

Heart to Heart

Newsletter of the Colorado HeartCycle Bicycle Club
July 2009



www.heartcycle.org

Battle of the Bike Path

by Janet Manley (Glendale Cherry Creek Chronicle)

“On your left!” This call is ringing out with increasing frequency across the Cherry Creek Valley. After a mild winter, the Cherry Creek Bike Path, connecting the Glendale, Washington Park, Capitol Hill and Cherry Creek neighborhoods to downtown Denver, is beginning to see its daily load of weatherproof commuters and recreationalists swell with burgeoning temperatures. Along with increased traffic comes inevitable conflict of use on the central arterial pathway shared by cyclists, pedestrians, rollerbladers, dog walkers, parents with strollers, and the occasional fisherman. Common occurrences include discontent and ill-will between users. In the worst-case scenario, accidents can leave multiple parties injured. When bikers go too fast and ride too close to walkers makes them very uncomfortable. Most bikers probably think as long as they don’t cause an accident, they can ride as fast as they want and however reckless they want. That attitude is not respectful of others who want to use the paths. Various cycling authorities publish safe riding etiquette, though there are no road rules that officially shape cyclist behavior off-road.

Cyclists and pedestrians can co-exist with a certain level of courtesy toward one-another. Ride or walk to the right, signal your intentions, sound an alert when passing and maintain a reasonable speed. Cyclists should ride in a straight line and single file. Everyone should obey posted regulations. Announcing yourself as you approach another slow cyclist or a pedestrian is highly suggested. This is one thing that some aggressive or arrogant riders fail to do and just whiz by at high speed on trails, startling people. Unfortunately, there are too many of those, and they are often also the same ones that feel that they don’t need to go single file when on roads and impede traffic.

Kamikaze bikers aside, while there is ample education available to cyclists to facilitate co-existence with other path-users, pedestrians are not targeted as voraciously. Even the best efforts of walkers to accommodate fast-moving cyclists by staying to the right, leaves them vulnerable to an unseen approach by the cyclists. Pedestrians wearing earphones can be oblivious to cyclists sounding their approach. There are also those who walk in the middle of the trail, or that have little control of their dogs. Imagine riding down the trail, even slowly, suddenly the dog goes from one side of the trail to the other, with the leash spanning the trail right in front of you. Pedestrians have the right of way but that does not mean they can allow a dog, even if leashed, to dart across the path uncontrolled.

Finding a solution to the inevitable clashes of usage on the Cherry Creek Bike Path could be as simple as designating a 15 mph speed limit along the creek, as per Wash Park, though it would deter the cyclists who train and commute daily. At its core, the speeds of cyclists and pedestrians are ill-suited to cohabitate. Along the southern portion of the South Platte River path the issue was addressed by constructing a parallel soft surface trail. If the paths could be duplicated for the enclosed portion of the creek, which is subject to the highest traffic, much of the conflicts could be avoided. This works reasonably successfully above Lawrence Street, where the paths are already divided into pedestrian and non-pedestrian traffic.



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Notes from the Board

The Board is proposing to eliminate paper mailings and go all electronic in January 2010, starting with the Tour Brochure. Also starting in 2010, the HeartCycle newsletter will cease to be mailed out in hardcopy, and will only be available on the website.

Colorado HeartCycle has set up a Google group which is private so only "invited" people can join. This keeps the risk of spam to a minimum. To indicate you'd like to be added to the HeartCycle Google Group and receive an invitation send a message to:

JoinTheGroup@heartcycle.org

Classified Ad

For Sale: Cannondale Jekyll 600 Mountain bike in very good condition. Adjustable full suspension with switch for stiff tail riding, "Black" brand front shocks. Great uphill bike!!! This was the #1 rated bike for the money 4-5 years ago when I bought it. It is dark red, black and gold. I have been told by 2 shops that it is worth about \$800, but I am asking \$700.

Bruce Frye
Arvada, CO
303-229-3417

Earl Blumenauer, the Democratic congressman from Oregon, has announced 3 national cycling initiatives, reports the League of American Bicyclists. The first, termed a "visible achievement project," would put bike lanes on Pennsylvania Ave. in Washington, D.C., which leads to the U.S. Capitol and is the address of the White House and numerous federal office buildings. A second initiative is to set a national goal for biking in the new federal transportation bill. Third is expansion of the \$600 million Safe Routes to Schools program with a new bill that triples funding and includes high schools in addition to the current focus on elementary schools.

