

❖ SPOKE'N'WORD ❖

The official newsletter of the Fairbanks Cycle Club
P.O. Box 83424, Fairbanks, Alaska 99708

Volume 4 Issue 4

July 1999

FROM THE EDITOR(?)

Mark is out of town this weekend participating in an Anchorage Bicycle Club Stage Race. The next newsletter will undoubtedly bring his results and account of the race. There are too many exciting bicycle events coming up to delay the FCC newsletter, so here goes...

The first biking event I ever did in Fairbanks was the Chena Hot Springs Bike Ride. Back in the '80s it used to get the whole bike community out for the annual ride and soak in the hot springs. Whole families would participate and (believe it or not) Chena Hot Springs Road was dominated by bicyclists. Then the sponsor, Campbell Sports, went out of business and the Chena Hot Springs Road was torn up for years. Finally, the event has been resurrected by FCC member Kay Kindt as a fund raiser for WICCA. You can help reinstate this great community event, support WICCA, and have a great time this coming weekend. Spread the word!

Another annual fun event for the family is the Golden Days Parade. FCC has a space in the parade, so bring the kids, funny bike, or whatever and roll along with the parade on Sat., July 24th.

If you enjoy long rides and hot springs, this is the season. The Fairbanks to Circle Hot Springs Race also takes place on July 24th. Racers will take 8-plus hours and tourists will take somewhat longer, but probably get a chance to enjoy the scenery along the way.

For cyclists who just want company for an easy weekly ride, try out the new "Casual Ride" on Wed. nights.

There is something for everyone. Check the schedule and HOT-LINE for more information.

Hope to see you on a ride,
Gail Koepf
Your FCC President

CHENA HOT SPRINGS BIKE CLASSIC

SATURDAY, JULY 17

10:00am at Dog Musers

NEW '98 FCC BOARD OF DIRECTORS

President

Mark Knowles (474-8184)

Vice President

Shawn Stratton (479-6966)

Treasurer

Brenda Wynne (479-2550)

Secretary

Gail Koepf (455-6837)

Historian

Liam Wescott (479-6745)

Newsletter:

Gail Koepf (455-6837)

Articles or items for the Spoke'n'Word are welcome. We hope to go to press 7 times a year with issues in March, April, May, June, July, August and October. Editor will pay \$5 for short pieces published and \$15 for feature articles published.

HOTLINE #

459-8008

Call Shawn at 479-6966 to update.

Inside This Issue

President's column	1	Point Series	5-6
Announcements/Classified	2	July & Aug FCC Schedule	7-8
DOT Trail Study	2	USCF Dist Champ Results	8
Bike Bytes	2	Chena Hot Springs Bike	9-10
Rules of the Road	3	NEW! Casual Ride Flyer	11
Tour of Mining Country	4		

DOT TRAIL

Update on the Alaska Department of Transportation survey on winter trail use within the DOT right of ways. I attended a public meeting on June 30th which summarized results of the survey so far. At the meeting there were two dog mushers, one nordic skier, me and many, many snow machiners. 75% of the input received so far has come from snow machiners. **The non-motorized trail users need to be heard!** I've written a letter, and Shawn has authored one representing FCC's views, but we need numbers to influence policy. Alaska has 20,000 registered snow machines and they are being heard. ISTEA money will undoubtedly be used to create or improve the trails so the bicycling public really needs to express their ideas or concerns. The types of things that are being considered are safety, usage, design, enforcement, etc. The ROW's will undoubtedly be opened as multi-use corridors, so your main points should focus on what sort of regulations on motorized traffic will keep the trail usable and attractive to non-motorized users. The survey will be completed in August, so **now is the time to speak up.** You can do so on the internet at the address www.tbccgreen.com. The public library has internet access available if you don't or contact Kelley Hegarty, Public Involvement Coordinator, at 907-457-2489.

