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Rides Start in March



1 MONDAY TRADITIONAL RIDE – Starts Monday, March 15

Name of ride: **Audubon Park to Nine Mile/Long lake.**

2 SCENIC TUESDAY RIDE - Starts March 16

Name of ride: **Centennial Trail/Spokane Valley**

3.TUESDAY STEADY PACE RIDE - Starts March 16

Name of ride: **Fish Lake Trail**

4.THURSDAY RIDE - Starts March 18

Name of ride: **Wild Rose Prairie/Little Spokane Loop**

5.Women’s FRIDAY RIDE – Starts April 23

Name of ride: **Centennial Trail**

6.SATURDAY STEADY/MODERATE RIDE - Starts March 20

Name of ride: **Spokane Valley/Post Falls Loop**

Full Description/ Details Start on page 18

2020 Board of Officers	
President	Jim O'Hare (509-251-4474) johmhcATgmail.com
Vice President	Blair Strong(509-990-8877) rbsATramlowrudbach.com
Secretary	Hershel Zellman 509-536-7745 zellpeopleATcomcast.net
Treasurer	Sally Phillips 448-6271 phillips1948ATcomcast.net
Board of Directors	
Position1	Susan Strong(509-990-8877) kuwiwa197ATgmail.com
Position 2	Russ Peters (907-268-7453) rhp.oldpuppupATcomcast.net
Position 3	Dave Smith (509-954-9645) dsmith1259ATcomcast.net
Position 4	Sharlene Lundal sharlenelundalATgmail.com
Ride Coordinators	
Monday	Don Barden 206-450-3576 donald.bardenATgmail.com
Recurring	
	Jan Whaley 448-5645
Tuesday	whaleyj2618ATcomcast.net
Scenic	Sharon Morrison 710-5650 morrisonranch@ptera.net
Team	
Tuesday	
Thursday AM	Amina Giles 467-1980 ridinusa2002ATyahoo.com
Friday Women's	Eileen Hyatt 475-9328
Rides	embicycleATAol.com
Saturday Steady	Sally Phillips 448-6271
To Brisk	phillips1948ATcomcast.net
Saturday Steady	Sue Smith 844-4915
(12-14)	bikeATgmail.com
Pick Up Rides	Cyrus McLean 509-838-0649 cyrusmclATyahoo.com
STAFF	
Ride Coordinator	Susan Strong 990-8877 kuwiwa197atgmail.com
Newsletter Editor	Dave Noonan 220-6327 dnoonanjAToutlook.com
	David Whipple 922-2719 dpwhipATgmail.com

Staff	
Ride Coordinator	Susan Strong 990-8877 kuwiwa197ATgmail.com
Programs	
Member- ship	rfpeller@comcast.net
Web Master	Serge Bulan (214-669-7109) vigenmarkATgmail.com
"AT" replaces @ so that the emails cannot be scammed. To use, copy and paste then replace the "AT" with "@".	

Board Meetings

First Tuesday of every even month

Location: REI, 1125 N Monroe St, Spokane, WA 99201 (509) 328-9900 Zoom

General Meetings:

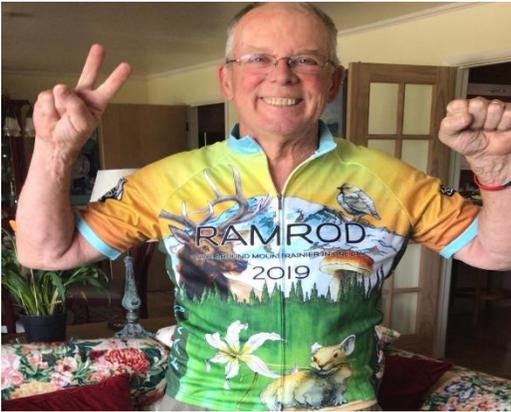
6:30 PM (unless otherwise noted), Second Monday of Every Month (except June, July and August)

Mountain Gear Headquarters
6021 E. Mansfield, Spokane, WA

TBD

Click [HERE](#) for map

Letter from the President



Greetings to All,

Warm weather is slowing showing itself, daylight saving time is around the corner and Spring is scheduled to return. Great news for all bicycle riders.

The Spokane Ride Committee has met several times and developed recommendations for how SBC sanctioned rides can be held beginning in March 2021.

The recommendations were accepted by the Board at its December meeting and were recently finetuned by a subgroup of the Committee:

