



President’s Message

Terry Harwood, Spokane Bicycle Club President

Cycling season is upon us!!! Well, actually, for some of us, cycling season never took a break whether it was putting the fenders on and navigating around the road gravel, the snow, and pine needles, spending the winter in a warmer climate, or jumping on the stationary bike at home. There are many opportunities to stay on the bike throughout the year.

While some have managed to get some cycling in through the winter, many have taken a break waiting for more favorable conditions. Well, here we go! It’s getting a little warmer, the weather is starting to cooperate, and I’m ready to get out there and cycle with my club. If you haven’t done so already, now is the time to get those bikes tuned up so you can get out there early season and build up that stamina.

We are starting our early season rides in earnest starting with lower mileage and a bit slower paced rides to build up through our 7+ month season. There will be lots of regular rides for all ability levels. Our ride organizers: Don Barden, Monday; Jerry Etchison, Tuesday; Dave Sorg, Tuesday Evening; Bob Buck, Wednesday; Tim Hunt, Thursday; Eileen Hyatt, Friday; and Sally Phillips, Saturday all promise to take us on some wonderful cycling adventures.

There will also be great events to partake in including: The Spokane Bike Swap in April, Bike Everywhere Month in May, The Cross Washington Tour in June, and the Colville Tour in September.

We have some exciting General Meetings coming up: March 18; Lori Smith’s sister will take us through her 6-week self-guided, self-planned bike trip from Amsterdam to Barcelona that she and her husband did. On April 15; we will do a Ride With GPS training so you can navigate our club rides with confidence.

TABLE OF CONTENTS

President's Message	1
Change in Evening Ride Day	2
Spokane Bicycle Club Board Meeting Minutes	3
Treasurer's Report	7
X Washington Tour Update	8
Zwift Group Rides	10
SBC March 18 General Meeting	10
Rides Program Update	11
Government Affairs	12
Board Officers / Sponsors	18



President's Message, cont.

For those times where you just can't get out on the real road, we have been riding Zwift as a group and will continue to offer rides through the season. Thank you Bob Buck and Joe Smith for taking the lead on this!

I'd like to thank our Board Officers and Board Directors for all of their support to keep our club running smoothly, Garry Kehr, Tim Hunt, Tim Hansen, Blair Strong, Sally Phillips, Don Barden, Russ Peters, Dave Sorg, and Bob Buck. And a special thank you to Sharon Doak for keeping our club informed by putting our Newsletter together. Give them a big "RIDE ON" when you see them.

Our Cross Washington Tour committee is working tirelessly to organize this event for the middle of June. It's a daunting task, but our committee members: Lance Ferrin, Bill Gillis, Tim Hansen, Terry Harwood, Tim Hunt, Garry Kehr, Russ Peters, Charles Robeson, Mary Rosner, Jane Schelly, Kip Smith, Dave Sorg, and Miki Stuebe have come through. Garry Kehr, the tour chair has been working with, guiding, and organizing each of us on the committee and is making our jobs so much easier.

Please keep an eye out for requests for help with Bike Everywhere Month in May, organized by Sally Phillips, as we have a lot of fun events and bike rides throughout the month. Your help, even if it's just participating, will allow us to raise awareness of the benefits of cycling to our community.

I know there are many more of you that help this club in so many ways and THANK YOU!!! for all that you do. I love being a part of this club and I look forward to seeing, meeting, and riding with you all for many miles.

Change in Evening Ride Day

Tuesday Night Rides Move to Thursday nights this year.

The Tuesday evening rides will move to Thursday evenings this year. This ride typically starts at 6:00 pm to enable people with day jobs to attend but is open to anyone. The meeting places and routes change from week to week to provide a variety of riding experiences. A tailgate party usually follows each ride. We've tentatively scheduled a planning meeting for Thursday, March 14th at 6:00 pm at the new Spokane Valley Library on East Sprague to fill the ride schedule calendar and get commitments from ride leaders to lead each ride. We are looking for existing and new ride leaders to help out, so if you are interested in leading or co-leading a ride or two in the evenings this year, please come to the meeting or contact Dave Sorg at 509-868-5984. This meeting will be posted on Meetup so please check there for any last minute changes and further details.

