



The Spokane Bicycle Club

Spoke-N-Word

January-February 2020

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Past President	Bjolson54ATgmail.com	<p align="center">Board Meetings</p> <p>First Tuesday of every even numbered month REI: 1125 N. Monroe St. Spokane, WA 509-328-9900</p> <p align="center">General Meetings</p> <p>6:30 PM (Unless otherwise noted) 2nd Monday of every month (except June, July, August)</p> <p>Mountain Gear Headquarters 621 E. Mansfield, Spokane, WA Click Here for map</p>	
Position 1	Susan Strong 990-8877 sublstrongAToutlook.com		
Position 2	Scott Schell 954-6788 cshellwsATcomcast.net		
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Thursday AM	Amina Giles 467-1980 ridinusa2002ATyahoo.com		
Friday Women's Rides	Eileen Hyatt 475-9328 embicycleATAol.com		
Saturday Steady To Brisk	Sally Phillips 448-6271 phillips1948ATcomcast.net		
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Presidents Letter

Hello and Winter Greetings to All,



By way of introduction, I am Jim O'Hare, the current President of the Spokane Bike Club.

I know several members by virtue of Club rides, tours and activities and have had the pleasure of meeting more members at SBC's General meetings and through my wanderings in the community. I have enjoyed the encounters and look forward to meeting more of the Members as the year proceeds.

2020 looks to be an exciting year for SBC. We have a Tour Committee that is already deep into the planning for three tours. At this time there is an initial schedule for a tour in Montana for June, a tour in Canada in August and a repeat tour in Colville in September. The exact dates for these tours will be detailed in future Newsletters.

The Tour Committee is seeking a member(s) who is/are interested in leading the Colville Tour. More information on the benefits of being a Tour leader will be in a future Newsletter.

In addition to these tours TJ and Mary Badger are offering to lead a Spring weekend ride in Sunnyside in March; see their write-up in this Newsletter under [Saturday Steady \(12-14\) Ride Schedule](#).

We are also lining up some interesting speakers for our General Meeting. Thus far in January we have confirmation from an individual who completed the Continental Divide Race and will share his story. We also have an expert in fitness and stability to provide information on how to stay fit and nimble during the winter months.

For the month of February, I have reached out to Hank and Kathy Greer requesting that they repeat their presentation on their ride across and through the USA in 2018.

Also, in February Club members Sally Phillips and Olga Lucia Herrera-Orton will be presenting information on the Washington Walk, Bike and Roll Summit, sponsored by Cascade Bike Club and being held in Spokane

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at the Convention Center on April 26th and 27th. Olga Lucia and Sally are on the planning committee and will be providing information and asking for volunteers.

So, stay safe if you are out there riding and stay healthy so you can continue to ride whenever the spirit moves you.

Jim O’Hare

HELP WANTED

The Spokane Bike Club (SBC) is currently needs to fill the position of Vice President. This position serves on the Board for three years; the first year as Vice President, the second year as President and the third year as Past President.

Per the By-Laws of the SBC Section 8. The Vice President: The Vice President shall, in the absence of the President, perform the duties and exercise the powers of the President and shall perform such other duties as the Board shall from time to time prescribe.

In addition to the above stated duties, the Vice President will have the opportunity, working closely with the current President, to guide the activities and goals of the SBC. She or he will interact with many more of the Club members and help promote the bicycling agenda of the Club. This is a position that offers many opportunities to bring excitement and direction to the SBC.

Please contact Susan Strong (sublstong@hotmail.com) to apply for this position or recruiting another member who you believe would be a good candidate.

SBC Old Flames to ride SeaTriKan

Last year SBC's Ridge Riders joined up with World Relief to ride across the state for refugees. It was an amazing experience and education. We were able to bring a half million dollars of aid to Washington state's new refugee families thanks to many of you!! We are once again joining forces in this fundraising and awareness effort because as Ed Lee says "the fire's still burning".

<https://fundraise.worldreliefseattle.org/team/271021>

HOW? We each commit to raising \$2,000 (above our ride cost) which is triple matched by a government grant. Our team goal is \$8,000.

WHY? The dollars, along with many volunteer hours, provide help such as housing, transportation, connection to medical care and other services, language skills, job skills and resume help, and employment search. Each of the three offices in Washington also have their own special programs like Spokane's welcome center and Kent's community garden and welcome van outside the detainment center.

We hope you will join us in this venture to welcome new refugees in our community. You may give directly to our fund raising page online or send a check to Spokane World Relief, Attn Sarah Smith, 1522 N Washington, Suite 204, Spokane, WA 99201 with a note that it's for our SBC Old Flames team or for an individual cyclist within our group.

We ride this June but our fundraising ends in May.

