

Heart-to-Heart



How to Deter Dogs While Cycling

This may not be a problem for most roadies out there, but for some of us in rural areas it is: **dogs**.

A dog coming out onto the road (for any reason) is a real safety hazard for a cyclist. (I had one take me down, causing a minor injury.) Here is a way to effectively deter dogs that I want to share: **Dog Poppers**.

Learn how to make your own in The Dog Poppers Guide (about 12 pages), just do an internet search on it. Easy reading, if you have the time. This guide includes step-by-step directions for making Dog Poppers.

Another option is the little poppers that you can purchase at a July 4th fireworks stand. However, Dog Poppers pack a little more umph and are more effective.

This is a very effective way to keep dogs away from you when cycling: carry a type of firecracker that detonates when it hits a hard surface. They're small, light, cheap, and easy to carry in a jersey pocket (search for "adult snap pops" online).

When a dog comes out on the road as you ride by, throw down a "dog popper" and BANG! – it stops him dead in his tracks. He'll run back to his yard and almost never chase again.

You can glue 2 or more together to make a louder noise. Coat them in beeswax (works better than paraffin) to make them more durable and waterproof.



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Notes from the Board

Looking for an exciting bicycle tour for this summer? There are a number of great HeartCycle tours that still have several openings including:

Colorado Western Gems

Grand Junction, CO

June 3 - 11

Le Monastere - SESSION I

Limoux, France

July 1 - 8

Le Monastere SESSION II

Limoux, France

July 8 - 15

Passes of Summit County

Frisco, CO

July 15 - 22

Aspen Highlights

Aspen, CO

September 7 - 10

More information on these and other HeartCycle tours can be found at heartcycle.org or just click on the hyperlink above or at the end of this newsletter for the tour you are interested in.

Analyzing Bike Accidents Doesn't Tell the Whole Story

BY KELSEY E. THOMAS | MAY 9, 2017

City planners often decide which intersections and roads get safety improvements based on analysis of crash data, but according to a new study, that method may be missing something. A look at “near-miss incidents” by Houston-based Kinder Institute for Urban Research reveals that some streets in critical need of improvement could be overlooked.

Kinder researchers collected information from volunteers over the course of one week on events that required a pedestrian or cyclist to carry out evasive action (think an incident that leaves you exclaiming, “that was close”). Participants recorded their starting and ending points, travel mode and detailed accounts of close calls on the road in which they narrowly avoided collisions. The study found that those close calls were a reoccurring experience, and were usually attributed to a lack of awareness from drivers traveling at faster speeds.

Most of the near-misses the volunteers reported are familiar scenarios to anyone who gets around their city on foot or by two wheels: a bicyclist’s path being blocked by a parked car or other objects such as trash; a car making a right turn at an intersection without stopping; cars passing without keeping safe distance; cars making a turn across a bicyclist’s path; or cars backing out of driveways or parking spaces without checking for bicyclists or pedestrians first.

Of the 187 people who recorded their trips within the week, about a third reported 133 near-miss incidents they experienced or witnessed. Eighty-seven of these incidents involved bicycles and cars, and 36 involved pedestrians and cars. More than 90 percent of near-misses between bicycles and cars happened when a fast-moving car made too close of a pass by a cyclist.

Kinder also found that cyclists and pedestrians feel “a disproportionate burden” to avoid collisions, and highlighted the limitations of putting the onus on cyclists and pedestrians to avoid being hit. One 27-year-old woman wrote: “Suburban traveling westbound down on West Road next to me did not slow or edge over to pass me. ... I have a white helmet, rear red light and colorful drift shirts. How could they not see?”

In a blog post about the report, one of the researchers, Dian Nostikasari, wrote that some of these near-misses also lead to physical intimidation and verbal attacks on pedestrians and bicyclists, including yelling, tailgating and dangerous overtaking by motorists. That tension between drivers and cyclists and pedestrians could have fatal consequences.

“When a driver yells at, threatens, or assaults bicyclists and pedestrians, the actions highlight the contradiction between the law — which protects the right of bicyclists and pedestrians to use the road — and the longstanding notion that roads are built exclusively for automobiles,” Nostikasari wrote.

These near-miss experiences and harassment could deter people from opting to walk or bike instead of drive, or prompt them to avoid roads they know are dangerous. That, in turn, could reduce the

number of collisions at particular intersections, making them appear far safer on paper than they actually are. Kinder also took the reports of near-miss and compared them to 2016 crash data reported by the Texas Department of Transportation. The comparison highlights potentially dangerous trouble spots that aren't yet apparent because collisions haven't occurred there yet.

This is something cyclists and pedestrians already instinctively know. In 2015, a Portland cyclist and engineer created a website called [NearlyKilled.Me](#) that allows users to self-report near-misses and minor accidents on foot or on bike with the goal of highlighting problematic intersections before they get to the point where people are getting hurt.

Kinder acknowledges some limits to the study; for one, most of the participants were white, working professionals who bike regularly, particularly inside the city's urban core. Kinder recruited these volunteers through flyers, bike advocacy groups, social media and professional partners, but says future studies should involve more outreach to include more non-white Houstonians, especially those who are socioeconomically disadvantaged and those without easy access to a smartphone or computer. This is especially crucial considering that nearly half of people who bike to work earn less than \$25,000 a year, according to census data.

The data for the report were collected just before Houston City Council voted to approve an ambitious citywide bike plan in late March. The plan calls for the city to investigate the role street design plays in fatal bike crashes, and will add more than 500 miles of bike lanes to the city.