Dave Sorg
Ride Coordinator

SBC Board Meeting Minutes

15 January, 2024

Board Members Present: Terry Harwood (President), Tim Hansen (Vice-President), Sally Phillips (Treasurer), Dave Sorg, Russ Peters, Garry Kehr, Tim Hunt (Immediate Past President)

Board members Absent: Bob Buck, Don Barden, Blair Strong (Secretary)

Quorum Achieved: Yes

Call to Order: 6:03 by Terry Harwood; Tim Hunt acted as secretary for this meeting.

Approval of Minutes: The minutes of the November 30, 2023 Board Meeting were approved, without additions or corrections.

President's Report:

Terry updated website home page to feature the January 22nd general meeting; after that meeting, he will update it to feature information about the Cross Washington tour.

Treasurer's Report:

Sally Phillips reported that outgoing funds have leveled off, now that the 50th Anniversary celebration expenses have been settled. Tim Hunt asked whether it would be possible to create a separate report detailing the final income and expenses associated with the event. The board thought that would be a good idea as it would help future boards plan for milestone events. Sally said it would be fairly easy to create such a report and she will do so.

Recent expenses included: \$162 for the 2024 Bike Swap; \$85 to reserve Manito Park picnic shelter for the post-Bike Everywhere month wrap-up event; \$20 for annual club corporate filing with Washington Secretary of State.

Sally noted that the annual League of American Bicyclists insurance renewal meeting will take place via Zoom on Wednesday January 17. At that meeting (to be attended by Sally and Tim Hansen) we will find out what our general and director and officer liability insurance will cost for the upcoming year (to be billed in February). The board acknowledged that – regardless of cost – the club must carry the insurance.

Unfinished Business & Reports:

Terry reported that the club member dues increase (individual is now \$25; family is now \$35) went into effect smoothly January 1, 2024.

Rides Program Updates: Garry Kehr

A. Cross Washington Tour Planning

Garry Kehr expressed gratitude for the high degree of competence and diligence exhibited by the tour planning committee members: Lance Ferrin; Bill Gillis; Tim Hansen; Terry

Harwood; Tim Hunt; Russ Peters; Charles Robeson; Mary Rosner; Kip Smith; Dave Sorg and Miki Stuebe. Garry noted that the level of involvement demonstrated by these volunteers may foreshadow increased future participation at the board level by some new faces.

Tim Hunt outlined the daily proposed routes as they appear on Ride w/GPS. They will continue to be updated as needed in the time leading up to the event. In the course of planning the routes, Tim discovered that Chelan County requires that any group larger than 25 people using county roads must get a permit. The permit costs \$250 and requires a certificate of insurance for Chelan County be added to our policy, with minimum coverage of \$3 million. It was agreed that getting such additional coverage would be cost-prohibitive. Two options were discussed to avoid the need for a permit, while still complying with county code. Option 1 was riding entirely on state highways. Option 2 was breaking the group, if larger than 25 people, into two sections, leaving at different times or from different locations. The board agreed that Option 2 would be our plan. It was noted that this additional procedure is necessary because our proposed Day 3 route takes us on approximately 25 miles of Chelan County roads between Leavenworth and Wenatchee.

Garry outlined the intent to charter a bus through Northwestern Stage Lines to take the group, including boxed bicycles from Spokane to Monroe on June 17th. The advantages are that we can leave when we want, from whatever single location we choose and we will have the entire bus to ourselves. The cost is \$3044. If individuals were to take the same non-charter bus, they would have to pay \$128 and would need to be concerned about luggage space. For the charter bus to be cheaper per person, we need to have 25 riders. The maximum occupancy is 55. An advantage of the charter is that it will likely lead to a greater sense of camaraderie within the group. Final individual costs will have to wait until we know how many members will be taking the bus; they will need to be invoiced separately.