BIKE BYTES

Jackson, Wyoming held a race between a car and a bike to underscore a new campaign to reduce and relieve local traffic congestion. The campaign is to get locals who normally drive short distances to bike or walk. The 8-mile race was held during the 5p.m. rush hour and the cyclist and driver obeyed all traffic laws. The biker was victorious!

Bicycle Retailer & Industry News

Two news items from Illinois reveal it as bike un-friendly. The town of Lake Bluff banned bicycles from its roadways wherever an adjacent bike path or sidewalk is available. Also, construction of bike projects in the state are being impeded by a recent Illinois Supreme Court ruling. The ruling found that governments are responsible for keeping roads safe for motorists, **not** cyclists unless the roads are marked as bike routes. (It isn't hard to guess that liability issues will make sure there are no signed bike routes!)

Bicycle USA

On a more positive note, the manager of Redbones, a Boston eatery, "just likes the idea of bicycling" enough to offer bike valet parking free of charge.

Ben Hewitt

ANNOUNCEMENTS

YUKON ROAD CHAMPIONSHIPS

July 17

16 K out of block Time Trial

&

30 K Criterium

July 18

60 K Circuit Road Race

Call Ian Elsey for more info:

867-633-5778 (home)

867-667-4074 (work)

FCC BOARD MEETINGS

All club members are welcome to attend board meetings and bring their interests to the attention of the board members. Call the HOTLINE for location and time.

VOLUNTEERS STILL NEEDED!!!

Call Shawn Stratton at 479-6966 if you can volunteer to put on or help at a race. **All races need directors and will be canceled without them!**

CLASSIFIEDS

FOR SALE:

- ◆ **Trek 2300 Pro** 56 cm frame, green/yellow, carbon fiber, Shimano 600, excellent condition, \$500. Paul Hemming at 452-5562.
- ◆ **Bianchi Titanium mtn. bike frame**, 17", 1999 model, Shimano XT, \$1995 OBO. Rocky at 455-6837.
- ◆ **Klein Team Super** 53 cm road frame, fork, bottom bracket, seat post, \$575 OBO. 455-6837.
- ◆ **Litespeed Ocoee Titanium mtn. bike**, 15", Shimano XTR 8-speed, Ringle, Grafton components \$2,095 OBO. 455-6837.

RULES OF THE ROAD

By Dave Leonard

So what are the laws governing bicycle riding on the roadways in Alaska? You have probably experienced that conversation along the lines of, "It's legal for a bicycle to [insert riding activity]." This will be followed by, "But that's only legal if you [insert limitation]." I got a little tired of guessing what the laws are, so I decided to look them up. Here is what I found.

In Alaska, the commissioner of the Department of Public Safety (i.e., the State Troopers) has the authority to adopt regulations for virtually all aspects of travel on the state's roadways (AS 28.05.011). The regulations, commonly known as the "rules of the road," are found in Title 13, Chapter 2 of the Alaska Administrative Code.

You either did or will study the rules of the road to obtain your driver's license. They include the usual things like come to a full stop at a red light (13AAC 02.010) or when entering an uncontrolled intersection, the driver on the left shall yield to the driver approaching on the right (13 AAC 02.120).

These rules of the road apply to bicyclists by one special regulation titled "Applicability Of Regulations To Bicycles." (13 AAC 02.385) The magic language is, "Every person operating a bicycle upon a roadway has all the rights and is subject to all of the duties applicable to the driver of any other vehicle as set out in this chapter, in addition to special regulations..., except as to those provisions of this chapter which by their nature have no application." So there you have it. While you are riding your bike, assume you are a car. You have to stop at red lights, yield to emergency vehicles, obey speed limits, stay in the correct lane of travel, and so on. One of your best starts in learning how you must ride your bike on the roads is to get a driver's license learners manual and read it.

However, 13 AAC 02.385 does say that bicyclists have some of their own special rules that don't apply to cars. I'll set out some of them for you.

