

Heart to Heart

Newsletter of the Colorado HeartCycle Bicycle Club
September 2009



www.heartcycle.org

HeartCycle Annual Meeting and Luncheon Saturday October 17th, 2009

**Mt. Vernon Country Club
24933 Country Club Circle
Golden, Colorado**

Cash bar opens at 11:30 am and lunch will start at 12:00 noon

Members: \$10.00 Guests: \$20.00

Guests joining HeartCycle at the luncheon will receive \$10.00 credited to their membership! Good for the remainder of 2009 as well as all of 2010.

The speaker will be Dave Evans with Bike Jeffco. He will talk about the escalating conflicts between cyclists and motorists in Deer Creek Canyon, Boulder and other areas and what Bike Jeffco is doing on this issue.

**You can now register for the luncheon at the Heartcycle website. Pay by credit card online or send a check to the club Registrar at: HeartCycle Registrar
PO Box 100743
Denver, CO 80250-0743**

There will be a 25 to 30 mile ride before the luncheon starting at 9:30 AM, meeting in front of the Mt. Vernon Clubhouse.

Any questions, call Melodye Turek, Social Events Director at (303) 320-1430



Heart to Heart

September 2009

HeartCycle Contacts

The Board

President
president@heartcycle.org

Vice Pres. & Tour Souvenirs
vp@heartcycle.org

Treasurer, Insurance
treasurer@heartcycle.org

Secretary
secretary@heartcycle.org

Registrar
registrar@heartcycle.org

Tour Director
tourdirector@heartcycle.org

Sag Supply Manager
sagmgr@heartcycle.org

Sag Vehicles
jaywuchner@comcast.net

Training Rides Director
rides@heartcycle.org

Gordon Tewell
(720) 304-9572

Mickey Berry
(303)779-3607

John Steele
(303) 300-3573

Barry Siel
(303) 470-8431

Harvey Hoogstrate
(303) 755-9362

Richard Crocker
(719) 481-2313

Jeff Messerschmidt
(303)904-0573

Jay Wuchner
(720) 840-6467

Sheridan Garcia
(303) 638-0330

Working Members

Newsletter Editor
newseditor@heartcycle.org

Web Administrator
webmaster@heartcycle.org

Training Rides Recruiter
rides@heartcycle.org

Training Rides Recruiter
rides@heartcycle.org

Rides Map Maker
maps@heartcycle.org

Rides Map Maker
maps2@heartcycle.org

Rides Map Maker
aanderson@tensarcorp.com

Social Events
social@heartcycle.org

Co-Registrar
ron.barton@comcast.net

Barry Siel
(303) 470-8431

John Steele
(303) 300-3573

Sue Loftus
(303) 758-5472

Emily Rucker
(303) 442-8140

Lee Cryer
(303) 778-2305

Ira Goldschmidt
(303) 561-4817

Andy Anderson
(404) 395-1491

Melodye Turek
(303) 320-1430

Ron Barton
(303) 798-2755

Notes from the Board

The HeartCycle Board and Rich Crocker – Tour Director have been working hard this summer to put together an exciting slate of bicycle tours for 2010. As usual, there will be tours in across the country, a very special European tour that we have not done before, and of course the third and final leg of the Ride Across America from eastern Texas to the Atlantic Ocean.

To hear the first unveiling and learn more about the HeartCycle bicycle touring opportunities for 2010, be sure to attend the HeartCycle Annual Meeting and Luncheon on Saturday October 17th, 2009. Again this year it will be held at Mt. Vernon Country Club, and will be preceded by a bike ride. The festivities will begin at 11:30 am with a cash bar to be followed with lunch which will start at 12:00 noon.

The cost is \$10.00 for HeartCycle members (subsidized by HeartCycle) and \$20.00 for guests although, guests joining HeartCycle at the luncheon will receive \$10.00 credited to their membership! Good for the remainder of 2009 as well as all of 2010.

The speaker will be Dave Evans with Bike Jeffco. He will talk about the escalating conflicts between cyclists and motorists in Deer Creek Canyon, Boulder and other areas and what Bike Jeffco is doing on this issue.

Hope to see you there!

