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Table of Contents	
Board, Staff	2
Letter from the President	3
Board Meeting Minutes	4
Government Affairs	8
SBC Sponsors	16

Member Profile- Eileen Hyatt



By Garry Kehr

There is so much to Eileen Hyatt’s story: Cycling, of course, running, world traveling, cycle touring and being an extraordinary advocate for safe cycling. This article is divided into two segments for the SBC newsletter. Segment one is the overview of Eileen’s life as a cyclist and segment two for the March-April newsletter is Eileen’s first-person narrative of her statewide Safe Routes to School curriculum and how it came about.

[Continue](#) on Page 13

2020 Board of Officers	
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Secretary	Hershel Zellman 509-536-7745 zellpeopleATcomcast.net
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Position 4	Sharlene Lundal sharlenelundalATgmail.com
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Monday	Don Barden 206-450-3576 donald.bardenATgmail.com
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Tuesday	whaleyj2618ATcomcast.net
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Thursday AM	Tim Hunt 503-880-9896 timbhunt@comcast.net
Friday Women's	Eileen Hyatt 475-9328 embicycleATAol.com
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To Brisk	phillips1948ATcomcast.net
Saturday Steady	Sue Smith 844-4915 (12-14) bikeATgmail.com
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Programs	
Member- ship	rfpeller@comcast.net
Web Master	Serge Bulan (214-669-7109) viggenmarkATgmail.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 (unless otherwise noted) Third Monday of the Month.

Saint Mark's Lutheran Church

24th Avenue and Grand Avenue *Spokane WA*

Letter from the President



The Spokane Bicycle Club has been organizing rides, bike tours, organizing events that support and enhance bicycling in the Inland Northwest for nearly half a century. What has been the secret of the Club's longevity? As a volunteer club, it is the many named and unnamed volunteers who have given unselfishly of their time to take on tasks that paid employees would discharge in a business.

For instance we have to thank Garry Kehr, our past president, who is our registered agent for corporate reporting purposes, and the master of our post box; Rick and Ellen Peller who enter membership information on our website and keep track of new Club members; Sally Phillips, who in addition to acting as our Treasurer is also our Meetup coordinator, Bike Everywhere Month manager, and ride leader; Dave Noonan, current editor of the Newsletter; Serge Bulan, the Club website manager; Barb Beaton, former newsletter editor, Susan Strong, rides coordinator, and our regular ride leaders during COVID: Don Barden, Jim O'Hare, Jan Whaley, Tim Hunt, Eileen Hyatt, Dave and Sue Smith; and many others who led Club rides.

Let's not forget our board members: Jim O'Hare (Immediate Past-President who led us so well during the COVID years), Tim Hunt (Vice President), Sally Phillips (Treasurer), Hershel Zellman (Secretary), Susan Strong, Russ Peters, Dave Smith and Sharlene Lundal.

There are other people who I will try to acknowledge in future newsletters, because this Club's mission thrives on volunteerism, and I am acutely aware that as your new President, one of my main jobs is to encourage the Club to design better ways to serve our membership in the future through our volunteer efforts. Along the way we will try to figure out how to be more efficient, grow our membership, and always have more fun!

Blair Strong

President of the Spokane Bicycle Club for 2022

Spokane Bicycle Club Board Meeting

December 7, 2021

Zoom

Board Members Present: Blair Strong (President), Jim O'Hare (Immediate Past-President), Sally Phillips (Treasurer), Hershel Zellman (Secretary), Susan Strong, Tim Hunt, and Russ Peters.

Board Member Absent: Dave Smith, and Sharlene Lundal

Quorum Achieved: Yes

Call to Order: 6:05 pm by President Blair Strong.

Minutes of the October 5 Board meeting were approved without additions or corrections.