Ed & Sigrid Lee and Jamie & Paula Sutherlin thank you from the bottom of our hearts for your support!!



What Will It Take to Finish This Bike Trail Across the U.S.?

By Andrew Small – MAY 10, 2019

The Rails-to-Trails Conservancy has announced a planned route for a coast-to-coast bike and walking path from Washington, D.C. to Washington State.

If you're an avid American cyclist, odds are you've harbored this dream: a sea-to-shining-sea cross-country bike trek, the sort of epic journey Jerry Cowden took from Arlington, Virginia, all the way to Astoria, Oregon, when he retired from his job at the FCC in 2009.

"I went out my back door, got on my bike, and didn't stop until I got to the Pacific Ocean, 106 days later," he says.

Cowden's path west traced the [TransAmerica Trail](#), a set of cross-country routes on backroads originally mapped for the 1976 Bikecentennial ride, and the [Katy Trail](#), a recreational rail-trail in Missouri. That helped him minimize his encounters with motor vehicle traffic. But he says he did have to deal with a few sections of roadway he had to share with motorists. "They tried as much as possible to route you on roads that are low stress and low traffic, but sometimes, it's unavoidable."

If you're in a car, you've been able to motor across the United States since 1913. (Thanks, [Lincoln Highway](#).) But on a bike, it's been more of a challenge—there's no single unified route made for cycles that spans the continent. That may soon change: On Wednesday, the Rails-to-Trails Conservancy gave the grand reveal for an entirely car-free way to get across the country—the [Great American Rail-Trail](#)—that would connect Washington, D.C., to Seattle. The path runs through 12 states: Maryland, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Montana, Idaho, and Washington.



The launch event kicked off at Capitol Hill in D.C., near where the Capital Crescent Trail begins the cross-country route, as part of a live-streamed broadcast of events at stops along the way, including Columbus, Ohio; Three Forks, Montana; and South Cle Elum, Washington.

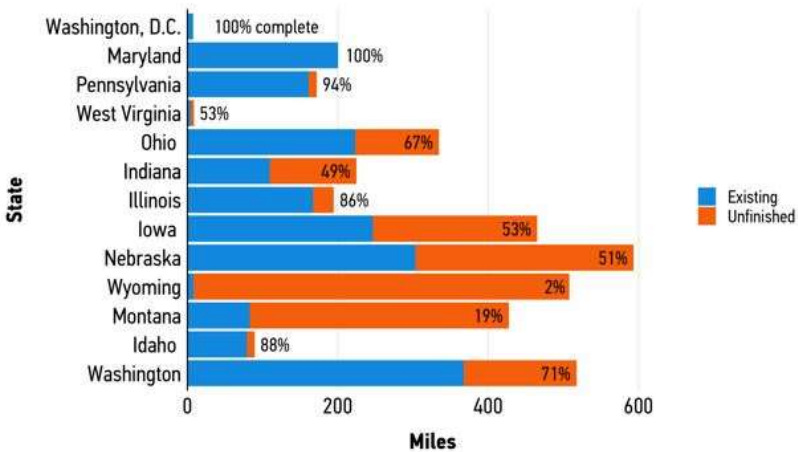
Currently, a Pacific-bound cyclist's journey goes something like this: You hop on the C&O Canal Towpath and Great Allegheny Passage to escape the D.C. bubble and enjoy 309 miles of car-free pedaling through Western Maryland, all the way to Pittsburgh, Pennsylvania. Then, if you follow the route suggested by a navigation app like Google Maps, you would have to cross PA Route 51 (not advisable) to reach the safety of the Montour Trail and the Panhandle Trail*. After that, there's another four-mile gap at Weirton, West Virginia. And once you reach Ohio, a third of the bike-only route remains incomplete.

On it goes like that, for 3,744 miles. Only 1,962 miles of that can be negotiated on existing bike-only trails; the remaining 1,782 miles must be negotiated in mixed traffic.

After a 12-month assessment of route options using 34,000 miles of existing bike trails nationwide, RTC has identified the remaining 90 trail gaps to be filled. (The complete GIS route for the trail is available on their website.) Connecting these trails could put an estimated 50 million Americans within 50 miles of the route.

That will take a while: With the help of state and local planners as well as potential federal assistance, the group estimates that incremental completion could come within a couple decades. As the graphic below shows, some big Western states have a lot of work to do. But now there's a map for them to follow.

Progress of the 'Great American Rail-Trail'



Source: Rails-to-Trails Conservancy (David H. Montgomery / CityLab)



The vision for a complete cross-country route was one of the founding dreams for the Rails-to-Trails Conservancy, an organization hatched in 1986 to help convert former rail corridors into public trails for bikers, strollers, and other active transportation types. Founders David Burwell and Peter Harnik were railroad history buffs, and a coast-to-coast backbone was always part their vision. Not coincidentally, this week marks the 150th anniversary of the completion of the Transcontinental Railroad in 1869.