Garry described the system that will be used to identify and transport luggage on a daily basis during the tour.

Russ Peters has done preliminary research to determine areas on the route that may require customized ad hoc bike security. Where necessary, the club will provide a daisy chain type of set-up that people will be able to lock their bikes to. Members will be required to bring their own locks.

SAG support will be provided by Barry Giles – he will cruise the route in a car with bike rack and minor tools/tires; prior to the event the club will send out a “what to bring” check list to participants.

Meal locations and lodging/camping options have been determined and will be posted in a few weeks’ time.

Terry Harwood will set up the event registration page on the club website. The electronic registration form will capture member details regarding lodging, whether they will ride the bus, whether they’ll be using an e-bike and other information that will help us with logistics.

Once the registration page is live, we will continue to promote the event and set up ongoing communication systems with registrants.

The registration cost to members will be \$85, the same as it was the last time the tour was offered several years ago. That does not include the cost of getting to Monroe. Lodging and meal expenses (other than the daily mid-ride rest stop) and any other incidental expenses will be the responsibility of each rider. If there were 25 paying attendees, the income of \$2125 would likely cover club expenses, which are estimated to be \$1500.

So far, 47 people have said they were either planning to attend or are likely or very likely to attend. If 25% of those people drop out, we would have 35 attendees. It is a good early response and compares favorably with 2015, when it was necessary to supplement attendance with members of the Cyclists of Greater Seattle club.

The club will pay in advance for the Leavenworth campsites, which would otherwise be in danger of selling out, and will figure out how to get reimbursed by the camping attendees.

We discussed alerting local news outlets about the event – no decision made.

Emergency and medical protocols, including smoke-related cancellations will follow those used during the 2023 Colville tour: standard emergency contacts and first aid kits. Cell coverage is good throughout the route. Language describing weather/smoke related cancellation will be part of the registration form.

The club will offer some training – either at a general meeting or otherwise – around the use of Ride w/GPS, which will be the official repository for the route maps and cue sheets.

We hope to offer some club rides starting in early spring devoted to getting members in shape for riding 50+ miles per day for several days in a row.

B. Other Rides Program Updates

Garry, Sally, Tim Hunt and Sharon Meross have been meeting to create a survey intended to identify any obstacles to participating in our club rides. The survey will address two separate groups initially: club members who went on fewer than 10 rides last season; and members who did not go on any rides last season. Another survey will be created to address people who are part of our Meetup group, but are not club members and are low or zero frequency riders. Initial survey will be ready to go by the end of January.

A major initiative of the 2024 rides program is to establish a set of once-a-month Saturday rides targeting a range of rider fitness and skill levels. There will be three rides, all starting and finishing at the same point and all having the option to meet prior to the ride for coffee, a snack and conversation. The rides will fall into three levels:

- Leisurely: 10-12 mph with a starting distance of 10-12 miles
- Steady: 12-14 mph with a starting distance of 25-30 miles
- Brisk: 16-18 mph with a starting distance of 40+ miles

The key feature is that it's invitational and highly publicized through the website, emails and Meetup. To start in May. Part of the purpose is to get feedback on what kinds of rides have broad appeal.

New Business:

- A. The January 22nd General Meeting will focus on Zwift - the online platform that allows one to use their at-home trainer to participate in workouts and rides with people from around the world. Two demonstration bikes will be set up at the meeting for people to get a feel for the experience. Terry and Bob Buck will lead the demonstration and will also talk about the Zwift rides that a group of club members have been doing a few days a week for the past couple of months.
- B. The 2024 Bike Swap will take place April 20th from 9-4. Set up is the day before from 10-1. Terry will send out a call for volunteers via email. Tim Hunt will coordinate with Terry and Sally regarding stored supplies that will be needed. The idea of including a Zwift and/or Ride w/GPS demo as part of the booth was discussed.
- C. Dave Sorg suggested it would be a good idea to revisit the protocols and naming conventions associated with the club's Ride w/GPS account, as well as offering some training for members. The board agreed.
- D. The March General Meeting will be on March 18 and will feature a presentation by Lori Smith's sister on her 6-week, self-guided and planned bike ride from Amsterdam to Barcelona.