Treasurer's Report (Sally):

1. See Appendix A and B for current Cash Flow and Account Balance reports. Notes:
 - (1) Major Expenses in month of Nov: Adopt-a-Mile (\$500), Wild Apricot (\$1188; increase of \$190 from last year), 6 month renewal of Meet Up (\$110), and Banquet expense (\$922).
 - (2) Banquet income was \$421. Club subsidized \$501.
 - (3) Cash in bank overall is \$800 more than this time last year, primarily due to increased sponsorship income (Thank you, Jim!).
2. STCU Account: Sally is currently the only signatory on the account. It was M-S-P unanimously to add in perpetuity the current president as a co-signer. **Sally and Blair** will make the appropriate arrangements.

President's Report:

1. Jim: He officially announced the results of the elections held at the Nov 6 banquet: President – Blair Strong, VP – Tim Hunt, Secretary – Hershel Zellman, Treasurer – Sally Phillips, and At-Large Board members – Susan Strong, Russ Peters, Dave Smith, and Sharlene Lundal. All were elected unanimously by the 34 members who attended the banquet. We certified the results. Need to update the Club officers list in Wild Apricot as well as change the primary contact from Jim to Blair.
2. Blair: Appreciates Jim's service to the Club as President over these past 2 years! He's inherited a box of old meeting minutes, newsletters, etc. Jim suggests the info might prove useful when celebrating the Club's 50th anniversary in 2023.

Unfinished Business:

1. Annual Banquet (Blair): The Banquet on Nov 6 at the Longhorn Bar-b-que was attended by 34 members and he thought it went well. A couple of things to keep

in mind for next year: Maybe pass on entertainment as some attendees found it difficult to converse over the music; and more attention to what other organizations might be holding events at the same time (eg, the Spokane Mountaineers held their banquet the same night, which may have impacted attendance at ours).

2. Newsletter Surcharge (Jim): Eight members have been paying extra to receive a hard copy version of the newsletter. Before the Nov/Dec newsletter went out, 4 of those members decided they'd be OK with receiving the online version only. In actuality, the other 4 also received only the online version and no complaints were received. It was M-S-P unanimously to discontinue printing a hard copy newsletter, remove that option from the new members application, and reimburse anyone who requests a refund for the hard copy they are no longer receiving.

New Business:

1. Information Management (Blair & Susan): Our website looks dated and redundant information about the Club is smattered between the website, the newsletter, Facebook, and Meet Up. To address a more coherent use of the web, they would like to convene an ad hoc committee. There was lots of discussion about how to engage interested members in the process. There was general consensus for Blair sending an email to the membership soliciting ideas as well as participation on the ad hoc committee. He'll send to the Board for comments first. Tim, Susan, and Sally agreed to be Board participants. First committee meeting is anticipated to be early January.
2. 50th Anniversary of the SBC (Blair): Margaret Watson announced at the Nov 6 banquet that the 50th anniversary of the Club will be in 2023. We supported Blair's idea of approaching Margaret to see if she would chair and convene a committee to plan ways to celebrate this remarkable occasion.
3. Thank You St. Mark's (Blair): He would like to acknowledge the church's generous donation of their meeting space for our general membership meetings. We thought it appropriate for Blair to draft a letter to the church.
4. Next General Meeting (Jim): Will be the 3rd Monday of January (the 17th), 6 pm, at St. Mark's Lutheran church. He is trying to engage the Spokane County Planning Commission to present their plans for rerouting the Centennial Trail to bypass the busy intersection of Argonne and Upriver Dr.

Adjournment: 7:30 pm.

Respectfully submitted,

Hershel Zellman, secretary

Note: Names highlighted in yellow indicate they are responsible for an action item.