One big incentive to fund the trail for state and local leaders along the route: economic development potential from tourism. A study conducted by RTC in 2014 found that visitors to Pennsylvania's Three Rivers Heritage Trail generated an estimated \$8.3 million for nearby towns each year.

Since the rail-trail idea has taken hold over the past 30 years, it's become easier to persuade local leaders that investments in trail-making pay off, says Kevin Mills, vice president of the Rail-to-Trail Conservancy. "You've got examples like Cumberland, Maryland, where the decline of coal mining really hurt. The trail was its chance for resurgence."

The vision of a complete coast-to-coast trail, Mills says, also summons a bit more of a sense of possibility for local and state governments that might otherwise not see much of a point to finishing a solitary stretch of unconnected trail. "There's the political will of people wanting it, but I also think there's a step beyond that, which is believing that they really can do it," Mills says.

Cowden, a donating member of the Rail-to-Trail Conservancy, says his cross-country adventure would have been a lot easier if he'd had this projected route. In Wyoming, where there's the most amount of work to be done on the preferred route of the rail-trail, his only option was riding on the shoulder of the interstate highway. The Wyoming stretch of the preferred path would have the added bonus of making its way to Yellowstone National Park. "Obviously, it'd be far nicer to be on a rail-trail, not having to worry about being hit by a semi," says Cowden.

A planned trail could also attract amenities used by bikers to less-populous areas. During his trip, Cowden had to rely on online resources to navigate finding food or place to stay. "When I was on a trail in Missouri, I talked to a woman who ran a bed-and-breakfast, and I asked her how much of her business came from the trail. She said about 90 percent, so it can definitely be an economic benefit to the communities it passes through."

The Rails-to-Trails Conservancy hopes the project won't just be a draw for gung-ho cyclists like Cowden. Rail-to-trail conversions have another benefit that may not immediately come to mind: What once made these rights-of-way work for locomotives makes them exceptionally generous places for human-powered vehicles. "Trains don't like to go up steep hills," says Mills. "All the engineering of railroads was about how you keep a gentle grade. That becomes really important and valuable when you think about building a trail that works for all ages and abilities."

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That was also the message that Juliette Rizzo, a disability rights advocate and former Miss Wheelchair America, brought to the Capitol Hill kickoff event. She told a heartfelt story about getting stuck reaching the summit of Cadillac Mountain in Maine. After making her way on some rocky paths and seeing a sunset, she didn't realize how there would be no real path to get back when it got dark.

“While we understand that not all terrains are accessible, and may not be able to be made accessible, I am excited about the fact that [the Rails-to-Trails Conservancy] has made the commitment to increase the number of trails that are,” Rizzo told the crowd of rail-trail fans. “A trail is a wonderful way to mitigate the stressors of living with a disability. It can actively support inclusion, not isolation.”

PICK UP RIDES

Club members who wish to lead a “pick up ride” should contact Cyrus McLean via email at cyrusmcl@yahoo.com Provide him with the date of the proposed ride and a ride description to include the following:

[start time] [meet place, with address or cross streets] [pace in mph on the level] [distance] [terrain] [route description] [water/snack/eat info if applicable] [map and cue sheet, if applicable] [weather cancellation, if applicable] [leader name and contact cell phone number] [directions to ride start if needed]

Don't forget you need to have riders sign the release statement. You can print statement off the website: Click on Rides Program/Rides Signup Sheet-for Printing

If you are not on the “pick up” list and wish to be added, email Cyrus with your name and email address. You will then be alerted when “pick up rides” are announced.

MONDAY MORNING Paved Trail Recurring Rides

No rides scheduled for January & February

MONDAY TRADITIONAL RECURRING Ride Schedule

No rides scheduled for January & February

SCENIC TUESDAY Ride Schedule

No rides scheduled for January & February

TEAM TUESDAY Ride Schedule

No rides scheduled for January & February

THURSDAY MORNING Ride Schedule

No rides scheduled for January & February

WOMEN'S FRIDAY Ride Schedule

No rides scheduled for January & February

SATURDAY STEADY (12-14 MPH) Ride Schedule

March 14-15. Sunnyside Cycling: Saturday and Sunday. Note: (Saturday only option: drive home after Saturday ride).