February 22 - Recommendations to the SBC

Do not attend a ride if you are feeling ill or have any COVID-19 symptoms

- Group rides will begin March 15, 2021 with the number of riders limited in accordance with State and Region COVID-19 guidelines
- The club will start out by offering repeating fixed route rides Monday, Tuesday (2), Thursday, Friday, and Saturday (2). Fixed route rides will be geographically dispersed. The Women's Friday ride will begin in April. The Saturday Steady Leisurely ride will begin in May and be led by Sue Smith and her husband. An additional notice will be sent to SBC members before the start of these two rides.
- Rides will be posted on the SBC Website
- Maps and cue sheets will be available on each ride
- Ride groups will be limited to 6 people at this time. If more riders show up for a given ride, the ride will be divided into two or more groups. A volunteer will be asked to lead any additional group(s).
- Riders will be required to wear a face mask over the mouth and nose any time riders are not in motion. A rider may choose to always wear a mask to provide maximum protection.
- Riders will be asked to maintain a distance of 20 feet between riders (four bike lengths). Side-by-side riding is allowed when appropriate and safe to do so. If all riders choose to wear a mask, 20 feet distancing is not necessary while riding.
- Be mindful of allowing for 6 feet of distancing when stopped or off the bikes
- Mask and distancing expectations are required regardless of COVID-19 vaccine status
- Members will be required to sign the insurance waiver sheet; sanitized pens will be provided
- Riders should bring their own water/snacks since there will be no coffee shop or restaurant breaks during the ride (unless allowed per phase guidelines)
- Above guidelines subject to change

COVID-19 addendum to SBC Ride Leader Guide Card

- All riders are required to sign the insurance waiver sheet (current form available on the website)
- Offer map and cue sheet for route.

- If more than the allowed number of riders show for the ride, divide the riders into two or more groups. Ask a volunteer to lead any additional group(s).
- Review masking requirements: Riders will be required to wear a face mask over the mouth and nose any time riders are not in motion. A rider may choose to wear a mask at all times to provide maximum protection.
- Review distancing requirements: Riders will be asked to maintain a distance of 20 feet between riders (four bike lengths). Side-by-side riding is allowed when appropriate and safe to do so (wide path/road, minimal traffic). If all riders choose to wear a mask, 20 feet distancing is not necessary while riding.
- Mask and distancing expectations are required regardless of COVID-19 vaccine status
- Ride leaders will be provided with a kit that includes hand sanitizer, alcohol wipes, pens, and masks (mask provided only if someone does not have one)

The Ride Committee will continue to meet to develop a new system for announcing and sharing weekly rides. The new system looks promising and will require some of us to hone our computer skills.

TOURS

The SBC met in February and decided that tours will not be offered this Spring and Summer. Tours may be possible in late August and September dependent on COVID 19 and progress towards “normalcy”. Russ Peters, Board member, continues to monitor the situation. He has SBC members assisting with ideas and planning and is hopeful that 2022 will be the year for Tours to return to full swing.

LEGISLATIVE NEWS

As usual the Newsletter will include the legislative update and news from Sally Phillips and the Minutes from the December 2020 Board meeting.

GENERAL MEETINGS

In February Loreen McFaul, Executive Director of the Friends of the Centennial Trail spoke at our General Meeting. The event was recorded, and a link was sent to all members. You will need to access Drop Box to listen to Loreen’s presentation.

In March our speaker/presenter for the General Meeting will be Tabitha Kraack, Executive Director of the North Idaho Centennial Trail Foundation . The presentation will be on Zoom and a link will be sent to members beforehand.

Please plan to attend.

OTHER ITEMS

Here are some other items people may be interested in:

New link - Ride a bike in Couer d’Alene? Help inform their Bicycle Friendly Community Survey Spring 2021

- o [Survey Here](#)

Ray-Freya Alternatives Study

- o [Story Map and Survey Here](#)

WA Bikes 2021 Virtual Lobby Day

o Tuesday, March 16

[Register Here to Participate](#)

HOW DO WEAR A MASK ATTACHED TO YOUR HELMET

Finally, I would like to offer an idea for how to secure a mask to your helmet, the product of thinking outside the box by Lori Smith

I used 3M Command Decorating Clips and mounted two to my helmet. I think it is promising.



Jim

Spokane Bicycle Club Board Meeting

February 2, 2021

Zoom

Board Members Present: Jim O'Hare (President), Sally Phillips (Treasurer), Hershel Zellman (Secretary), Dave Smith, Blair Strong (Vice-President), Susan Strong, and Russ Peters.

Board Member Absent: Sharlene Lundal.

Quorum Achieved: Yes

Call to Order: 6:08 pm by President Jim O'Hare.

Minutes of the December 8 Board meeting were approved without additions or corrections.

Treasurer's Report:

Sally emailed the most current Cash Flow, Account Balance and One-Year Cash Flow reports prior to this meeting (see Appendix A, B, and C). Notes: Due to decreased expenses in 2020, our account balance is about what it was at this time last year, despite our membership being reduced by 48. Insurance expense is not in the One-Year Cash Flow report because it was paid 1/27/2020 and has yet to be paid this year.

Committee Reports:

A. Tour (Russ): Has not convened the committee yet, but individual members have been working with him on potential tours for this year. Four possibilities include Weiser River, Walla Walla, B.C. Rail-to-Trail, and Colville. With COVID still making social gatherings difficult, Russ is requesting our input about the feasibility of doing any tours this year. Consensus was to plan-out, short of implementing, 2 tours that could be scheduled for late August and September. Move forward as soon as Olympia relaxes social gathering restrictions.