HeartCycle Pedals for a Purpose

A number of HeartCycle members participated in the **Ride 4A Purpose** charity ride on August 8, 2009, sponsored by Restoration Outreach. Restoration Outreach helps down and out kids and parents especially along East Colfax, a good cause.

This is the 15th year of **Pedal 4A Purpose**. This year, the primary purpose of the event is to raise funds to support **Restoration Outreach Programs (ROP)**. **ROP** consists of Prodigal Gatherings and Heart to Hand Resource Center. These ministries are dedicated to serving underprivileged children and adults living along the Colfax corridor in northwest Aurora and east Denver. The purpose of this event is to raise funds to support our ministry.

Prodigal Gatherings seeks to provide a consistent, safe, Christ-centered place for teens and children living along East Colfax. Our volunteers and staff live out the Gospel of Christ by having a ministry of presence and developing

redemptive friendships with our teens and children.

The purpose of **Heart to Hand Resource Center** is to reach out to our community by providing resources that help individuals lead lives of self-sufficiency. Our resources include a weekly food bank, counseling, GED and other life-skill training – all offered at no cost to our clients. Last year, we distributed almost 54,000 pounds of food and served an average of nearly 150 families per month.

Restoration Worship Center is our partner church and is a vital part of our community building efforts.

The event raised approximately \$28,000 after expenses for the Restoration Outreach Programs. This was my first involvement in planning and conducting a bicycle fund raiser and I know I learned a lot and will be better equipped in the future. It was great to have friends from Heart Cycle support the event.





What Would Get Americans Biking to Work? DECENT PARKING!

By Tom Vanderbilt

When we talk about transportation, we tend to talk about things in motion. What is often left unremarked upon, in conversations about crowded highways, is something without which those crowds would not exist: parking. That humble 9-by-18-foot space (the standard size of a spot) is where traffic begins and ends. It is the fuel to traffic's fire.

Why is it overlooked? One possibility is that parking is more typically treated as real estate, the subject of arcane building codes and zoning regulations, rather than as a part of transportation networks; given that cars spend 95 percent of their time parked, this makes some sense. Another reason may simply be that, in most of America, parking is taken as a given—99 percent of car trips in the United States terminate in a free parking space, which means the nation's drivers don't have much incentive to think about parking—or not driving.

If car parking is often overshadowed in traffic talk, bicycle parking is even more obscure. For many people in the United States it might be hard to imagine what there is to talk about. *Why don't you just stick it in the garage?* Or: *Isn't that what street signs and trees are for?* But as the share of trips made by bicycle has grown in recent years—in Portland, Ore., for example, bicycle use has grown nearly 150 percent since 1990, and an estimated 5 percent of people bike to work—new attention is being paid to what happens to those bicycles when they are not in motion.

The most high-profile instance of this is the so-called "Bicycle Access Bill," recently signed into law after a New York City Council vote of 46-1. The measure will require the owners of commercial buildings with a freight elevator to allow people to enter the building with a

bicycle—though what happens from there depends on the building.

While the right to enter a building with a bicycle may seem minor, the bill potentially represents a huge *de facto* increase in the city's supply of bicycle parking, which is currently estimated at 6,100 racks, many of these outdoors. What's more, New York's City Council also passed a bill mandating that commercial parking garages provide spaces for bicycles—one bike space for every 10 cars, up to 200 cars.

Studies in New York found that a surprisingly large percentage of vehicles coming into lower Manhattan were government employees or others who *had an assured parking spot*. Other studies have shown the presence of a guaranteed parking spot at home—required in new residential developments—is what turns a New Yorker into a car commuter.

On the flip side, people would be much less likely to drive into Manhattan if they knew their expensive car was likely to be stolen, vandalized, or taken away by police. And yet this is what was being asked of bicycle commuters, save those lucky few who work in a handful of buildings that provide indoor bicycle parking. Surveys have shown that the leading deterrent to potential bicycle commuters is lack of a safe, secure parking spot on the other end. A number of American cities are now waking up to the fact that providing bicycle parking makes sense. Philadelphia, for example, recently amended its zoning requirements to mandate that certain new developments provide bicycle parking; Pittsburgh's planning department is weighing requiring one bicycle parking space for every 20,000 square feet of development (admittedly modest compared with the not-uncommon car equation of one parking space per 250 square feet); even the car-centric enclave of Orange County, Calif., is getting in on the act, with Santa Ana's City Council unanimously passing a bill requiring proportional bicycle parking when car parking is

provided. In Chicago, Los Angeles, and other cities, pilot projects are investigating turning car-parking meters—once semi-reliable bike parking spots, now rendered obsolete by "smart meter" payment systems—into bike parking infrastructure.