Next Meeting: Tuesday, February 1, 6 pm, via Zoom

APPENDIX A

12/7/2021

Cash Flow
1/1/2021 through 11/30/2021

Page 1

Category Description	1/1/2021- 11/30/2021
INFLOWS	
Banquet income 2021	495.00
Member Dues	3,711.00
Newsletter Surcharge	80.00
Rental Income	37.00
Sponsorship Income	1,600.00
Tour Deposit	445.00
TOTAL INFLOWS	6,368.00
OUTFLOWS	
Bank Charge	112.61
Banquet Expense 2021	921.86
Contributions	
Centennial Trail Adopt-A-Mile	500.00
TOTAL Contributions	500.00
Insurance	1,371.89
Meetup	161.71
Memberships	
Bicycle Alliance of Washington	100.00
League of American Bicyclists	100.00
TOTAL Memberships	200.00
Newsletter Exp.	
Other Newsletter Exp.	255.43
TOTAL Newsletter Exp.	255.43
Postage	11.80
Rent	
Post Office Box	67.00
Other Rent	67.00
TOTAL Rent	134.00
Ride leader expenses	107.53
Social Activity Expense	
Other Social Activity Expense	182.45
TOTAL Social Activity Expense	182.45
Tour Refund	25.00
Web Page Hosting	1,188.00
TOTAL OUTFLOWS	5,172.28
OVERALL TOTAL	1,195.72

Net Worth Asc of 11/30/2021

Asc of 11/30/2021

12/7/2021

Account	11/30/2021 Balance
ASSETS	
Cash and Bank Accounts	
12 month CD	0.00
Bank of America Savings	0.00
BAW Contributions	0.00
Centennial Trial Contributions	0.00
Checking Bank of America	0.00
Sponsorship	7,415.98
STCU Checking	10,588.42
TOTAL Cash and Bank Accounts	18,004.40
TOTAL ASSETS	18,004.40
LIABILITIES	0.00
OVERALL TOTAL	18,004.40

Government Affairs

Centennial Trail

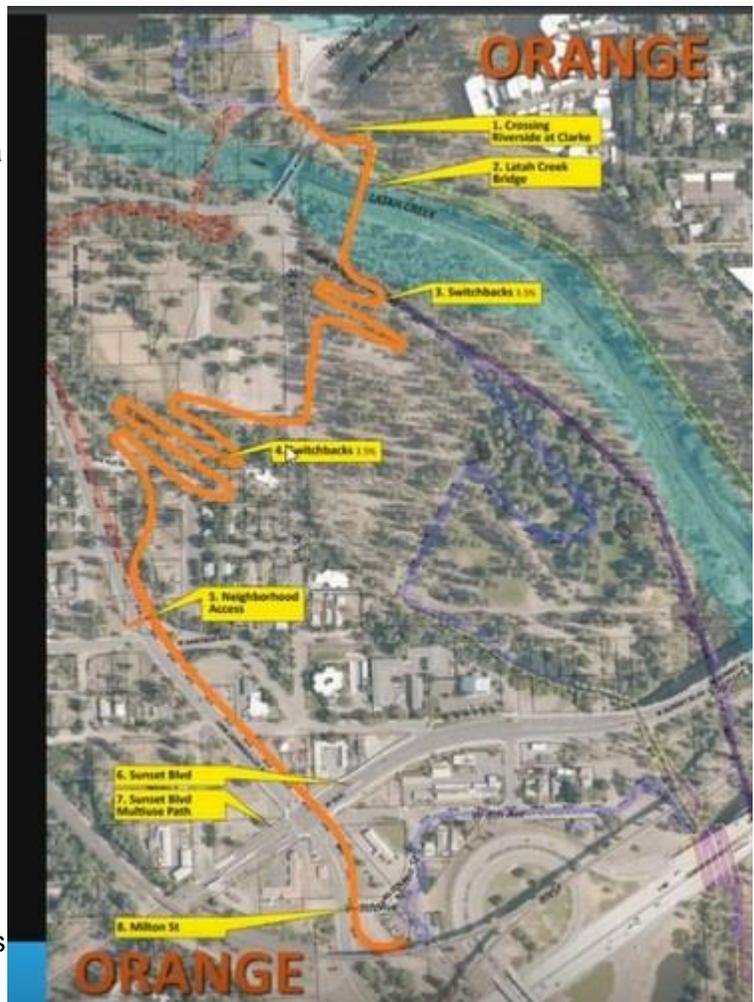
The coordinating council for the Centennial Trail, made up of the five entities that manage and maintain the Trail, recently had a brainstorming session concerning a long-stalled plan for safer routing of the CT in the area west of Argonne Rd. Spokane County would like to do a formal study on options for rerouting the Trail off Upriver as it approaches Argonne from the west. One of the biggest concerns is how to safely cross Argonne. What would probably NOT be suitable is a hawk-light across Argonne since the road has 32k cars south of Upriver and 25k north of upriver. One option is to reroute the trail onto Maringo. At Argonne, there are a couple ideas: an overpass, similar to the one that gets the Trail across Hamilton; a cantilevered trail passing under the Argonne Bridge. Discussion is very preliminary now, but the project has a few things going for it: support by Spokane County; land owned east of Argonne by Spokane County and west of Argonne by Inland Empire Paper, which is a supporter of the Trail. IEP also owns many parcels east of Argonne, between the river and Maringo. This project is now on Spokane County's 6 year plan.