B. Rides:

1. Restarting Group Rides (Jim): The committee met last month and is proposing expanded guidelines to restart group rides in March. They include five fixed-route rides per week for the first 2 months, then, hopefully a return to a more familiar schedule. The Board unanimously approved the committee's recommendations (see Appendix D) and will have them published in the next Club newsletter.
2. Adopting "Meet Up" (Susan and Jim): The committee is suggesting that we consider introducing Meet Up to inform our members about available rides and which would allow them to sign up in advance. It would replace our current method where Ride Coordinators publish a schedule of rides long before they are to occur. It's become very popular in the Cascade Bike Club, is an effective method to attract new members, and would cost the Club \$16.50 per month. A four-member subcommittee has been tasked with checking into the feasibility of implementing the system once we've returned to more normal ride offerings. The Board unanimously approved this plan.

Unfinished Business:

- A. Bike Swap (Sally): Scheduled for April 10, she is reluctant to commit to staffing a booth for the Club (given the pandemic) and so was everyone else on the Board. We paid a booth fee for the 2020 event which was cancelled. We agreed with Sally's plan to contact the organizers to see if the fee can be refunded or applied to the 2022 Swap.
- B. Annual Banquet (Jim): He asked for ideas about a speaker. None were offered at this time. Shooting for 1st weekend in November and hoping that gathering together will be possible.

New Business:

- A. Ride Waivers (Sally): These are typically signed by the participants just before the rides begin. Looking for an alternative that would reduce the risk of COVID exposure and wonders if the waiver we agree to every year when we renew our Club membership would suffice. "Maybe not," according to our insurance agent. Susan will call the Cascade Bike Club to see what they do. This is an issue we'd like to get resolved before rides (potentially) restart in March.
- B. Ride Leaders for Saturday Leisure Rides (Jim): TJ and Mary Badger are stepping down from their ride-leading responsibilities and Jim is putting out the call for another Club member to replace them. The Board didn't suggest any candidates at this time.
- C. Speakers for the General Membership Meetings (Jim): Loreen McFaul, Executive Director of the Friends of the Centennial Trail will be speaking at February's meeting, next week. Ideas for subsequent meetings include a representative from the Idaho Centennial Trail, a representative from the Trail of the Coeur d'Alenes, and a representative from the Conservation Futures Program.

Adjournment: 7:30 pm.

Respectfully submitted,

Hershel Zellman, secretary

Next Meeting: Tuesday, April 6, 6 pm, via Zoom

APPENDIX A

Cash Flow

12/1/2020 through 2/1/2021

2/1/2021

Category Description

12/1/2020-
2/1/2021

INFLOWS	
Member Dues	1,020.00
Newsletter Surcharge	25.00
TOTAL INFLOWS	1,055.00
OUTFLOWS	
Bank Charge	13.52
Misc Exp.	10.00
TOTAL OUTFLOWS	23.52
OVERALL TOTAL	1,031.48

APPENDIX B

Accounts As of 2/1/2021

As of 2/1/2021

2/1/2021

Page 1

Account	2/1/2021 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	5,815.98
	11,465.95
TOTAL Bank Accounts	17,281.93
OVERALL TOTAL	17,281.93

APPENDIX C

2/2/2021

Cash Flow
2/1/2020 through 2/2/2021

Page 1

Category Description	2/1/2020- 2/2/2021
INFLOWS	
Donation	60.00
Member Dues	3,575.50
Newsletter Surcharge	265.00
Refunds	149.14
Sponsorship Income	1,000.00
TOTAL INFLOWS	5,049.64
OUTFLOWS	
Bank Charge	70.71
Contributions	
Centennial Trail Adopt-A-Mile	500.00
TOTAL Contributions	500.00
Equipment	106.34
Memberships	
Bicycle Alliance of Washington	100.00
League of American Bicyclists	100.00
TOTAL Memberships	200.00
Misc Exp.	20.00
Newsletter Exp.	
Other Newsletter Exp.	113.91
TOTAL Newsletter Exp.	113.91
Rent	
Other Rent	106.00
TOTAL Rent	106.00
Tour Expense	118.25
Web Page Hosting	972.00
Zoom acct	163.24
TOTAL OUTFLOWS	2,370.45
OVERALL TOTAL	2,679.19

APPENDIX D

Jan 22 - Recommendations from the SBC Ride Committee

Bullet points for newsletter for rolling out group rides during COVID-19

- Group rides will begin March 2021 with the number of riders limited in accordance with State and Region COVID-19 guidelines
- The club will start out by offering five fixed routes (Monday, Tuesday, Thursday and two for Saturday (specifics to follow). Fixed rides will be geographically dispersed.
- Rides will be posted on the SBC Website
- Maps and cue sheets will be made available for each fixed route
- If more than the allowed number of riders show up for a given ride, the ride will be divided into two or more groups. A volunteer will be asked to lead any additional group(s).
- Riders will be required to wear a face mask over the mouth and nose any time riders are not in motion. A rider may choose to wear a mask at all times to provide maximum protection.
- Riders will be asked to maintain a distance of 20 feet between riders (four bike lengths). Side-by-side riding is allowed when appropriate and safe to do so. If all riders choose to wear a mask, 20 feet distancing is not necessary while riding.
- Be mindful of allowing for 6 feet of distancing when stopped or off the bikes
- Mask and distancing expectations are required regardless of COVID-19 vaccine status
- Members will not be required to sign the insurance waiver, as this is signed when joining or renewing membership in SBC
- Non-members will still be required to sign the insurance waiver sheet at the beginning of the ride
- Ride leaders will record attendance on the sign-up sheet in lieu of passing the form around to riders. Riders need to be prepared to provide their cell phone number and an emergency contact number.
- Riders should bring their own water/snacks since there will be no coffee shop or restaurant breaks during the ride (unless allowed per phase guidelines)
- Above guidelines subject to change