Few cities are doing more than Portland—which has been experiencing a particular boom in bicycle commuting—to increase bicycle parking. In September, for example, the City Council will vote on code changes that would require residential buildings to have the same bicycle parking requirements as commercial buildings. Granted, Portland, Ore., is an unusual place for the United States: a place where business owners actually petition the city to build "bike corrals," or collections of racks that tend to swap one or two car parking spaces for a dozen bike spaces, in front of their establishments, and where residents casually drop lingo like *staple*, meaning the type of bicycle parking structure that looks like a staple stuck into the concrete. And in a move that is sure to give John McCain fits, the city is spending \$1 million of federal stimulus funds on bicycle parking at transit hubs.

Of course, even Portland's efforts would look rather quaint in a country like the Netherlands, where an estimated 27 percent of daily trips are made on bicycle. Outside of, or underneath, Dutch railway stations in the major cities sit vast bicycle parking structures. In fact, parking is so readily available that many riders keep a bike at their origin and destination stations. The three-story parking-garage-style facility outside Amsterdam's Central Station holds some 9,000 bikes, while Groningen has a massive, covered and guarded facility that holds 4,500 bikes. And yet even these structures do not seem to meet demand.

The spatial and aesthetic challenges of having too many parked bikes attached to every last lamppost and historic building has prompted some wonderfully innovative design and market responses. The underground "Bicycle Parking Tower"—actually a series of 36 towers—at the Kasai Station in Edogawa, Tokyo, holds more than 9,000 bicycles, any of which can be retrieved within 23 seconds via an automated

mechanism. In Zaragoza and a few other Spanish cities, meanwhile, the Biceberg, a small kiosk beneath which sits a storage bay, creates spots for 92 bicycles in the same space that four cars would occupy. Another approach is to combine guarded bicycle parking in a one-stop facility with mechanics, bike stores, education, and other services, as with Brazil's ASCOBIKE. Muenster's "Radstation" comes complete with a bicycle wash—for \$4. In the United States, the for-profit Bikestation sells secure parking and provides air for tires as well as showers and Wi-Fi in its "bike-transit centers," in cities ranging from Santa Barbara, Calif., to Seattle.

Of course, even in a bicycling paradise like Copenhagen, bicycle parking is hardly ideal. In its 2004 "Traffic and Environment Plan," the city of Copenhagen, noting that bike parking wasn't even assessed until 2001 (when it was found there were 2,900 spaces in the historic center), declared: "Only one third of cyclists are satisfied with their options for parking their bicycles and other road users, particularly walkers, are increasingly annoyed by parked cycles."

This last point brings up another problem: So-called "bicycle pollution," or the clutter of masses of bikes chained to every last railing. In a city where bikes outnumber people, this is perhaps inevitable, but it's also a function of the inherent appeal of bikes—literal door-to-door transportation. People prefer to park on the street, leaning the bikes up against the building. It's all about ease-of-use. If you can't walk out your door and get on your bike in less than 30 seconds, it's irritating. Still, space has its limits, and in a design competition to upgrade Vartov Square, next to Copenhagen's City Hall—which the mayor's office notes "mainly looks like a cluttered and worn parking area"—there is a call for underground bicycle parking.

Meanwhile, back in Portland, Ore., as bicycle parking gets more respect, another bastion of the automobile landscape is getting a makeover: access, and perhaps even special lanes, for bicycles at the drive-throughs of fast-food joints.

(This article was originally published in *Slate Magazine*)



Heart to Heart

September 2009

Colorado HeartCycle – September 2009 Training Rides

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. Should this occur, a notice would be placed on the HeartCycle Training Rides website.