Colorado HeartCycle – July 2009 Training Rides

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
No HeartCycle Training Rides scheduled for the July 4th weekend					
July 11	8:00	43	King Soopers NW corner of Wadsworth Blvd. & Chatfield Ave. In Littleton	Turkey Creek Run	Lee Cryer 303-778-2305
July 12	8:00	55	Cherry Creek State Park	Cherry Creek Delbert	Dennis Fitzpatrick 303-322-0290
July 18	8:00	67	The Windy Gap Wildlife Viewing Area at US HWY 40 and State Highway 125 two miles west of Granby	Granby Trail Ridge Granby	John Steele 303-300-3573
July 19	9:00	67	Bus Stop, SW Corner of US-36 & Broadway in Boulder	Boulder Carter Lake	Lisa Koch 303-3255574
July 25	8:30	70	Safeway west Of Exit 241 Off I-70 in Idaho Springs	Idaho Springs /Berthoud Pass Winter Park	Jerry Bakke 303-738-9861
July 26	8:00	47-59	Garden Center On Midway & Wadsworth	Broomfield Erie	Gaar & Jeanne 303-964-3364

Rides are conducted if the temperature is at least 40 degrees and roads are dry; and subject to the final decision of the Ride Starter at the ride's starting point on the day of the ride. In cases when it is clear ahead of time that conditions will be unsafe for riding, the ride may be canceled ahead of time. If this should occur, a notice would be placed on the HeartCycle Training Rides website.

All training ride participants are required to wear an approved bicycle helmet, obey all traffic signs and signals, ride single file when there is automobile traffic within 100 yards, and practice courtesy with other cyclists and motorists. Your cooperation is appreciated.



Colorado HeartCycle 2009 Tours

Death Valley

Feb 28 – Mar 8, California status: completed
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: completed
978 miles, 14 days & 1 off \$1600
Leaders: Jerry Bakke, (303) 738-9861,
Steve Parker, (970) 382-9551

Late Spring in Spain

May 31 – Jun 13, Spain status: completed
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: competed
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: completed
538 miles, 7 days \$975
Leaders: Larry Harris, (817) 457-6502
Paul Tate, (817) 557-1311
4 openings left

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
13 openings left

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
12 openings left

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
8 openings left

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
10 openings left

Lake Champlain with a French Connection

Sept 26 – Oct 3, VT – NY - QB status: full
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
9 openings left

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.

Anasazi

July 11, July 12-July 18, 2009 Colorado
326 miles/6 days with 1 optional day
\$925/\$350 Deposit Rating: I 26-A76

This Tour begins and ends in Montrose, Colorado and promises a 326-mile adventure to the historic regions and landscape of the San Juan Mountains, called the San Juan Byway. We will bicycle the way to high altitude ghost towns and ascent to passes where muleskinners traversed switchbacks to reach some of the most breathtaking scenery in Colorado.

Once we hit the road, we will visit the old mining towns of Telluride, Durango, Silverton, and Ouray. These high mountain roads will connect us to historic settlements of mining prospectors, where Ute Indians wintered for the healing sacred hot springs, and ranching towns whose wide open mountain views- dubbed the "Switzerland of America"- are nothing short of stunning. From the flatlands of Cortez we adventure into Mesa Verde National Park to experience the remarkable landscape of Southwest Colorado. In this rich archeological preserve are amazing cliff dwellings and more than 4000 ancient sites, which reveal the fascinating culture of the ancestral Pueblo people, also known as the Anasazi.

Venturing east to Durango, you can take the Durango & Silverton Narrow Gauge Railroad to Silverton, which follows the Animas River, offering a different perspective of the majestic San Juan Byway. We will venture on Otto Mears "Million Dollar Highway" from the mining town of Silverton, back to the smooth farming terrain of Montrose.

Sea to Sky – Western Washington State
August 1, August 2-9, 2009 Washington State
537 miles/8 days
\$975/\$350 deposit Rating: I23-A102

One of the unique qualities of Western Washington State is the variety of its terrain. This tour is designed to let the bike rider experience much of that variety. The tour will begin and end in Seattle, starting with a ride to the sea – beautiful beaches and mossy forests – then climb to the sky - Mt. Rainier, highest point in Washington and Mt. St Helens. After we leave the urban rush of Seattle, crossing Puget Sound by ferry and riding through farmland and forest we ride to the Washington Coast and stay at the historic Tokeland Hotel on the Pacific Coast. Then it's back inland to the foothills of Mt. St. Helens up to the Coldwater Visitor Center with an option to go up to Johnston Ridge right on the slopes of the crater). Then we will ride thru the foothills to the base of Mount Rainier followed by a short, steep climb up to Paradise Lodge, perched at the foot of alpine meadows with stunning views of the glaciated volcanic peak. Finally we ride up Cayuse Pass and return from the foot of Mt. Rainier back to the bustling city of Seattle. We are very excited to be able to showcase the state of Washington on this tour. This tour is not for the faint hearted.

There are two days where your cycle computer will be registering over 80 miles. There will be three days on which we will be climbing several thousand feet, while others days will only have a few hundred feet of climbing. The breath taking scenery of the Pacific Northwest will be a constant inspiration.