COVID-19 addendum to SBC Ride Leader Guide Card

- Ask if each rider is a member. Non-members are required to sign the insurance waiver.
- Record name, cell phone number, and emergency contact number for each member
- Offer map and cue sheet for route
- If more than the allowed number of riders show for the ride, divide the riders into two or more groups. Ask a volunteer to lead any additional group(s).

- Review masking requirements: Riders will be required to wear a face mask over the mouth and nose any time riders are not in motion. A rider may choose to wear a mask at all times to provide maximum protection.
- Review distancing requirements: Riders will be asked to maintain a distance of 20 feet between riders (four bike lengths). Side-by-side riding is allowed when appropriate and safe to do so (wide path/road, minimal traffic).
- Mask and distancing expectations are required regardless of COVID-19 vaccine status

Government Affairs

Government Affairs

A moment of gratitude. It's gotten *so much easier* in recent years to track bike projects that I am interested in. Part of that is a tiny silver lining from awful COVID. Government agencies, still with requirements to collect public information, have provided remote access to so many meetings. Also, our City Bicycle Liaison, Colin Quinn-Hurst (cquinnhurst@spokanecity.org), provides weekly updates to interested parties on which agency meetings have topics cyclists might have a stake in, also surveys pertinent to cycling needs, and websites on hot cycling topics. **If you would like to receive this weekly email on cycling activities**, just let Colin know and he will add you to the email list. Many citizen boards, including the Bicycle Advisory Board, have generous online documentation on what presenters are discussing. The BAB also can provide a recording of a BAB session.

The Washington State Legislature has been working on a **multi-year transportation package**. The House package, planned to cover 16 years directs more than \$500 million dollars to bike/ped projects, plus \$290 million for Safe Routes to School programs, 59 million to Complete Streets grants, and 2.2 billion for transit. This amounts to about \$80 million per biennium for bike/ped projects. Funding sources for the full transportation package include an indexed gas tax increase, and a carbon tax. Senate proposals are not as generous, but still historically large. The Saldana plan would include \$2 billion for multimodal transportation grants (over a 12 year period), including \$333 million per biennium for bike/ped/transit projects that are shovel-ready but haven't been able to receive funding due to the heavy highway bias of statewide transportation spending. Some of the focus on highway projects would be re-directed to multi-modal funding. Below is some info on

	House Democrats Plan	Hobbs "Forward Washington"	Saldaña Evergreen Plan
Timeframe	16 years	16 years	12 years
Revenue Raised	\$26 billion	\$18-19 billion	\$15.3 billion
Carbon tax	Yes and indexed	Maybe, not indexed	Yes, not clear if indexed
Cap and trade	No	Maybe	No
Gas tax increase	18 cents + indexed to inflation	6 cents	3 cents + indexed to inflation
Special bike sales tax	No	Yes	No
Tax on new housing	No	Yes	No

\$ for maintenance/preservation	\$4.6 billion	\$2.6 billion	\$1.9 billion
\$ for Columbia Crossing 2.0	\$1 billion	\$1.2 billion	\$450 million
\$ for other highways	\$5.7 billion	\$7.8 billion	\$1.4 billion
\$ for culverts	\$3.5 billion	\$3.5 billion	\$3.2 billion
\$ for Amtrak/rail	\$2 billion	\$213 million	
\$ for multimodal	\$4 billion	\$2 billion	\$2 billion
\$ for ferries	\$569 million	\$1.5 billion	\$2.5 billion
\$ for carbon reduction	\$2.5 billion	\$400 million	
\$ for covid relief			\$1 billion

revenue and major expenditures for the House and 2 Senate plans.

WA ST Third District House Rep Marcus Riccelli (Spokane) said he was very interested in getting funding for a Pacific Ave greenway into the leg's transportation revenue package. He described the project.

Pacific Avenue Greenway - Howard Street to Sherman Street Connecting Downtown Spokane to the University District Gateway Bridge, this neighborhood greenway extends into the heart of the South University District and allows pedestrians and cyclists to safely cross US 2.