Start: (see below under Meet). Meet: 8:00 am at a local restaurant, t.b.d. for coffee or breakfast. At that time each rider will sign the S.B.C. liability release and receive Sunnyside maps and other info. Pace: Out and back, choose your own pace. Distance: ~14 miles per day (option to do more). Terrain: Flat to rolling. Regroup: Often, but optional. Maps: Sunnyside and Prosser. Route: Lower Yakima Valley Pathway, which is a paved path mostly separated from the highway between Sunnyside and Prosser. (longer, more difficult loops are also available for fit riders if desired). Eat: restaurants t.b.d. Note that there is a brew pub in Sunnyside, many good Mexican restaurants, other choices as well. Leaders: Mary & T.J. Badger, 467-8099 or badgermaryA@Hotmail.com.

In addition: Leaders will provide maps, general info, and free wine tasting coupons at the Saturday meet-up. Leaders will try to assist riders for carpooling and sharing rooms. Riders must make their own lodging reservations and provide transportation. Contact us for list of options. Sunnyside has an elevation of 770 feet above sea level compared to Spokane which is about 2000 feet. Lower elevations mean warmer temperatures and spring in Sunnyside should be 2 weeks ahead of Spokane. The bike rides we are leading will be Saturday afternoon and Sunday mid-day. In the event of inclement weather, there are breweries, wineries, and museums close by. Deadline: riders must contact leaders by Monday, March 9.

There is no fee. This trip is free other than your own expenses.

SATURDAY STEADY TO BRISK Ride Schedule

Note: Saturday Rides and Winter Weather

We're tough, but not altogether fond of hours of discomfort. If the roads are snowy, call the leader to confirm that the ride is happening

January 4 Idaho Centennial Trail in Winter Start: 10:00 am Meet: Yoke's at Sprague and McDonald. Carpool to Bull Run Trailhead at Rose Lake. Pace: 10-12 mph Distance: 38 miles Terrain: flat Description: Coeur d' Alene River Delta in Winter on the Idaho Centennial Trail. Rose Lake to Harrison. Will ride in up to one inch of snow. Or we'll go skiing. Leader: Charlie Greenwood 624-8617

January 11 Ben Burr, Iron Bridge, CT etc. Start: 10:00 am Meet: The Shop, 924 S. Perry Pace: 14 mph Distance: @17 miles Terrain: mostly flat Description: Ride Ben Burr Trail, connecting with Iron Bridge via newly paved street, CT thru town to Military Cemetery, then back via University Bridge, Sherman, Arthur. Eat: bring snacks, a warm-up stop probable Leader: Sally Phillips, 448-6271

January 18 Bike and Hike in Dishman Hills area Start: 10:00 am Meet: Starbucks on 57th Pace: 12+ mph Distance: 11 miles Terrain: hilly Description: Short bike ride to Dishman Hills' Thierman Rd trailhead. Potential 5 mile out-and-back hike, with distance dependent on weather. Trail is hilly – trekking poles suggested, maybe traction devices or snowshoes depending on weather. Bring a lock for your bike, as we will lock up at the trailhead entrance. Eat: bring pocket snacks. Leader: Sally Phillips 448-6271

January 25 See snowshoe/ski listing below. If weather is balmy, a bike ride might happen rather than a snow listing. Call leader if in doubt.

February 1 Five Mile, Little Spokane Start: 10:00 am Meet: Sandifur Bridge parking lot at Clarke and Riverside. Pace: 10-12 mph Distance: 33.8 miles Terrain: Hilly, 2389 ft of climb. Description: Five Mile, Little Spokane, Kalispel Golf Club, and back over Five Mile in a different direction. Route details at: <https://www.strava.com/routes/22284454> Eat: 1898 Public House at the Kalispel Golf Club. Leader: Charlie Greenwood 624-8617/570-4607 cogpv@hotmail.com and on Facebook.

February 8 See snowshoe/ski listing below. If weather is balmy, a bike ride might happen rather than a snow listing. Call leader if in doubt.

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February 15 Dirt Roads near Spangle Start: 10:00 am Meet: Harvester in Spangle. Pace: 10 mph. Distance: until tired and hungry. Terrain: rolling hills. Description: Explore dirt roads Northwest of Spangle. Eat: Harvester. Leader: Charlie Greenwood 624-8617

February 22 East Central, Valley Start: 10:00 am Meet : Fred Meyer, 400 S. Thor; Please park in NORTH area, nearest 3RD AVE., away from storefront. Signup inside, SE corner coffee shop. Pace: 12-14 mph, possibly slower if weather dictates my Mtn bike. Terrain: mostly flat to rolling, BUT a couple steeper ascents of 4-6 blocks. Mileage: 30 ish Description: Neighborhood byways, East Central, lower South Hill, Dishman and Valleyway Leader: Bob Bowley, 534-5501

February 29 Elder Road Rollers Start: 10:00 am Meet: Great Harvest Bakery, 29th & SE Blvd. Pace: 10-12 mph. Distance: 25 miles Terrain: a dozen short, steep hills on unpaved dirt and gravel. Regroup at turns. Description: Palouse Hwy and Elder Road rollers. Eat: Chili and homemade cinnamon rolls at Sally's house after the ride. Leader: Sally Phillips 448-6271