You can't carry a passenger on your bike unless you have a passenger seat or it's a child in a backpack; you can't be towed by another vehicle; you have to keep at least one hand on the bars; however, none of this applies if you are on a road closed to motorized traffic. (13 AAC 02.385)

Here's a really important one and I'll set it out verbatim. "A person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, and shall give way to the right as far as practicable to a motor vehicle proceeding in the same direction when the driver of the motor vehicle gives audible signal." (13 AAC 02.400(a)) Notice that the regulation says "practicable" and not "safe." Roads are for practical uses (travel) and car drivers must respect your right to make practical use of them.

Here's another really important one. "Persons riding bicycles on a roadway may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding bicycles two abreast may not impede

traffic and, in a laned roadway, shall ride within the farthest right lane." (13 AAC 02.400(b)). Notice here that you are limited to "two abreast" on the road. So next time on that group ride, make sure there aren't three of you shoulder to shoulder on the Goldstream Valley Road when the State Trooper drives by.

This is the last one I'll give to you verbatim. "When a shoulder of the highway is maintained in good condition, an operator of a bicycle shall use the shoulder of the roadway. (13 AAC 02.400(c)) What is a "highway?" According to state statutes, a highway is every street in Alaska that is publicly maintained and open to the public. How about "good condition," what does that mean? There is no statutory or regulatory definition; you'll have to use your best judgment as to when a shoulder is in good enough condition for those aero-rims and Ritchie slicks.

If you're on a trail or sidewalk, you have to yield the right of way to pedestrians and before you overtake them, you are supposed to give an audible signal. (13 AAC 02.400(f).

The required hand signals for turns are left hand and arm extended horizontally for left turns and left hand and arm extended upward for right turns. (13 AAC 02.215) Also, if you are going to make a stop or sudden decrease in speed, the signal is left hand and arm extended downward. (13 AAC 02.215)

There are certain ways, paths, or areas called "vehicular way or area." These are areas that by custom of usage or by designation are only for pedestrians, bicycles or other vehicles. A bicyclist may not use these areas if prohibited.

(13 AAC 02.482(b)) Think of Creamers fields. Some of the trails there have signs for "pedestrians only." You can't ride there. On the other hand, the path off Geist Road has (or had) signs that say "no motorized traffic." You can ride there. The catch is, when the path comes up to a roadway, driveway, or other way authorized for motor vehicles, bicyclists must yield to the motor vehicle even if there is no traffic control sign.

(13 AAC 02.482(b)) That means you can't go blasting across Chena Small Tracks Road on the Chena Pump Toad bike path just because there is no yield or stop sign on the bike path. You have to yield, which is to slow down or stop and give right of way to any "vehicle in the intersection or approaching on another roadway so closely as to constitute an immediate hazard." (13 AAC 02.130)

That's about it for the rules special to bicycles. There are some other interesting things like parking your bike. You can't chain it to fire hydrants, police and fire callboxes, electric traffic signal poles, publicly owned stanchions or poles located within bus zones or within 25 feet of an intersection, or to publicly owned trees under 10 inches in diameter. (13 AAC 02.420. Also, I did not look into the part of 13 AAC 02.385 that says bicyclist don't have to comply with certain rules of the road that "by their nature" have no application.

As a bicyclist you have the right to travel on the roadways, you just chose a bicycle rather than a Ford 250. You do have to follow the same rules as the Ford 250, and a few extra. On the other hand, Ford 250s can't ride two abreast.

**6th Annual Tour of the Mining Country
46 Mile Mountain Bike Race
Race Report & Results - Sunday, July 4, 1999**

Well, another Tour of the Mining Country Mountain Bike Race completed. I would like to thank the following businesses for contributing gift certificates and merchandise for this year's event:

The Turtle Club	- Greta Lindley
Dominos Pizza	- Dale Dosser
Wet Willy's	- Pat Whitley
Apocalypse Design	- Lynn, Dick, & Di
Fairbanks Athletic Club	- Rusty Joiner
Gulliver's Books	- Katrina Woolford
Food Factory	- Michelle
Touch of Sun	- Ashley Mensik

With the generous contributions from these organizations, all competitors were able to receive prizes for participating in this epic 46-mile mountain bike event.