- Signalized bike crossings, traffic calming, wayfinding
- Four serious injury pedestrian crashes in five-year period
- Population with no vehicle in census tract: 63.2%
- Individual poverty in census tract: 50.9%
- Cost Estimate: \$3.9 M for construction

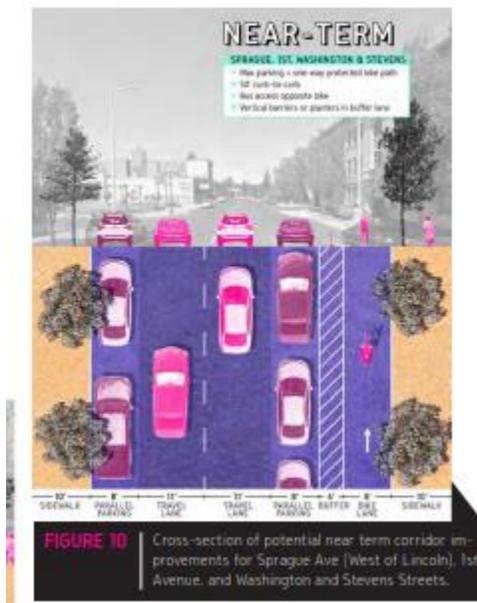
- The **Downtown Spokane Plan**, intended to provide planning guidance for the next ten years, is available online at:

<https://www.spokanedowntownplan.org/> There are many goodies in the plan for cyclists to be happy about. For example, a top priority in the executive summary is:

- “ Transform low traffic streets that are over-sized for projected traffic by converting vehicle travel lanes to other uses in target locations such as high quality bike facilities, expanded public spaces, and on-street parking.

Develop a transportation plan specific to Downtown that considers multiple modes and addresses facility designs, locations, priorities, and funding”

Four streets – Sprague, First, Washington, Stevens - are called out for capacity in excess of current and future needs. Washington and Stevens (I-90 to Riverside)– would trade traffic lanes for protected bike lanes that are integrated into the public transit system, including the new City Line bus stations The Washington and Stevens would



connect with a Pacific Ave greenway now under discussion. The proposal for Sprague/First is either a two-way bikeway on one of the streets or a pair of one-way lanes, one on each street.

Also discussed in the Plan: safety improvements to intersections, with bike boxes, two-stage turn signals; improved bike lanes, signage to direct cyclists thru Maple St Bridge area going west; bike parking, preferably covered and integrated into new construction. Wayfinding that blends with what is now installed in Riverfront Park. The aim is for bike lanes/paths with level of stress 1-2. The latter criteria is based on speed, volume of traffic and bike lane provided. Keeping stress level low makes biking more attractive to a wider audience of cyclists.

Watch for news of a final public mtg on this plan in March.

Take a look at Coeur d'Alene's **bike map**, showing Class I, II, and III bike routes – 27 miles:

<https://www.cdaid.org/774/departments/parks/trails-main/coeur-dalene-bike-paths-google-map>.

Also, according to the CDA Trail Coordinator, Monte McCully “we plow all the paved and separated trail portions of the Centennial Trail. We also plow any trails that belong to the City, such as, the Prairie Trail, the Atlas Trail, the Kathleen Trail, the Seltice Trails and (soon) the 95 Trail. We also plow all the trails in our parks. All other trails are the responsibility of the adjacent HOA or property owner. In some cases, our trails go through multiple neighborhoods and even though they may have adjacent property owners, we plow them anyway if they are major recreational trails or routes to school, just to make sure they are open all the way through. Many car vs. pedestrian crashes occur in the winter so we try to prevent people from having to walk in the street because a trail isn’t open. We also plow our Parking lots in all our parks and the pedestrian accesses around all City-owned buildings.”

CdA has an application in to be listed as Bike Friendly Community. If you ride there, please consider taking the [Survey](#)

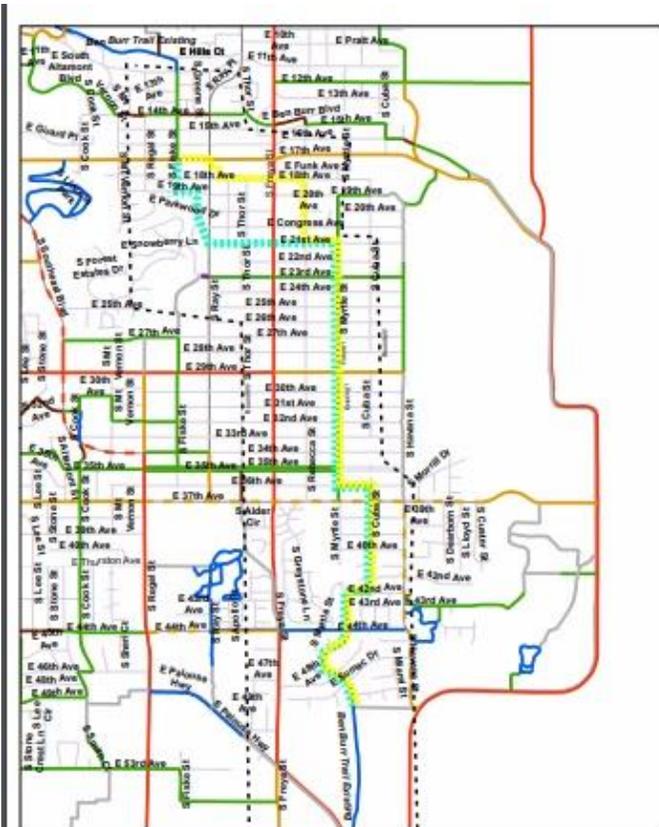
Bicycle Advisory Board

Colin Quinn-Hurst, City Bike Liaison mentioned that, in the last ten years, the City has added 67 miles of new bikeways. Some notables: U-district Bridge, Ben Burr Trail surfacing and connections; Fish Lake Trail work; hawk signals. Slow, but persistent progress.