Date	Time	Length	Start Location	Ride Description	Leader/Phone
Sept. 5	8:00	84-95	Bus Stop, SW corner of US-36 & Broadway in Boulder	Boulder / Horsetooth Reservoir/ Masonville	Ride Starter needed
Sept. 12	9:00	44	Mineral park-n-ride, NW Corner of Santa Fe & Mineral in Littleton	Littleton – Conifer out and back	Lee Cryer 303-778-2305
Sept. 19	9:00	51	23 rd Ave.	Longmont/ Johnstown	Ride Starter needed
Sept. 26	8:00	100	120 th & Huron Wagon Wheel Park&Ride in Northglenn	Fast & Flat 100	Sheridan Garcia 303-638-0330
Oct. 3	9:30	42	Sol Azteca SE corner of the Diagonal and 28 th in Boulder	Boulder/Rabbit Mtn./Hygiene	Ride Starter needed

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

Black Hills of South Dakota

September 4 - 7, South Dakota status: full
180 miles, 3 days \$350

Leaders: Barry and Judy Siel (303) 470-8431

Northern California Wilderness

September 10-18, California, Oregon 539 miles 7 days & 1 optional

Leaders: Carla Habuda (303) 919-5974

Leaders: Carla Hascall, (303) 531-1000, or

Tres Parques

September 13 - 22, Utah status: cancelled
475 miles, 8 days & 1 off \$1150

Leaders: Gordon and Deb Tewell, (720) 304-9572
16 openings left

Lake Champlain with a French Connection

Leaders: Harvey Hoogstrate, (303) 755-9392
Gary Angerhofer, (303) 989-2015

Fireworks of Fall – Discovering Upstate New York

ANNUAL REPORT TO THE MEMBERSHIP: 2004-2008 FINANCIAL REVIEW

For your review, the financial statements for Colorado HeartCycle for 2008, along with comparisons for the years 2004-2007 are presented below. As always, our goal is to provide high quality bicycle tours for the year to our members at a net-zero price, consistent with sound financial planning. What this means is we do our best to price tours so they break even based on our best estimate of the expected ridership. Some tours, like Ride Across America Part 1, were completely filled and as a result we have some retained earnings for the year. The board is working to reduce costs, e.g., going to online newsletters and tour brochures, and we will review our pricing method with an eye to making our cost estimation algorithm even better. At the same time we are making additional investments in the websites, which will be combined back into one full-service site this next year. For 2008 we planned and conducted 13 tours across the United States. HeartCycle had a total of 288 riders participate in tours. Tour evaluations were excellent. In summary, HeartCycle is in sound financial condition and we continue to provide tours that our members enjoy. We encourage your comments and suggestions for improvement.

Table 1 Statement of Income and Expenses for the years ending December 31

Revenue & Expenses	2008	2007	2006	2005	2004
Membership Dues (1)	\$7,105	\$8,170	\$6,215	\$8,150	\$7,550
Tour Income (2)	\$289,990	\$226,457	\$233,728	\$238,298	\$175,149
Other Income (3)	\$1,014	\$2,207	\$1,849	\$1,039	\$473
Total Income (4)	\$298,109	\$238,834	\$240,792	\$247,487	\$183,172
Tour Expenses	\$243,631	\$207,489	\$188,601	\$181,263	\$164,735
Operating Expenses (5)	\$26,308	\$24,437	\$21,273	\$24,576	\$28,071
Total Expenses	\$269,939	\$231,886	\$209,874	\$205,839	\$192,806
Excess (Deficit) for the year	\$28,170	\$4,949	\$31,918	\$41,648	(-\$9,634)
Net Unrestricted Assets					
Beginning of year	\$111,901	\$106,952	\$75,034	\$33,386	\$43,020
End of year	\$140,071	\$111,901	\$106,952	\$75,034	\$33,386

(1) Current (2008) and future year (2009) dues

(2) Net after refunds and non-refundable deposits

(3) Includes annual meeting fees, souvenir sales, interest from reserve account

(4) Gasoline, vehicles, souvenirs, food, lodging, SAG stipends, scouting, supplies and other expenses assignable to specific tours

(5) Expenses necessary to conduct tours and training rides (insurance, accounting, website, printing, etc.), bicycle advocacy

Respectfully submitted,
John P. H. Steele
HeartCycle Treasurer



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