Just how much money do Americans spend on cycling?

If you thought you spent a lot of money on riding your bike, then you're far from alone according to a study released this week.

The Outdoor Industry Association (OIA) released its third Outdoor Recreation Economy Study this week and across the United States, cyclists are spending big money to ride their bikes; \$100 billion according to the report from the Boulder, Colorado based organization.

Of the \$887 billion they estimate is spent on outdoor activities each year, approximately \$97 billion is used on cycling and other "wheeled sports".

Nearly \$14 billion of that is spent on equipment, with the remaining \$83 billion used to take this gear on trips around the country. Ultimately, the OIA estimates this helps create 847,559 jobs in the outdoor industry.

The promotion of outdoor recreation and the government's investment in more bike paths, lanes and greenways, like the 32-mile stretch to be built in Manhattan in the coming years, is vital to not only public health, but the country's economy as a whole.

According to the study, Americans spend almost triple the amount of money on outdoor recreation versus gasoline annually.

Beyond actual dollars and sense, the report, conducted through research completed by Southwick Associates, indicates that increased levels of outdoor recreation contributes to higher senses of well-being, reduce crime rates, educational benefits and even reduced symptoms in children diagnosed with ADHD.

The OIA highlights cities like Richmond, Virginia (host of the 2015 UCI World Cycling Championships) to illustrate the success bikes can have on a community.

Lead by the bipartisan Virginia Outdoor Recreation Caucus, the Richmond Regional Ride Center helped create 70 miles of mountain bike trails for beginners, experts and hand-cyclists, spanning three different parks in the greater Richmond area. The proliferation of cycling across the country is evident.

"America's outdoor recreation assets are its citizens' common trust. Our public lands and waterways belong to every American, and they are the backbone of our outdoor recreation economy. They hold the promise of prosperity and well-being. It is as much our responsibility to invest in them as it is our right to enjoy them," the study says.

Colorado HeartCycle 2017 Tours

Discover San Diego

San Diego, CA

March 18 - 25 Status: Complete
 7 days, Intermediate \$1,060.00
 Ken Condray, condray3@gmail.com
 Becky Bottino, bbottino7@gmail.com
 Sue Matthews, scmatt2@gmail.com

Bay Area Summits

San Francisco, CA

April 21 - 28 Status: Complete
 7 days, Adv./Exp. \$1,825.00
 Bob McIntyre, dcx12@aol.com
 Bill Buckley, williambuckley87@gmail.com

Springtime in CA: Sonoma and Napa Wine Country

Santa Rosa, CA

May 19 - 28 Status: Wait List
 9 days, Adv.+ /Exp. \$2,050.00
 Janet Slate, jslate@ultrasys.net
 Alan Scott, ascott@comcast.net

Normandy-Calvados, Camembert

Western France

June 3 - 13 Status: Wait List
 10 days, Int./Adv. \$2,500.00
 Fred Yu, frederickyu@comcast.net
 Graham Hollis, gramhollis@comcast.net

Colorado Western Gems

Grand Junction, CO

June 3 - 11 Status: Open
 8 days, Int.+ \$1,475.00
 Barry & Judy Siel, bjsiel@msn.com

The Carolina Blue Ridge Mountains and Parkway

Greenville, SC

June 17 - 25 Status: Wait List
 8 days, Adv./Exp. \$1800.00
 John Aslanian, 22flatrock@gmail.com
 Bob Rowe, browe49@comcast.net

South Central Alaska

Anchorage, AK

June 25 - July 2 Status: Closed
 7 days, Int./Adv. \$1,950.00
 Rod Nibbe, aktour@rknebbe.com

Le Monastere - SESSION I

Limoux, France

July 1 - 8 Status: Open
 7 days, Int.+ /Exp. \$2,350.00
 Phil Stoffel, ptstoffel@gmail.com

Le Monastere SESSION II

Limoux, France

July 8 - 15 Status: Open
 7 days, Int.+ /Exp. \$2,350.00
 Phil Stoffel, ptstoffel@gmail.com

Passes of Summit County

Frisco, CO

July 15 - 22 Status: Open
 7 days, Int./Adv. \$900.00
 Sy Katz, skskatz@comcast.net
 Bob Rowe, browe49@comcast.net

Colorado HeartCycle 2017 Tours

Portandia Plus

Portland, OR

August 26 - Sept. 2 Status: Wait List
7 days, Intermediate \$1,420.00
Stephanie Oliver, skayoliver@gmail.com
Ken Condray, condray3@gmail.com

Womens Weekend

Colorado Springs, CO

August 31 - Sept. 3 Status: Cancelled
3 days, Easy/Int. \$480.00
Julie Lyons, julie@lovesweatandgears.net
Margie Adams, margieadams@comcast.com

Aspen Highlights

Aspen, CO

September 7 - 10 Status: Open
3 days, Int./Adv. \$890.00
Joanne Speirs, jcspeirs1@gmail.com
Doug Moll, doug@aaplus.com

Coast-to-Coast Northern Tier, Year 2

Missoula, MT

September 9 - 24 Status: Wait List
15 days, Int./Adv. \$2,480.00
John Penick, jdpenick@gmail.com
Bob Raicer, rjr80544@gmail.com

Southern Indiana Hills

Bloomington, IN

Sept. 30 - Oct. 7 Status: Wait List
7 days, Int./Adv. \$1,175.00
Jim Schroeder, jimmyschweb@gmail.com
Alan Scott, ascott999@comcast.net