The BAB was asked to comment on a proposal to require bike bells on bikes operating on shared use paths. After discussion, the group recommended that there NOT be a bike bell ordinance. Reasons include: selective or no enforcement; requiring more equipment discourages biking; pre-existing city ordinance requiring audible signal when passing on a shared use path. “Whenever any person is riding a bicycle or non-motorized vehicle upon a sidewalk or other pedestrian way of the

City, the persons shall yield the right-of-way and shall give an audible signal before overtaking and passing any pedestrian.”

Proposing amendments to the Comprehensive Plan's **bicycle master plan** were discussed. See the list of amendments here: <http://bitly.ws/bUhw> (See page 4). My take on one project in my Lincoln Heights neighborhood: Ben Burr connector – City staffers at BAB talked about 'probable' connection of Children of the Sun Trail to Underhill Park, with potential to connect to the Ben Burr Trail just to the South. Also discussed: possible routes for how to create a safe bike route connecting Ben Burr Trail North (roughly at 11th to Ben Burr Trail South at about 48th) Fiske/Myrtle was suggested as best north/south streets. Biggest problem: crossing Ray. A HAWK signal was discussed at about 21st-23, also spur trail possibilities to connect to Thornton Murphy Park and avoid Ray St.



Changes in the draft **6-year street program 2021-2027** (it's updated every year), that would have a cycling interest:

- Pedestrian & Bicycle Boone Ave. - Howard to Ruby Protected Bike Lane - Install protected bike lanes. Likely lane reduction and related improvement. Improve bike safety and provide a lower stress bike route option.
- Pedestrian & Bicycle 2022 Division St. Pedestrian Hybrid Beacons Install Pedestrian Hybrid Beacons (PHB), update curb ramps, and signing/stripping at three locations along Division St. at intersections of: 1) Rhoades-Weile; 2) Longfellow Ave.; 3) Everett Ave. Improve safety for pedestrian and bike crossings of Division St. \$1.7M Design 2021-22, construction 2023
- Capital Improvements 44th Ave. Crestline to Altamont Strip pave to arterial streets standards; consider full frontage improvements, sidewalk, drainage along north side. Improve new arterial route. \$900k. Discussion ensued: 44th is designated as an arterial. However, no plans to make improvements outside the scope of the existing street. Money comes from a pot of money dedicated to unpaved streets, with the intention of doing the paving as cheaply as possible. BAB members expressed concern at not including sidewalk on this section, as it is an arterial. There was concern also about providing no bike amenities, as traffic will surely increase once this section of 44th is paved.

The Six Year Plan update is available here: <https://bit.ly/3dQchoj>

- Ranked high for state funding, with a decision in June and likely addition to next year's 6-Year Plan update, are several projects:
- Garland Ave Path from Cook to Market will be installed - using Safe Routes to School funds
- RRFB (flashing light) on NW Blvd adjacent to Finch School.
- Pedestrian hybrid beacon (red or yellow flashing light) at Greene St and Carlyle.

To be removed from the Six Year Plan is University District Gateway linkage. A study was done but no construction has been earmarked. The City is also looking at Pacific Ave as a bike-friendly east-west route.

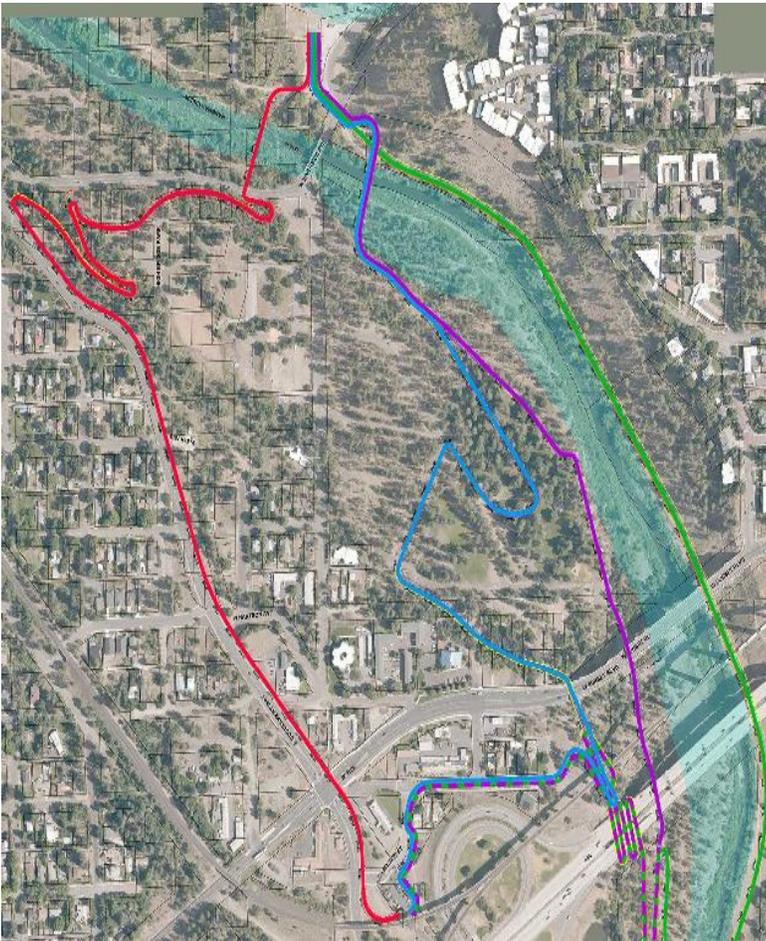
The BAB looked at several West Central streets that are candidates for bike-friendly routes. The neighborhood would like to see a greenway on Chestnut, connecting the Centennial Trail to AM Cannon, and close to Holmes School.. However, Chestnut is interrupted by community garden space at Kendall Yards, which complicates that route. Also under consideration is Elm, which extends north past AM Cannon Park. Elm already has a pedestrian crossing at NW Blvd, and could connect with Nettleton and Belt Sts north of the park.