Bicycle Advisory Board Notes

After many public meetings, a proposed route has been settled on for connecting the CT/Sandifur Bridge to the Fish Lake Trail.

The new route, through High Bridge, takes a small bit of the dog park, ditto for disc golf course. It would permit a spur to Vinegar Flats at a later date. Spokane Parks supports the orange route as a way of drawing more use to Highbridge Park. The City put all potential routes into a decision matrix, finding that the orange route scored = to the previously preferred route along Govt way. The design to be done in time to submit a application for federal money in March. If successful, final design in 2024 and construction in 2025. Cost: @ \$10.1 million. Choosing this route means Govt Way will not be improved as part of this project. However, improvements, like re-striping to create bike lanes would probably happened during a future grind and overlay of Govt Way.

Asked about opening gates into Highbridge and paving road, Inga said the Park Dept prefers to leave them closed - 'fewer issues in the park'.



The City does not know yet what extra funding will be available due to the federal infrastructure bill., but expects some increase. There is a new 'Safe Roads for All' program in the bill, as well as a focus for funding projects for communities that have historically been separated by freeways.

Gonzaga engineering students are working on a **U-district bike/ped mobility plan**. It's several months away from a finished product, but they presented their efforts so far, which include inventorying the area and identifying gaps .They will be developing a list of issues and projects. Their walk-around has found more than 20 gaps/issues. They plan to do a preliminary design of 3-6 gaps by April 2022. This work will help the U-district leadership develop project funding.

There was a brief recap on the **Fish Lake railroad bridge project**.. A 60% design was done in 2010. Two bridges over the railroad must be constructed. Cost for completing the gap, about \$8 million in 2020 dollars. There has been no movement on the project, but expect to have the topic get more attention due to work on the Centennial Trail/Fish Lake Trail.

A BAB member on the Plan Commission, transportation subcommittee, reports that the City is giving itself some flexibility on complete streets requirements when 'roads of significance' projects come up, where there are emergencies or urgent funding opportunities. A limited roadway improvement might be made, with a plan to circle back to pick up complete streets elements at a later date. Both the transportation committee and the BAB wanted instances of this to be minimized.

Concern has been repeatedly expressed that bike lanes do not receive the same respect given to motorized traffic lanes. Cars are parked in bike lanes w/o consequences; warning/construction signs put in lanes; debris and snow in lanes where travel lanes are clear. BAB will issue a letter to City requesting guidelines be set, and referenced in municipal codes, for detours that affect bike lanes, with accompanying references in municipal code: Wanted:

- Detours equivalent to lane being blocked
- Safe and consistent channelization around work zones
- Consistent advance notice of sidewalk and bike lane blockage at a level consistent to what's offered driver.

The City will be upgrading parking meters in the downtown area, so that most meters will handle two parking spaces. On the now-unused poles, the City is planning on reworking the poles to provide **bike parking**.

