are the responsibility of each individual participant, with the exception of the group dinner in Olot.



Roundabouts on Shared-Use Paths

National crash data demonstrate the importance of minimizing conflicts between motorists, bicyclists, and pedestrians. During the past decade, traffic crashes killed between 600 and 800 bicyclists nationwide annually. In 2007, crashes killed 698 bicyclists and injured another 43,000. Pedestrians fare much worse: 4,654 died in crashes in 2007, according to the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System.

The roundabout is becoming more popular at intersections on America's roadways, primarily because of its ability to improve safety and traffic flow, particularly in situations involving low and medium traffic. The Federal Highway Administration (FHWA) estimates that crews construct 150–250 new roundabouts each year in the United States. The typical modern roundabout is a shared-use facility, serving motor vehicles, bicyclists, and pedestrians.

But another type of roundabout is making an appearance in transportation infrastructure. Transportation agencies now are designing roundabouts dedicated to bicycles and pedestrians, and sometimes bicycles only, on shared-use paths. These paths serve bicyclists, walkers, joggers, skaters — virtually all non-vehicle traffic.

Shared-use paths and their associated roundabouts usually supplement on-road bicycle facilities such as bicycle lanes, paved shoulders, and bicycle routes. Shared-use paths typically are located alongside riverbanks, oceanfronts, canals, abandoned or active railroad and utility rights-of-way, and limited-access freeways; on college and university campuses; and in parks and on connectors between parks. The roundabouts are particularly useful and effective when bicycle volumes are relatively high.

Transportation agencies are building bicycle-pedestrian roundabouts on shared-use paths for the same reasons they build vehicle roundabouts on roads: improved safety and traffic flow. Bicyclists, skaters, and other faster moving users enter a roundabout by first slowing down and yielding to those already there. Once inside, users move counterclockwise according to posted traffic control signs and directions. As with motor vehicle roundabouts, fewer conflicts occur on shared-use paths compared with traditional intersections.

The South Platte River Greenway is a 56-kilometer (35-mile) trail system south of downtown Denver. One of the trails, the Mary Carter Greenway, consists of a 3-meter (10-foot)-wide concrete pathway that accommodates up to 700,000 walkers, joggers, roller skaters, and bicyclists annually. But after its completion in the 1980s, the trail quickly filled with a multitude of users ranging from families with toddlers in strollers to high-speed cyclists on training rides.

The pedestrians felt intimidated by the cyclists, and the cyclists got frustrated with pedestrians sometimes walking two or three abreast and blocking the trail. Crowding led to conflicts, and in some cases diminished enjoyment for users. Officials needed to do something about safety and bring the trail back to the people.

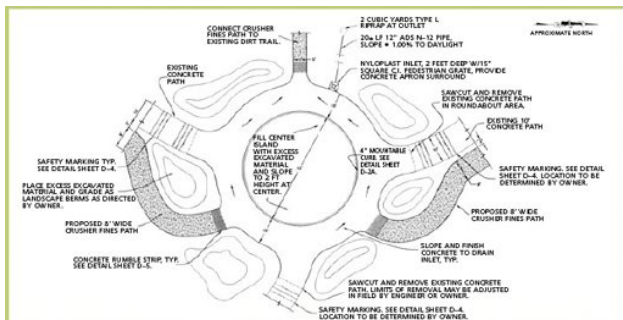
A fatal head-on collision involving two bicyclists on the greenway in 2004 prompted trail management, law enforcement, and safety experts to convene a forum to address ways to reduce conflicts and improve overall safety. Some immediate solutions included painting a centerline along the entire length of the path, posting a speed limit of 15 mph and stepping up enforcement. Police have used radar to clock speeding cyclists and, in some cases, issued

citations. Additional speed limit signs also have been posted at key locations.

A longer term remedy involved constructing a crushed-stone, pedestrian-only path parallel to the paved trail. Those two parallel facilities, like all South Suburban Park trails, were constructed to accommodate people with disabilities in accordance with the Americans with Disabilities Act. But trail officials still needed to slow bicyclists down and manage traffic at key junctions where pedestrians and bicyclists shared the pathway.

Near the Carson Nature Center, children on nature hikes would come into conflict with high-speed cyclists. The center also has a parking area where people unload their bicycles and access the main trail. Engineers had to figure out how to sort out the bicycle and pedestrian traffic. The roundabout proved to be the best solution.

The district built the roundabouts at two of its most congested intersections: one near the Carson Nature Center and the other at the junction of the Lee Gulch and South Platte River trails.



Both roundabouts have nearly identical designs, including a 10-foot wide concrete path surrounding a 42-foot diameter landscaped center island. The island has a 4-inch mountable curb, which, combined with the landscaping, discourages users from cutting through the inner circle. Trail system rangers say they are pleased with the dual trail and roundabouts, which they

believe have led to fewer crashes. The recreation district is planning to construct another roundabout and bicycle bridge near the city of Englewood's golf course to separate golf carts, bicycles, and pedestrians.

The South Suburban Park and Recreation District recently built a roundabout at the junction of the Lee Gulch and South Platte River trails, shown here.



Not visible on the right side of the photo is the Lee Gulch Trail intersecting the South Platte River Trail. Notice the worn "shortcut" path through the roundabout inner circle. The district later placed several large boulders and additional landscaping inside the roundabout circle to discourage users from taking shortcuts through the inner circle.

This story was excerpted from an article that originally appeared in the January/February issue of Public Roads, the bimonthly magazine of the Federal Highway Administration (FHWA), and authored by **Jeffrey Shaw, P.E.**, a safety and design engineer with FHWA's Resource Center in Olympia Fields, IL., and **Steve Moler** a public affairs specialist at FHWA's Resource Center in San Francisco.



Colorado HeartCycle Association, Inc.
P.O. Box 100743
Denver, CO 80250-0743



Printed on Recycled Paper — Please Recycle.

Please print legibly! **2009 Colorado HeartCycle Membership Form** Please print legibly!

Membership (Jan. 1 – Dec. 31) application only. Must be filled out even if you are not signing up for a tour.

New _____ Renewing _____ Email address _____
(please print your email address very carefully)

Name _____

Address _____

City _____ State _____ Zip _____

Home Phone _____ Cell _____

Individual Membership \$20.00

Family Membership \$25.00

Names of family members _____ Email Address _____

I prefer to have the monthly newsletter delivered: electronically (email) _____ or paper (USPS) _____

As a member, I am willing to contribute to Colorado HeartCycle in the following ways:

Starting training ride _____ Leading Tour _____ SAG driving _____ Website team _____ Making maps _____ Event helper _____

Signature _____ Date _____

In signing this release for myself or a member of my family who is under the age of 18, I acknowledge that I understand the intent hereof, and agree to and will absolve and hold harmless Colorado HeartCycle Association, Inc., and its officers and members and any other party connected with club-sponsored rides in any way whatsoever, individually and collectively from and against any blame or liability for any injury, misadventure, harm, loss, inconvenience or damage suffered or sustained as a result of participation in said club-sponsored rides or activities associated herewith. I also consent to and permit emergency medical treatment in the event of injury or illness. I shall abide by traffic laws and regulations and practice courtesy and safe cycling. I also understand that HeartCycle Association, Inc., requires the use of helmets when participating in all club rides.

**Send this form with check payable to HeartCycle. Mail to: HeartCycle, PO Box 100743, Denver, CO 80250-0743
Or pay membership fee electronically by going to: www.heartcycleregistration.org**