Maple/Ash will be up for resurfacing in 6-7 years. Discussed was whether to add protected bike lanes on the streets. That may be possible, if parking is limited. At the south end, the bridge creates another problem for cyclists. One advantage is the traffic-calming effect of bikes.

Long-range planning is under way for **north/south connectivity on the South Hill** This is long-range planning by the City to look at ways to reduce traffic congestion on north/south streets on the South Hill. The BAB got a first look at proposals since the planning involves accommodating non-motorized transportation. Comments: not ideal for cyclists on 37th, as bike lane is shared with cars

at intersections, and no plans for protected bike lane. Generally the roundabout on Ray got some extra criticism as being difficult for young drivers to maneuver, creating some conflicts between motorists and cyclists at slip turn lanes. 'No ideal bike solution'. It would be great to have a solution that truly works well for cyclists, even if just a model that is not implemented – raises our sights. The BAB will take another look at the options at the March meeting. See the project page at: <https://bit.ly/3aX9PKV> which includes details and a survey to complete

Centennial Trail/Fish Lake Trailhead Connection



Planning nears completion on deciding a route to **connect the Centennial Trail/Sandifur Bridge to the Fish Lake Trail** (at Milton St). There was also discussion of connecting homes in the west hills area close to Thorpe to this trail. Four routes were explored:

Red - The Government Way plan, with a 12 ft trail, 5 ft buffer from road, as well as bike lanes on the road. To accomplish this, one traffic lane would be removed from Govt Way. Cross at Sunset intersection en route to Milton trailhead. This route would be adjacent to the Sunset shared use path also. On Riverside, the route would go off-road, close to the dog park before linking in to Govt Way. Biggest concern with this option is crossing Riverside where line of sight makes it safest. There was discussion of a grade-separated bridge over Riverside. Cost: 7.5-8.9 million (depending on whether Riverside bridge is included)

Blue – thru High Bridge Park. Requires

bridge, retaining walls, but avoids I-90 – 11.8 million

Purple – thru High Bridge Park, switchbacks under I-90, so extra cost managing around I-90 piers, erodable soil - 14.3 million

Green – switchbacks, erodable soil, long retaining walls along Hangman Creek – 21.9 million

Adding a Thorpe connection: Thorpe 900k, including providing signaling to get cyclists thru tunnel. , 10 million if new bored tunnel north of existing. WSDOT is studying frontage roads in the area, may create other options.

In public surveys, people cared most about 1 traffic stress and safety; 2 local access and connections; 3 grade 4 interpretive opportunity; 5 distance. Adding in weighting for constructability, cost, Govt Way ranks highest.

Final meeting of citizen steering committee happens in late February

Bits

- WABikes (bike lobby group SBC supports) has a signup for 3/16 Virtual Lobby Day, with WA ST legislators <https://p2a.co/bUf4haG>

- Progress on the Children of the Sun Trail: *Francis Ave. to Carlisle vicinity should be completed by the end of 2022. The bike/pedestrian bridge over Upriver Dr. and the bike/pedestrian bridge over the Spokane River are scheduled to be advertised in October and are expected to be completed by the end of 2024. The Children of the Sun Trail south of the Spokane River to I-90 is currently funded as part of the overall NSC project per state law. The technical team should be meeting this winter to determine the route for this trail segment*

- WSDOT Draft Active Transportation Plan – finalized Dec 2020. <https://wsdot.wa.gov/sites/default/files/2020/12/21/wsdot-active-transportation-plan-part-1-2020.pdf>

- A couple community organizations that are doing great work:

SpokAT (stands for Spokane Alternative Transportation) which focuses on issues for cyclists, pedestrians, transit users. This is a group of dedicated volunteers, led by Jessica Engelman who has made it a mission to promote greenways and protected bike lanes in Spokane. Connect with them at spokat.org

Shacktown Community Cycle - sells/fixes bikes, helps a population for whom a bike is a huge step up in transportation. Also, knows about and tries to help out with the needs of homeless folks. Has weekly rides most of the year. <https://www.facebook.com/shacktowncomm/>

– Sally Phillips



COVID-19 Precautions

- Ride groups will be limited to 6 people at this time. If more riders show up for a given ride, the ride will be divided into two or more groups. A volunteer will be asked to lead any additional group(s).
- Riders will be required to wear a face mask over the mouth and nose any time riders are not in motion. A rider may choose to always wear a mask to provide maximum protection.
- Riders will be asked to maintain a distance of 20 feet between riders (four bike lengths). Side-by-side riding is allowed when appropriate and safe to do so. If all riders choose to wear a mask, 20 feet distancing is not necessary while riding.
- Be mindful of allowing for 6 feet of distancing when stopped or off the bikes.