In addition I wish to thank all the individuals who volunteered their time to help out and make this race a success:

Tom Clark for helping me coordinate, mark, and take down course markers; Sandy Clark, Liz Berry, Katrina Woolford, Carrie Jones, and Liam Wescott for manning the Gilmore Trail Aid Station; Joy and Hannibal Grubis for manning the Cleary Summit Aid Station; Kay Kindt and Ian for helping me with race registration, timing, and race finish; Randy Clavell and Tom Clark at **Mosquito Net** for allowing me to utilize their 4-wheeler to mark the course; Joann and Nicole at **Beaver Sports** for allowing me to utilize their covered awning for race registration and finish; Rick Schok and Bill Swift at **Flowline Alaska** for allowing me to utilize one of their vehicles for transporting the 4-wheeler to and from the race course; Bob Eley and the **Fairbanks Daily News Miner** for the great event coverage; and finally, to all the private land owners who gave permission to me to run this race over their property.

Thank you all again.

After four years of putting this event on I believe that if I direct this event again, I'm going to hire a team of pre-race coordinators to stage this event. In fact, as more than one event participant has said to me, perhaps this event should be the NORBA State Championship cross-country race. So be prepared for next year's NORBA championships.

In retrospect, the Tour of the Mining Country race has been an interesting event. Four people have actually toughed this event out for at least the last four years. George Carroll, David Leonard, Any Sterns, and Brian Wynne have all come back to torture themselves. 1999 turned out to be a year in which all four

of these guys rode their fastest times. Brian Wynne improved from his time in 1996 of 6:01:33 (Junior assisted), to this year's time of 4:17:06. David Leonard is really showing his Triathlon training this year by shaving more than 41 minutes off of his time in 1996 - 3:44:13 in 1999 vs. 4:25:53 in 1996. George and Andy just keep coming back for more. I suspect that both of them made the two previous Mining Country races in 1994 and 1995 as well. The fastest course time is still held by Dave Kelly, who blistered the course in 3:20:12 back in 1997.

Although the racer field size for the Tour of the Mining Country race is fairly small, participants are actually receiving the best value for their entry fee. This year's race had 16 participants who paid a total of \$90 in entry fees, including one-day license fees and season passes. After paying USA Cycling the \$77 in fees owed them for the race, and after paying \$136.04 for race expenses including aid station and start/finish refreshments; course marking stakes, arrows, and pin flags; and event copy fees; a final balance of minus \$123.04 results. If the value of the sponsor prizes are included (approximately \$370.00), then each participant who is paying the \$5.00 entry fee (\$10.00 for those who were required to obtain a 1 Day license) is receiving a benefit of \$493.04 divided by 16 racers, or \$30.81. In other words, "A Good Deal". In addition, as identified previously, the event had a volunteer staff of eleven individuals that helped put on the race. So if you missed this year's race, or if you were planning on doing the race but "just" found you needed to do something else, too bad, because this event was great.

The results for this year's race are:

Junior Sport

1st Brian Henry 4:37:51

Senior Sport Men

1st Andy Sterns 4:00:02

Master Beginner Women

Jana Dandova DNF

Senior Expert Women

1st Gail Koepf 4:19:34

Master Beginner Men

1st Bob Perkins 5:27:32 1st

Veteran Expert Men

George Carroll 4:05:23

Veteran Beginner Men

1st Tom Clark 4:41:15 1st
2nd Eric Ensign 4:48:59 2nd

Senior Expert Men

Jonn Stroebele 3:29:48
Dave Delcourt 3:36:42
Mark Knowles DNF

Senior Beginner Men

Travis Lewis DNF

Master Sport Men

1st David Leonard 3:44:13
2nd John Wing Jr. 4:07:02

Veteran Sport Men

1st Brian Wynne 4:17:06
2nd Malcolm McEwen 4:30:08

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Inside This Issue

CHENA HOT SPRINGS CLASSIC

RULES OF THE ROAD

RACE RESULTS