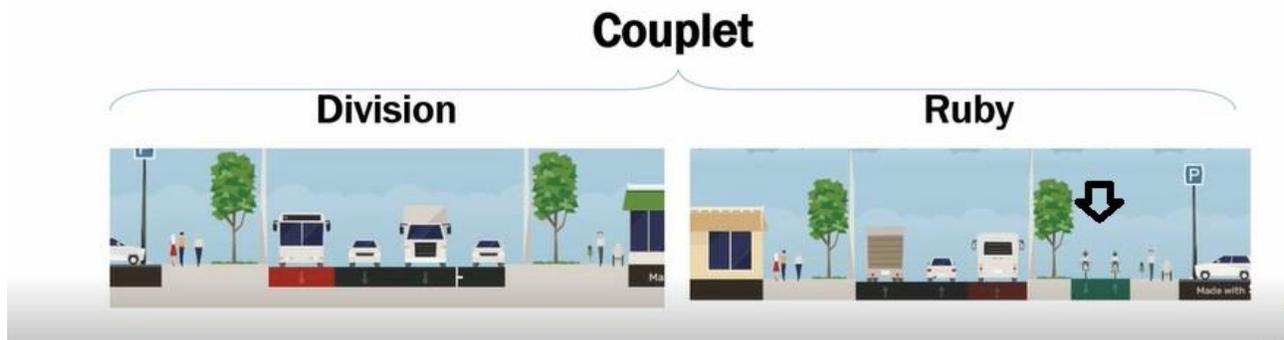


Illustration 1: Sample ideas

The BAB was asked to comment on style, and locations where they should go. Comments – attachments to the polls should allow 2 points of contact for the bikes; make them visibly sturdy; style them so both cable and U-bar locks work; keep attached parking platform low enough to

ground so both bike frame and wheel can be locked. Examples of unique bike racks are in the E Sprague Union district. Obvious locations – coffee shops and other short-trip businesses, Riverside (where Spokane's first protected bike lane will be installed next year).

Division Connects, is a 2-year planning collaboration between Spokane Regional Transportation Council, and various government entities, to plan transportation and land use along Division. The first phase of planning is done, and now they are working on land use and active transportation (bike/peds) connections with Division. The study has committed so far to a bike lane on Ruby.



The second phase of public input, **which closes on 12/31**, is asking for ideas for potential projects along the Division corridor. Take a look ([https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/\) to see what has been suggested so far, also 'like' or 'dislike' a comment or add one of your own. The study plans to have 30 projects, with 15 getting a conceptual design and 15 getting a more complete 30% engineering design. This will provide the City and County with a reservoir of potential projects to seek funding for. City and County, including our BB liaison, Colin Quinn-Hurst, have been participating closely on this project.](https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/)

2022 will have lots of road resurfacing, with potential for re-striping **and adding bike lanes**. There should also be more federal funding, though amounts are yet to be determined. (One example in my own neighborhood is a re-striping on Freya from 37th to 42nd – buffered bike lanes that ease the way to access to Hazel's Creek drainage area and to the 44th Ave trail. I was happy to note that motorists honor that buffered lane, keeping traffic further from both bike lane and sidewalk users). Terminology: 'buffered' bike lanes have a couple lane stripes, with a space between them to provide better separation from traffic. 'Protected' bike lanes may be a separated path, or lanes with physical barriers protecting cyclists from cars. Next year Riverside will get the City's first protected bike lane. The City will learn from this what's required to maintain a protected bike lane (snowplowing, street sweeping)

The League of American Bicyclists, of which SBC is a member, has listed accomplishments for 2021

From LAB

In 2021, with your help, we answered the call:

- Working behind the scenes with allies in Congress, ensuring the bipartisan infrastructure bill contained once-in-a-generation advancements in active transportation, including:

- A 60% increase in Transportation Alternatives, the primary funding source for bike lanes and trails
- More than a 10-fold increase in safety funding - \$300 Million per year to protect people biking and walking
- Climate-centered benchmarks for transportation projects and a focus on network connectivity and equity
- Bolstering incentives for more bicycle adoption in the Build Back Better bill, including the return of the Bicycle Commuter Tax Benefit and the new E-bike Tax Credit
- Certifying 155 new League Cycling Instructors, including BIPOC recipients of our LCI Seminar Equity Scholarship, breaking down barriers to creating a more inclusive community of people who bike and empowering thousands of new riders
- Hosting more than 1,100 advocates at the largest National Bike Summit yet
- Providing more than 300 cities, towns, businesses and universities with custom guideposts for building better places to live and work
- Advancing new legislation like 'Idaho Stop' and safe passing distance laws all over the country, while advancing key revisions to the MUTCD, the national guidebook on roadway design

WaBikes, a Washington State group that lobbies for cyclists, and to which the SBC donates, also mentions its success this year. Among them were funding for the Beverly Bridge and Tekoa Trestle



Illustration 2: Photo from Palouse to Cascades Coalition

See <https://wabikes.org/index.php/blog-news/> for details.