Next Board meeting: Monday March 11, 6:00 PM

Meeting Adjourned: 7:27 p.m.

Respectfully submitted,
Tim Hunt, Temporary Secretary

Treasurer's Report

Cash Flow - YTD 1/1/2024 through 1/15/2024

Category Description	1/1/2024- 1/15/2024
INFLOWS	
Member Dues	315.00
TOTAL INFLOWS	315.00
OUTFLOWS	
Bike Everywhere	85.00
Bike Swap	162.00
TOTAL OUTFLOWS	247.00
OVERALL TOTAL	68.00

Account Balances - As of 1/15/2024 As of 1/15/2024

Account	1/15/2024 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	6,837.32
STCU Checking	9,323.99
TOTAL Bank Accounts	16,161.31
OVERALL TOTAL	16,161.31

Cross-Washington Tour Update



About 40 SBC members are going to board a charter bus on 17 June, 2024 for a cross state bicycle adventure. The tour starts in Monroe, and traverses through Skykomish, Stevens Pass, Leavenworth, Quincy, Coulee City, Wilbur and arrives in Spokane on Sunday, June 23rd.



The weather history for Eastern WA in mid June is high 70's with a 10% chance of rain.

The tour is for **club members** only with an emphasis on adventure, safety, comfort, and affordability.

The route will start in Monroe, WA. and end in Spokane, WA. with stops in Skykomish, Leavenworth, Quincy, Coulee City, and Wilbur.

The route will focus on a safe route maximizing low traffic Farm to Market Roads or, as necessary, higher volume roads with wide shoulders.

The tour will include sag support and luggage transport to designated locations (camping and motel) each day.

All rides are on hard surfaced roads; road bikes are appropriate. E-bikes are welcome.

Group meals will enhance friendships and build camaraderie.

The thirteen highly motivated and highly competent X-Wa committee members have dug into the many moving parts required to make the event work for everyone. Details include six detailed [Ride with GPS](#) maps with route, cue sheets, elevation profiles, food stops and lodging locations. Riders will have the back up support of two SAG wagons and a truck with trailer to transport bags and gear to and from lodging locations for each rider each day.

The tour will be 315 miles long with an elevation gain of 14,320 feet. For a more comprehensive view for each day, see the RWGPS link below.

On Monday evening, February 19th, about 40 SBC members attended an informational meeting about how the X-Washington Tour is going to work. For those who are interested in joining in on the adventure but unable to attend the meeting, here are some instructions to make it a smooth transaction:

Click on the hyperlink for each topic for detailed instructions:

1. For an overview of how it is going to work:
2. For a comprehensive look at the route, miles and elevation gain:
3. For guidance on baggage handling
4. For guidance on Air Quality and Weather cancellation:
5. For instructions at each stopover location (how to make reservations):
 1. Monroe
 2. Skykomish
 3. Leavenworth
 4. Quincy
 5. Coulee City
 6. Wilbur
6. For coordinating and reserving camping spots:
7. Plan B
8. Rider "To do" list:
9. Training plan and worksheet:
10. For registration

X-Washington Tour Committee: Lance Ferrin, Bill Gillis, Tim Hansen, Terry Harwood, Tim Hunt, Garry Kehr, Russ Peters, Charles Robeson, Mary Rosner, Jane Schelly, Kip Smith, Dave Sorg, Miki Stuebe

SAG Support: Barry Giles

Garry Kehr
X-Washington Tour Chair

Earth Day is Monday, April 22, 2024



Indoor Cycling- Zwift Group Rides



We have been offering indoor cycling group rides on Zwift for a couple months now. We have been riding Mondays, Tuesdays, Thursdays, and Saturdays. If you haven't ridden Zwift, it is just as much of a workout as the real road. Our rides are in a group format where as long as you pedal, you will stay with the group. We also use the Discord app so we can talk to each other in real time to help those that need technical assistance, help with passing the time on the bike, or just socializing.