March 7 Cheney Ride Start: 10:00 am Meet: Caffe Capri in Brownes Addition, 2001 W. Pacific. Pace: 12-14 mph Mileage: 30 miles Terrain: gradual climb onto West Plain, then mostly flat. Regroup at turns. Description: Ride to Cheney, either on Fish Lake Trail or Spokane-Fish Lake Rd, depending on road conditions. Eat: bring pocket snacks. Probably a lunch stop as well. Leader: Sally Phillips, 448-6271

Non-SBC Activities:

*These activities are being organized by bike club members, but are NOT being sponsored by the Spokane Bicycle Club. The activities are NOT covered by the Club's liability insurance. **Participate at your own risk.***

January 25 Snowshoe/ski trip Start: 10:00 am Meet: Rocket Bakery in Millwood. Description: If it's snowy, the planned bike ride will morph into a snowshoe trip. We will carpool for snowshoeing on Mt. Spokane. Eat: Bring snacks & water. Leader: Sheila and Frank Ping, 924-1814. Call leader to confirm activity depending on snow/weather conditions. Really mild weather might change activity to a short bike ride or hike.

February 8 Snowshoe/ski trip Start: 10:00 am Meet: Rocket Bakery in Millwood. Description: If it's snowy, the planned bike ride will morph into a snowshoe trip. We will carpool for snowshoeing on Mt. Spokane. Eat: Bring snacks & water. Leader: Sheila and Frank Ping, 924-1814. Call leader to confirm activity depending on snow/weather conditions. Really mild weather might change activity to a short bike ride or hike.

Government Affairs

Bicycle Advisory Board

Starting in 2020, the BAB has new officers. Grant Shipley will be chairperson; Jessica Engelman (the dynamic speaker who presented info on greenways at our October meeting) will be vice-chair.

Spokane qualified again as a League of American Bicyclist Bike Friendly community, at the bronze level. Highlights: we got an 'excellent rating' for our Bike Month and Bike to Work efforts; share of transportation budget spent on bicycling – 20%. Full details at: <https://bit.ly/2u4Wq xv>

Liberty Lake was also recognized at the same bronze level. Note: Liberty Lake has bike lanes on all arterial streets. Details at: <https://bit.ly/2SB1zaA>

Lime E bikes and scooters will be back in town by March 15th.

Post Street Bridge reconstruction will happen in 2021.

Spokane's first greenway is on Cincinnati, from Spokane Falls Blvd to Euclid. BAB members expressed concern about how to share the road safely with buses, which also use Cincinnati the street as part of the Central City Line. Interest was expressed in a protected bike lane on the street. There was a proposal to move the bike lane to the middle of street before the intersection with Mission, to clue cyclists NOT to move to the curb and to the right of buses which turn right at Mission. Great to have close scrutiny of greenway plans.

The BAB has a liaison to Transportation Advisory Board, which distributes funds for non-arterial road repair. Due to passage of I-976, there will be 50-60% fewer funds to work with.

The BAB passed a motion asking the City street dept. to make snow plowing a priority on bike routes.

Colin Quinn-Hurst, the City's bike coordinator, has been following Spokane's bikeability score with the *People for Bikes* organization, also providing data to the organization. Some sample results:



- <https://cityratings.peopleforbikes.org/compare/?c=1361> Tough graders – no city in the US got a top score of 4 or 5. The site explains where all this data comes from – see the link '*Learn how scores are calculated*'. For example, the 'Network' rating comes from data provided by the Census' American Community Survey and OpenStreetMap. Another view of the data with explanation of the scores: <https://cityratings.peopleforbikes.org/wp-content/uploads/2018/04/spokaneWA-2.pdf>

Individual network scores are based on how effectively cyclists can connect to shopping, parks, medical services, transit hubs. In that single category, Spokane's bike network rating was 22. Seattle's was 42. Highest in the US was Provincetown, MA at 81.

Another network view, **with map** and a rating of how hard it is to get to certain types of facilities: <https://bit.ly/39nUGPX/> (Scroll down and click on 'Find Your Place'). This pulls up a map with individual ratings for access to different locations. It shows that Spokane has the most strength in connecting cyclists with parks, schools, grocery stores, and is weakest in connecting cyclists to medical facilities and community colleges.

Here's an online map of community discussion around *possible* North Hill greenway routes, ideas collected at northside neighborhood council meetings.: <https://bit.ly/2sz3FNs> North-south routes: Elm-Nettleton,

Cedar-Courtland, Atlantic. I'm fairly ignorant of northside routes, so am grateful for the suggestions and will try them out when spring weather comes along.