Maps

•City of Spokane Bike Master Plan Map:<https://my.spokanecity.org/projects/bicycle-master-plan/>
Click on 'View Full Map'

•This map gives Level of Stress evaluation of roads, and list of where bike accidents have occurred (thru 2018):

<https://spokane.maps.arcgis.com/apps/webappviewer/index.html?id=211db908e53845aaaa5aeebb05039db0>

•SRTC hosted 'Spokane Regional Bike Map':
<https://srtc.maps.arcgis.com/apps/mapviewer/index.html?webmap=a9c8901a015b4aea8c5e23a927a7fc41>

•Recent additions via comprehensive plan amendments to the City of Spokane Bicycle Map:
<https://static.spokanecity.org/documents/projects/2020-2021-proposed-comprehensive-plan-amendments/overall-map-z21-022comp.pdf>

•Maps of Spokane County conservation areas: <https://www.spokanecounty.org/1406/Trail-Maps>

•Transportation Improvement Projects mapped out, by year (funds managed by Spokane Regional Transportation Council):
<https://srtc.maps.arcgis.com/apps/mapviewer/index.html?webmap=2aedde9c1775419fb35a64987771630c>

• Comments about what improvements we'd like in City Parks:
<https://dws.mysocialpinpoint.com/spokane-parks-and-natural-lands-master-plan/map#/marker/248724> . Add your own observations or 'like/dislike' existing comments.

• US bicycle route maps by state: <https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/> Here is the one for Washington: <https://ridewithgps.com/routes/27011187>

BITS

• Spokane County's latest conservation Futures Acquisition list (2021) is here:
https://www.spokanecounty.org/DocumentCenter/View/39848/2021_CF_Final_Recommendation_LEC_10-27-21 It includes many areas that we have ridden on or close to – Trolley Trail, Saltese, etc.

• Third Antoine Peak trail head at 17711 E Wellesley, is now open. Details at:
<https://www.spokanecounty.org/CivicAlerts.aspx?AID=3709>



•Another national rave about Hiawatha and Trail of CDA trails. *We are so lucky to live close to these trails.*

https://www.washingtonpost.com/lifestyle/travel/bike-routes-montana-idaho-rails-trails/2021/08/05/874db136-f0a1-11eb-81d2-ffae0f931b8f_story.html

– Sally Phillips

Like most early post-war boomers, Eileen Hyatt gained her bicycle freedom on a J. C. Higgins Sears and Roebuck bicycle. A famous brand named after a Sears 'vice president who had immigrated from Ireland. The bikes were made of American steel and manufactured by Westfield



Manufacturing in Westfield Massachusetts. The bikes featured American made steel, coaster brakes and a single speed drive.

Eileen remembers the afternoon where she took wings. Her blue J C Higgins was a hand-me-down from her older sister and her mom spent the afternoon teaching Eileen how to ride. Eileen recalls vividly:

“ My mom taught me in one afternoon. By the end of the afternoon, she gave me a final pushed and I zigged and zagged but kept going, learning the lifelong skill of riding a bicycle.

In those days we had the freedom to roam on our bikes with our friends. It was pretty much “be home by dinner,

otherwise have fun”.

Little did Eileen know on that sunny afternoon that bicycling would play a leading role in her life and that she would tour in the UK, Italy, Germany, *Poland*, New Zealand and throughout the US, Nor did she know that she would have the leading role in developing the “Safe Routes to School” program taught in school districts throughout Washington State.

Eileen’s early bicycling lasted until junior high when she had outgrown her hand-me-down bike and took up folk dancing. By her late 20s she began running and later transitioned to doing marathons. Her first adult bike was five speed Schwinn Suburban. Her good friend - Anita Boyden - introduced Eileen to the Spokane Bicycle Club. Anita guided her to a more appropriate bike to keep up with the club - a used 18 speed Centurion that she later used on her first ride across Washington. The next bike was a new Miata 1000 touring bike.