Governor Signs Bicycle Safety Act

Earlier this year the Colorado State Legislature passed and on May 11 Governor Bill Ritter signed a bill concerning revisions to the State Revised Statutes governing the safe interaction of bicycles with other vehicles on roadways known as the Bicycle Safety Act. Following are the changes to the statute that pertain to bicyclists.

Summary – These changes to the State Revised Statutes clarify rules governing bicyclists riding 2 abreast, staying to the right-hand side of the roadway when possible, and using right-turn lanes. They also specify that a driver must allow at least 3 feet of clearance when passing a bicyclist, and create a limited exception to the prohibition on driving left of center to allow drivers to give bicyclists extra room. They also prohibit harassment of bicyclists, with enhanced penalties for harassment when perpetrated by driving a vehicle in a threatening manner or, throwing an object from a moving vehicle.

A driver shall not pass a bicyclist moving in the same direction and in the same lane when there is oncoming traffic unless the driver can simultaneously allow oncoming vehicles at least one-half of the main traveled portion of the roadway and 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 overtaking a bicyclist proceeding in the same direction shall 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.

When overtaking on the right is permitted, the driver of a motor vehicle upon a one-way roadway with two or more marked traffic lanes, when overtaking a bicyclist proceeding in the same direction and riding on the left-hand side of the road, shall allow the bicyclist at least a three-foot separation between the left side of the driver’s vehicle, including all mirrors or other projections, and the left side of the bicyclist at all times.

Where signs or markings are in place to define a no-passing zone and such signs or markings are clearly visible to an ordinarily observant person, no driver shall drive on the left side of the roadway within such no-passing zone or on the left side of any pavement striping designed to mark such no-passing zone throughout its length. This does not apply to a driver of a vehicle passing a bicyclist moving in the same direction and in the same lane when such movement can be made safely and without interfering with, impeding or endangering other traffic lawfully using the highway.

The driver of a motor vehicle shall not, in a careless and impudent manner, drive the vehicle unnecessarily close to, toward, or near a bicyclist.

Any person operating a bicycle upon a roadway at less than the normal speed of traffic shall ride in the right-hand lane subject to the following conditions: 1) if the right-hand lane then available for traffic 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; 2) a bicyclist may use a lane other than the right-hand lane when

preparing for a left turn at an intersection or into a private roadway or driveway, overtaking a slower vehicle, or taking reasonably necessary precautions to avoid hazards or road conditions; and 3) 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.

A bicyclist shall not be expected or required to ride over or through hazards at the edge of a roadway, including but not limited to fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or narrow lanes or ride without a reasonable safety margin on the right-hand side of the roadway.

A person operating a bicycle upon a one-way roadway with two or more marked traffic lanes may ride as near to the left-hand curb or edge of such roadway as judged safe by the bicyclist, subject the following conditions: 1) if the left-hand lane then available for traffic is wide enough to be safely shared with overtaking vehicles, a bicyclist shall ride far enough to the left as judged safe by the bicyclist to facilitate the movement of such overtaking vehicles unless other conditions make it unsafe to do so; and 2) a bicyclist shall not be expected or required to ride over or through hazards at the edge of a roadway, including but not limited to fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or narrow lanes or ride without a reasonable safety margin on the left-hand side of the roadway.

Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or shoulders.

Persons riding two abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane. The paragraph shall not be construed to

prohibit one bicyclist from passing one or more other bicyclists.

Riding two abreast shall not be deemed to impede the normal and reasonable movement of traffic under circumstances that include but are not limited to: 1) there is on conflicting traffic at the time; or 2) the lane is too narrow for on bicycle and one motor vehicle to travel safely side-by-side with in the lane.

Notwithstanding any provision of law to the contrary, on a state highway with lanes less than twelve feet wide, bicyclists shall not ride two or more abreast.

Notwithstanding any provision of law to the contrary, if the center line of a highway is indicated by a solid single or solid double yellow line, a bicyclist riding on such highway shall travel as close as feasible to the shoulder of the highway.

Any person who knowingly projects and missile at or against any vehicle or equipment designed for the transportation of persons or property, other than a bicycle, commits a class 1 petty offense.

Any person who knowingly projects and missile at or against a bicyclist, commits a class 2 misdemeanor. As used in this section, "missile" means any object or substance.

Editor's Comment

These revisions to the State Revised Statutes will make it safer for bicyclist on Colorado roadways. But remember, safety is a two-way street. When motorist see bicyclists running lights or rolling through stop signs, it encourages a negative perception that bicyclists are arrogant. In the end, it's our choice to reinforce or counter the stereotype that bicyclist do not obey traffic signals.

Know the law and share the road.



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



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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**