WABikes is a state bicycle advocacy organization that Spokane Bicycle Club donates to.

WABikes' top ten achievements for 2019:

<http://wabikes.org/2019/12/19/top-2019-wins-bikes/> Among items in the list:

- League of American Bicyclists has declared Washington #1 state in the nation for biking
- Beverly Bridge across the Columbia receives funds for renovation (to be used by Palouse to Cascades Trail)
- Seattle speed limits will lower to 25 mph – a key safety issue
- A safe-passing law for vulnerable road-users has been modified to be clearer:

Two or more lanes of traffic: Give a lane. If there are two lanes of traffic traveling the same direction, a person must move completely into the lane to the left to pass the vulnerable user

Single lane of traffic: When there is sufficient room to the left of the vulnerable user reduce speed, pass at a safe distance, where practicable, of at least three feet. When there is insufficient room to the left of the vulnerable user in the lane for traffic moving in the direction of travel, before passing, move into the lane for traffic moving in the opposite direction when it is safe to do so.

WABike goals for the 2020 legislative session:

- protect programs that enhance safety – safe routes to school, school bike safety programs;
- make safety stop (where bikes can yield at stop signs) legal;
- make *health* explicitly a WSDOT transportation goal

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SAVE THE DATE: [Washington Bike, Walk, and Roll Summit!](#)

| April 26-27, 2020 | Spokane, WA

There will be 24 presenters, including some Spokane-area experts, and a nationally recognized keynote speaker.

Registration is open:

<https://www.cascade.org/summit>

There's a generous scholarship program, and local activists are

most-welcome to apply.

Spokane in Motion, a City of Spokane project to encourage cycling, constructed its first temporary lane modification in October. For a week, a section of Spokane Falls Blvd adjacent to Sherman St, had a painted bike lane, with protection provided by double lines and cones that separated the bike lane from car traffic. In a survey, 82% of users say they would feel safe if they had such a network of protected bike lanes. A goal of Spokane in Motion is to develop a process for neighborhoods test a proposed road modification by temporarily reconfiguring streets. **Next up** will be a temporary popup on the west end of Spokane Falls Blvd with signage identifying the connecting downtown bike network.

May Bike Everywhere planning is about to start. Would you like to help the Club develop activities that encourage cycling in the month of May? If so, let me know – Sally Phillips, phillips1948@comcast.net, 448-6271.

Bits:

\$32 million spent on bike and ped infrastructure in 2017 and 2018, according to the City's 2019 environmental report card.

Feb 6th, 7 PM – Magic Lantern Theater. WheelSport is hosting a movie night, to benefit trail-building by Evergreen East. *Bikes of Wrath* is a story of bike trip from Oklahoma to California, using the same route and minuscule budget used by characters from 'Grapes of Wrath'.

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<https://www.spokat.org/> - group that is working for better biking amenities in Spokane. The link let's you sign up to join their google group, with notices of monthly meetings and other events. Jessica Engelman, BAB vice-chair, is a founder of the group.

Facebook Gasup group – public group, started by Hank Greer, and used by many for newsy and whimsical postings by cycling locals.

Grand Blvd transportation zone (from 29th-34th) is being evaluated for improvement. Project Site: <https://my.spokanecity.org/projects/grand-boulevard-transportation-and-zoning-analysis/> The City wants input from anyone using these streets, including cyclists. Take the survey at: <https://www.surveymonkey.com/r/9X6SFC6> Survey closes 1/19/20.

<https://bit.ly/37oEbRX> - Informational slides about greenways, shown at SBC meeting.

WSDOT Walk and Roll: WSDOT will complete its Active Transportation Plan in 2020. The focus – assisting walkers, bikers in using non-motorized transportation for part or all of a trip. If you would like to keep up with plan developments, go to: <https://bit.ly/3677JTH>

A cyclist's story of turning to an e-bike for shopping, and the hazards of doing so: <https://bit.ly/3689ksl>

– Sally Phillips



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Please consider giving your business
to the following SBC sponsors

~ PLATINUM ~



~GOLD~



~ SILVER ~



Your Adventure Starts Here
MOUNTAIN GEAR

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Spokane Bicycle Club Board Meeting

December 3, 2019

REI

Board Members Present: Jim O’Hare (President), Hershel Zellman (Secretary), Sally Phillips (Treasurer), Scott Schell, Susan Strong, and Russ Peters.

Board Member Absent: Bill Olsen (Immediate Past President).

Quorum Achieved: Yes

Call to Order: at 6:03 pm by President Bill Olsen

Minutes of the October 1 Board meeting were approved without additions or corrections.

Treasurer’s Report: Sally presented the Year-to-Date 2019 Cash Flow (Appendix A) and Account Balance (Appendix B) reports.