Zwift has been a great way to stay connected during the off season. Zwift is also a great way to stay in shape during those off months. It's a great way to compliment rides during the season, and a great way to get "a quick ride" in. Honestly Zwift is an excellent training tool.

If you would like more information, you can find a link on the home page of our website, spokanebicycleclub.org, that will give you complete instructions on how to join us on these rides.

Spokane Bicycle Club General Meeting

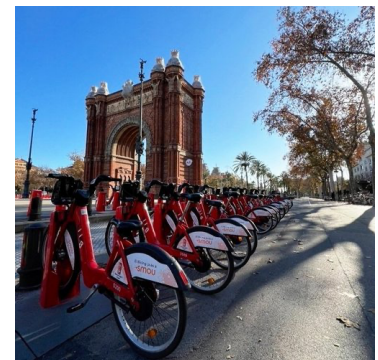
6:00 PM Monday 18 March 2024

St. Mark's Lutheran Church, 316 E 24th Ave, Spokane, WA 99203

Amsterdam to Barcelona

In our March meeting, we have the pleasure of welcoming Joan, a past member of our club to share her six-week, self-guided, self-planned 1800+ mile bike trip from Amsterdam to Barcelona that she and her husband did this last fall.

We will also update you on some of the exciting events and rides coming up for our club this cycling season.



Spokane Bicycle Club Rides Program Update-2024

March 1st of each year is a “soft” launch of the SBC Rides Program, meaning that we begin scheduling rides on Meetup on March 1st depending upon the weather and the preference of the ride coordinators. The soft launch is an opportunity to begin getting some base miles at a slow to moderate pace, building toward longer and faster rides as the season builds.

Here is a list of rides coordinators with the ride name and day of the week. These ride coordinators will be reaching out to ride leaders beginning in late February.

Ride Name	Day / time (for March)	Coordinator
Monday Riverside State Park out and back (Recurring)	Monday, 10:00 AM (early season)	Don Barden
Scenic Tuesday	Tuesday, 10:00 AM (early season)	Jerry Etchison
Casual Wednesday Riders	Wednesday, 10:00 AM (early season)	Bob Buck
Team Thursday	Thursday, 10:00 AM (early season)	Tim Hunt
Thursday Evening	Thursday after work, 6:00 PM	Dave Sorg
Friday Women	Friday 11:00 AM (early season)	Eileen Hyatt
Saturday Steady	Saturday, 10:00 AM (early season)	Sally Phillips

Please thank these faithful servants when you see them, they are a vital part of our organization.

Beginning in May, SBC will have a monthly special ride where three different groups (accommodating distance and pace preferences) start and end at the same location. More to come on these rides.

We hope to see you on a ride soon. If you have questions, please call Garry Kehr at 509-990-1474.

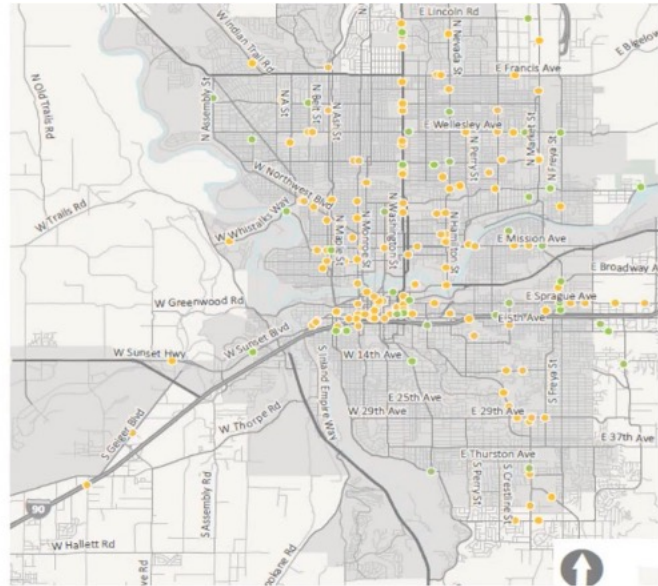
Garry Kehr
Rides Director
Spokane Bicycle Club