But Eileen still had trouble going as fast as she wanted. She bought herself a Davidson road bike with *Shimano Dura ace components* for her 40th birthday. That solved the problem.

By this time, bicycling had become Eileen’s sport of choice and she rode several rides per week, many of which, were centuries or near centuries. The club Saturday morning Cheney breakfast ride was one of her favorites and most memorable. Eileen said, “I would ride my bike to the start point 12 miles from North Spokane to the ride start *at the Carrousel in Riverfront Park*, do the ride and ride back home. Each Saturday, the group would ride up to Cheney, have breakfast and then decide on the day’s route. It was not unusual to clock over 100 miles by the time I returned home. I have such fond memories of those rides.”

In the 80's Eileen began riding longer tours, including:

- STP in a day
- Two Tours across Washington State
- *The “end to end”* two week ‘Great British Bike Ride ’from Land’s End, England to John O’Groats, Scotland
- Weekend rides with German bicycle club
- Ride across France from Cherbourg to Strasbourg
- Tour of the Dolomites - weeklong day tours over passes in the Dolomite Mountains of northern Italy in 1988 and 1989.
- 1990s
- A tour in New Zealand,
- Tour in the northeastern part of Poland
- Tour of Tuscany,
- National Parks Tour in the Southwest with SBC member Gail Johanson from Cedar City, UT through Red Rock country, Bryce, Zion and Grand Canyon National Parks,
- GRBRAWR (Great Bicycle Ride Along the Wisconsin River)
- Weeklong tour RedSpoke cross-Washington Redmond to Spokane

In 1987 Eileen took a leave of absence from the Mead School District to work for the Department of Defense Dependent Schools, assigned to teach first grade in Bad Nauheim Germany. After her bikes arrived in the spring of 1988 Eileen joined two local biking groups: 1. Group associated with the military base and 2. The Local German bicycle club.

Eileen noted that each chapter of the national German system was required to host a day ride twice each year with course choices of 50km, 100km, and 150km plus food stops and a beer tent at the finish of the ride. She rode 150 km courses throughout Germany with her club every Saturday and Sunday from April through October.

Eileen also was impacted (comforted by) the orderliness of bicycle travel and the symbiotic relationship between German cyclists and vehicles. There was a kind of mutual respect between cyclists and drivers whereby each knew what to expect from the other. *Traffic laws are rigorously enforced.* Further, Eileen said, “The Germans were confident bicycle riders. And that Children were not allowed on the roads until age 10 when they were taught a school course on bicycling.”

Eileen was a highly active cyclist while in Germany. Every weekend she was on group rides, often with back-to-back centuries. Eileen said, “ I learned to ride in large groups of cyclists riding wheel to wheel and learned to shift and pedal efficiently in the many hairpin turns. I gained an inner strength and confidence that has stayed with me.”



The German cycling experience created an inner dialogue that later turned into a vision for how riders and vehicles (especially kids) could behave and coexist back home in Washington.

If witnessing safe and shared bicycling in Germany planted the seed for improving the cycling experience at home, it was the Bicycle Advisory Board and the Effective Cycling Class in Spokane that brought the seed to life.

Here is what Margaret Watson had to say about Eileen:

Eileen Hyatt is one of SBC's brightest gems. As a gifted elementary school teacher she secured 90 youth bicycles and helmets from a variety of community organizations, soliciting teachers in multiple school districts, teaching them the basic of bicycling . She was an Effective Bicycling instructor instructing adults as well as 4th graders and ultimately middle school students through her program. Recognized as a bicycle educator locally as well as on the state and federal levels, we are so fortunate to have Eileen as a long time club member and ride leader/coordinator. Hundreds of elementary and middle school students have benefited from Eilen's leadership and innovation.

To learn more about Eileen Hyatt's advocacy and the development of the Safe Routes to School program and more, see segment two in the March - April newsletter.

Sponsors



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SPOKANE CITY CREDIT UNION

~ SILVER ~