Notes:

- 1) Account balance of \$15,950 is \$2200 more than this time last year and may be attributable to decreased demand for hardcopy newsletters and less spending of sponsorship funds.
- 2) While registrations covered the cost of the facility and food, the Club spent an additional \$600 on last month’s Annual Banquet (wine/beer, awards, etc.). (3) Sally anticipates a small bump in the cost of our liability insurance. This will be paid February 1.

President’s Report:

A. Master Calendar: Jim would like to institute this, envisioning that all the rides, tours, meetings, and events would be on the calendar and available to view on our website. One Board member offered that Wild Apricot has a calendar feature.

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B. Club Banner: Another project Jim would like to get done is replacing our worn out banner.

C. Sponsorships: Jim will collaborate with Garry to create a letter early next year to attract more sponsorship money into our account.

D. Presentation Topics for General Meetings:

- 1) December: Educational topic will be preparing for winter cycling by North Division Cycles and Adventure topic will be sharing trails with horses by the Ponderosa Backcountry Horsemen.
- 2) January: Education topic will focus on maintaining/improving strength and balance by Kelly Kaiser of SNAP Fitness and Adventure topic will be about the Great Divide Race by Craig Schwyn.

Unfinished Business:

A. Tour Committee Report (Russ): The committee (Russ, Jim, Scott, Lori Smith, Garry) met last month and discussed 4 tours for 2020:

- (1) The Badgers' Yakima trails tour in March.
- (2) Scott would like one in the Missoula area, early summer.
- (3) Russ would like to do 5 days of out-and-back rides in B.C. mid-summer.
- (4) Redo of the Colville-based out-and-back rides in late September. The committee will be meeting again later this month and will firm up dates for these tours.

B. Encouraging Club Members to become Tour Leaders: Hershel presented a revision of the motion he offered in the October meeting minutes: *To encourage more members to become tour leaders, the Club will :*

- (1) *Reimburse a tour leader up to \$100/day for their food, lodging, and fuel expenses incurred on the tour, and*

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- (2) *Waive the tour participation fee for the tour leader. Among their responsibilities for the tour:*
- (3) *The leader must submit a budget to the Tour Committee for approval prior to the tour, and*
- (4) *The leader and Tour Committee must assure that all anticipated expenses will be covered by the tour participation fees.*

The motion was seconded and passed unanimously without further discussion. Russ will announce this new policy in the next Club newsletter.

- C. Donation to Club in Memory of Viv Owens (Sally): As noted in the minutes of our last meeting, \$140 was donated to the Club in memory of Club member, Viv Owens, by her friends. Club member, Sharon Piper, will lead a ride this spring to honor her sister's memory and the \$140 will be used to pay for mementoes for those who participate. Sally will write an article for the next newsletter.
- D. Approval of Policy for Use of Satellite Communication devices: During discussions about the use of these devices at our last meeting we decided, without a vote, to only keep the phones activated for 3 months out of the year (when they are most likely to be used) in order to save on fees. Garry has since added this policy to the information he provided on our website (see highlighted area in Appendix C) and Jim thought it prudent to adopt the policy by formal vote. It was M-S-P unanimously to adopt the policy.
- E. Recruiting for the Vice-President Position (Susan): Despite efforts by herself and others, no one approached so far has volunteered for this position. After several minutes of brainstorming a few more names were offered. Susan will make more phone calls and Jim offered to personally mentor anyone recruited.

New Business:

A. Bike Swap (Sally): The Swap will be on a Saturday in April and typically draws a lot of attention to the Club. It was M-S-P unanimously to pay the \$135 fee for a booth at the Swap and to participate in the drawing for prizes (we may offer free membership for a year and/or waived registration fees for one of our tours). Sally will complete the entry form and pay the fee. Volunteers to staff the booth will be addressed as the date draws closer.

B. Annual Banquet (Jim): We briefly discussed how to economize on the cost of the Banquet and the date of the Banquet. Consensus was that Mukagawa is still an attractive venue. But we decided to table further discussion to our February meeting.

C. Membership of Club: Jim notes that the current number of members is 249 (compared to 300 about 4 years ago) and the mean age is rising. Discussion ensued about how to attract younger riders (eg, with evening and/or Sunday rides), E-bike users, friends of current members, etc. Jim will write a newsletter article about this and solicit ride leaders for evenings and Sundays. Discussion will be continued at our next meeting.

D. Bike Summit (Sally): This year's Cascade Bicycle Club Bike Summit will take place Sunday & Monday, April 26-27, at the Spokane Convention Center. There was consensus that participation by our Club's leadership would be important/worth-while. It was M-S-P unanimously to cover the cost of a 2-day registration at the Summit (\$250) for one Board member of our president's choosing. It is understood that the Board member chosen would be expected to present information gleaned from the Summit to the Board and/or to the general membership. Other Club members will be encouraged to attend.