Government Affairs

The Spokane Regional Transportation Council is preparing a **Safety Action Plan**, using data on fatal and serious traffic injuries in Spokane County over the last 5 years. They are on a tight time frame, with a strategy to be developed in February. The goal is a completed, *actionable* plan by May with goals and target dates. This a requirement to allow application for transportation grant funding, which increasingly emphasizes considering all modes of transportation, as well as helping communities previously disadvantaged by previous transportation projects.

5-year period: 2018 - 2022

Mode	Fatal	Serious
Vehicle-only	24	173
Pedestrian	28	123
Bicyclist	1	35
Motorcycle	17	78
Total	69	406



● Pedestrian
● Bicyclist

Some observations from reviewing the crash data

- 70% of serious/fatal crashes for Spokane County are in City of Spokane
- Most accidents are in dry conditions
- Half of pedestrian injuries happen after dark
- Distracted driving is the most common contributing factor
- Many accidents happen at mid-block crossings (jaywalking)
- Speed is the biggest factor in causing harm. Note that Spokane has lots of 30-35 mph streets, something that downgrades us when applying for 'Bike Friendly' status.

The project will identify hot spots, apply solutions and use what's learned in other accident locations. Knowing hot spots could lead to targeted enforcement - based on time of day, date, location where injuries occur. Bus stop locations might move. An example of hazardous infrastructure – 4 lane roads with extra-long blocks, which encourage unsafe jaywalking. SRTC plans to get out in the field to get gps in data lane width, curves, blind spots.

Asked which cities have been successful at reducing traffic death, the SRTC consultant mentioned success stories in a couple New Jersey cities, and said that the critical components were 'leadership commitment and lots of money'. One city, Hoboken, has been in the news. [Traffic Fatalities Are Up Almost Everywhere, But Hoboken Hasn't Had One In Nearly 7 Years \(jalopnik.com\)](https://www.jalopnik.com/traffic-fatalities-are-up-almost-everywhere-but-hoboken-hasnt-had-one-in-nearly-7-years/1234567890/)

Key strategies: ' *lower speed limits, protected bike lanes, improved crosswalks, and curb extensions[40]. That's it. Some signs, a bit of paint, and some concrete curbing has completely slashed road deaths in the city to zero... "Just with a bucket of paint, you can actually create a curb extension; you can create high visibility crosswalks, which create a much safer environment at a very cheap cost," Bhalla said. "And then when you do the next iteration of repaving, you can really amplify and increase on those improvements that you've made."*

In 2022 Hoboken lowered its city speed limit from 30 miles per hour to just 20. Note: Hoboken is tiny compared with Spokane – 50k population and 1.24 square miles landmass.

The other city cited, Jersey City, provided this perspective on their success “ *..we have to be very flexible and nimble and treat our streets as living breathing things that are not static*”. They advocate for quick temporary solutions that the public can see, to build support for changes.

And regarding the 'leadership commitment', WABikes' blog notes that Spokane recently elected leaders that have a history of supporting biking issues:

“WA Bikes Board alum Paul Dillon won a City Council seat along with Kitty Klitzke, who previously served on the state Cooper Jones Active Transportation Safety Advisory Council. Dillon and Klitzke will be important voices as Spokane moves forward with implementing its new Vision Zero Action Plan, and as bike advocates push for new protected bike lanes on key downtown arterials”.