Mask and distancing expectations are required regardless of COVID-19 vaccine status.

MONDAY TRADITIONAL RIDE – Starts Monday, March 15

Name of ride: **Audubon Park to Nine Mile/Long lake via Aubrey White Parkway and Centennial Trail.**

Start time: 10:00 am (be there by 9:45 am)

Meet: Little Garden Café, 2901 W Northwest Blvd and A Street across from Audubon Park (restroom available).

Terrain: Mostly flat with some hills

Distance: 26 miles

Pace: 12-14 mph on the level

Description: LGC to 9-mile Dam via Aubrey White Parkway, Centennial Trail, including 2.2-mile extension of Centennial Trail to Nine Mile Recreation Area on Lake Spokane. Restrooms at McClellan trailhead N of Seven Mile bridge and at Nine Mile Recreation Area. **Midway Stop:** Nine Mile Recreation Area – BYO snacks and water, and their restroom will not open until April 1.

Map and cue sheet available at ride start.

Weather policy: Rain/snow cancels. Call leader if questions.

Leader(s): Don Barden

Phone: (home) 509-808-2932, (cell) 206-450-3576.

SCENIC TUESDAY RIDE - Starts March 16

Name of ride: **Centennial Trail/Spokane Valley**

Start time: 10:30 am (please arrive by 10:15 am)

Meet: Harvard Trailhead

Terrain: Mostly flat

Distance: 15-20 miles

Pace: 10-12 mph

Description: Each Tuesday the ride starts at the Harvard Trailhead. We'll ride in different directions; for example, one week we'll go west on the Centennial Trail. Another week, we'll go east on the trail. Other rides will go north from the trailhead toward Otis Orchards, or south into the Liberty Lake area.

Eat: Bring a snack. We will not be eating at any restaurant.

Masks: Wear a mask anytime riders are not in motion.

Regroup: Often

Weather policy: Rain/snow cancels. Call if questions.

Leader(s): Jan Whaley – 509.448.5645 h, 509.994.8173 c, or
Sharon Morrison - 509.710.5650.

TUESDAY STEADY PACE RIDE - Starts March 16

Name of ride: **Fish Lake Trail**

Start time: 10:00 am

Meet: Finch Arboretum

Terrain: Fairly flat for 7 ½ miles until Scribner's Junction which changes to the hilly Cheney-Spokane Rd.

Distance: TBD

Pace: 12-14 mph

Description: Ride to Cheney via FLT and Cheney-Spokane Road (approx. 30 miles round trip) or distance of your choosing.

Weather policy: Rain/snow cancels

Leader(s): Lori Smith

Cell: 509-954-9645

THURSDAY RIDE - Starts March 18

Name of ride: **WILD ROSE PRAIRIE/LITTLE SPOKANE LOOP**

Start time: 10:30 am

Meet: Wandemere Starbucks parking lot, 12519 N. Division St.

Terrain: Hilly

Distance: 20 miles

Pace: 14 mph on the flats

Description: See <https://ridewithgps.com/routes/35167451> clockwise.

Route moves west on Hastings, down N. Mill, Dartford, north on Austin, cross east and descend Half Moon to the drainage of Little Spokane, returning on Children of the Sun.

*Possible variations of the ride in the future.

This is a regroup ride - nobody left behind.

Weather policy: Heavy rain cancels. Temps below 35 cancels. Snow cancels. If in doubt call ride leader.

Leader(s): Tim Hunt for March, Amina Giles for April

Cell: Tim Hunt, (503) 880-9896; timbhunt@comcast.net

Amina Giles, 467-1980

Women's FRIDAY RIDE – Starts April 23

Name of ride: **Centennial Trail**

Start time: 11:00 am

Meet: Mission Park parking lot, 1208 E Mission

Terrain: Flat

Distance: TBD, usually 15 miles

Pace: 8-10 mph

Description: Group will decide which direction to ride on Centennial Trail, and back

Weather policy: Rain/snow cancels

Leader(s): Susan Strong

Cell: 509-990-8877

SATURDAY STEADY to MODERATE RIDE - Starts March 20 (Spring Solstice!)

Name of ride: Spokane Valley - Post Falls Loop

Start time: 10:00 am

Meet: McDonald and Sprague (Yokes Grocery parking lot)

Terrain: Flat (on CT option); hilly return (W. Riverview option)

Distance: @31 miles

Pace: 14 mph

Description: Appleway Trail, Centennial Trail to Post Falls. Return the same way, with option to return on W. Riverview.

Weather policy: Snow cancels

Leader(s): Sally Phillips

Phone: 509-448-6271



~ PLATINUM ~



~ SILVER ~