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D. Bike Everywhere Month (May 2020): Sally is recruiting members for a committee to plan events for the month. She already has 2 volunteers. This evening **Jim** and **Susan** also volunteered.

Adjournment: 7:50 pm.

Next Meeting: Tuesday, February 4, 2020, 6 pm, at REI.

Respectfully submitted,

Hershel Zellman, Secretary

NOTE: Names highlighted in **yellow** indicate that those people are responsible for an action item.

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APPENDIX A

Cash Flow - YDT

1/1/2019 through 12/3/2019

Category Description	1/1/2019- 12/3/2019
INFLOWS	
Banquet 2019	1,314.00
Donation	140.00
Jersey Sale	140.00
Member Dues	4,395.03
Newsletter Surcharge	120.00
Sponsorship Income	1,500.00
Tour Deposit	500.18
TOTAL INFLOWS	8,109.21
OUTFLOWS	
Bank Charge	2.68
banquet expense 2019	1,944.66
Bike Swap	135.00
Contributions	
Centennial Trail Adopt-A-Mile	500.00
TOTAL Contributions	500.00
Gift Expense	82.63
Insurance	1,476.25
Memberships	
Bicycle Alliance of Washington	102.00
League of American Bicyclists	100.00
TOTAL Memberships	202.00
Misc Exp.	20.00
Newsletter Exp.	
Other Newsletter Exp.	455.71
TOTAL Newsletter Exp.	455.71
Postage	11.00
Printing	25.00
Rent	
Post Office Box	87.00
TOTAL Rent	87.00
Tour Expense	351.66
Web Page Hosting	972.00
TOTAL OUTFLOWS	6,265.59
OVERALL TOTAL	1,843.62

APPENDIX B

Account Balances - As of 12/3/2019

Account	12/3/2019 Balance
Bank Accounts	
12 month CD	0.00
Bank of America Savings	0.00
BAW Contributions	0.00
Centennial Trail Contributions	0.00
Checking Bank of America	0.00
Sponsorship	4,918.23
STCU Checking	11,033.42
TOTAL Bank Accounts	15,951.65
OVERALL TOTAL	15,951.65

APPENDIX C

EMERGENCY COMMUNICATION DEVICES AND PERSONAL INSURANCE INFORMATION

EMERGENCY COMMUNICATION DEVICES

The Spokane Bicycle Club (SBC) has purchased four Garmin ‘inReach SE’ satellite communications devices for membership use during club sponsored tour rides. For general overview information and device specifications visit:

<https://buy.garmin.com/en-US/US/p/561286>

More specific information regarding the capabilities and operations of these devices may be found in the Owner’s Manual and Quick Reference Guide:

<https://support.garmin.com/en-US/?productID=584862&tab=manuals>

SBC’s primary intent for the use of these units is to provide a means of initiating emergency rescue services for off-road, remote, or hard to reach locations where cell phone or other types of communications may be unavailable or unreliable. While limited text-type communications (SMS) is possible between activated devices, it is limited and much slower than cell phone texting. Training by SBC personnel is required prior to the use of these devices – improper use may nullify their effectiveness or initiate unintended or unwarranted (and perhaps, very expensive) emergency procedures.

EMERGENCY SERVICES and PERSONAL INSURANCE COVERAGE

Emergency Services: Each device is provided with a guarded ‘SOS’ button capable of triggering a satellite distress signal. These devices are also capable of receiving a SOS distress signal confirmation and of maintaining a 2-way text conversation with a GEOS emergency monitoring center. This service is available on active devices 24/7 to assist with an emergency*. After activation of the SOS emergency signal, GEOS personnel will track your location and notify the most appropriate emergency response for your situation and location. This may be as simple as notifying a local ambulance, or as complex as

initiating flight rescue services. GEOS personnel stay in communication with you until your situation is resolved.

***Devices may be 'activated' or 'deactivated'. SBC's current policy is to activate their devices for a 3- month period during the summer (only); devices are deactivated for the off season to save operating costs.**

Personal Insurance Memberships: Because emergency services can be very expensive, GEOS offers various travel safety membership (insurance) plans for both Search and Rescue (SAR) and Medivac services. SBC members may purchase these personal coverages at their own expense:

<https://www.geostravelsafety.com/index.html>

NOTE: GEOS travel safety plans are tied to SBC's specific emergency communication devices; data specific to SBC's devices must be added to the member's account at the time of registration.

For more information, please contact SBC member Garry Kehr (509) 990-1474.

Spokane Bicycle Club

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Spoke-N-Word