ACTION: SRTC has two public **surveys asking for public input**. One identifies unsafe locations on an interactive map, the other asks generally about your transportation behavior: [Spokane Regional Safety Action Plan \(arcgis.com\)](https://www.arcgis.com); scroll down for the second survey. Please follow the links and offer comment.



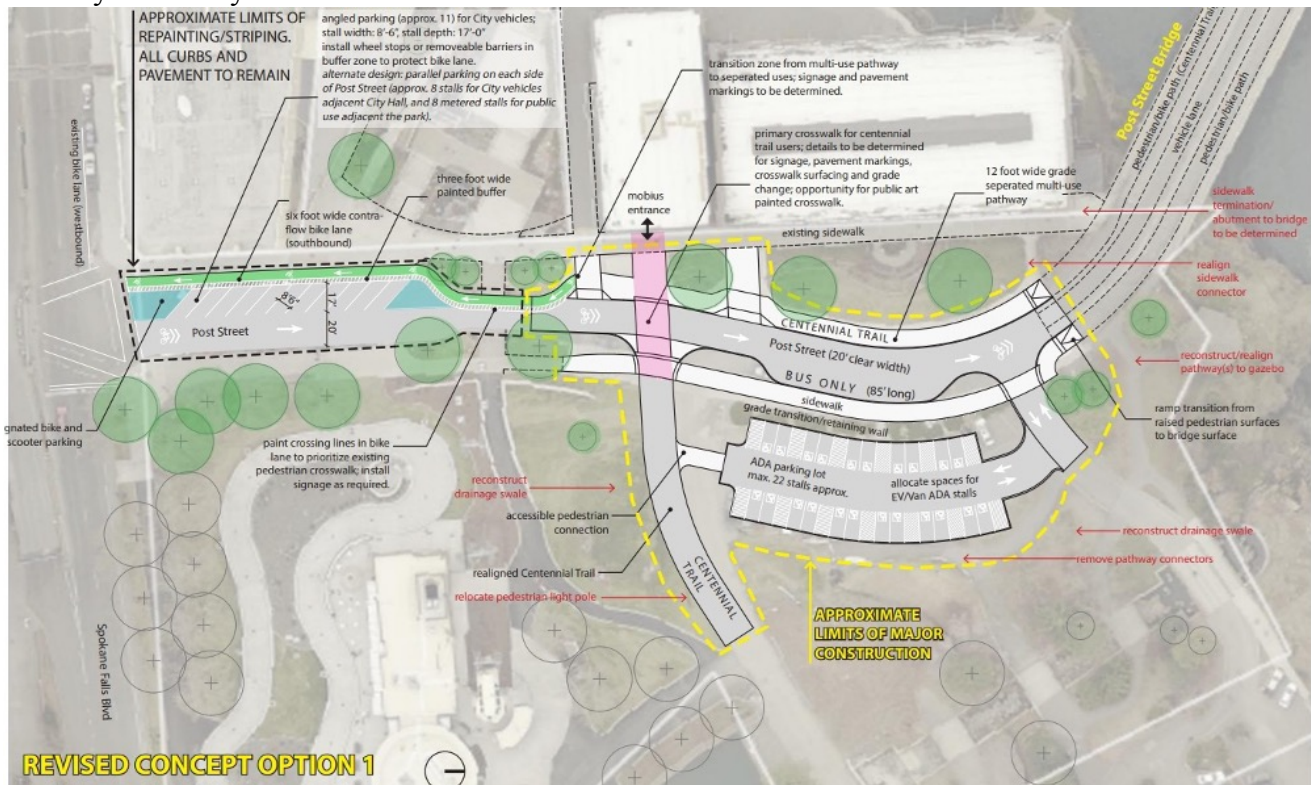
The League of American Bicyclists (our club is a member) has a ['Slow Roads Save Lives'](#) campaign. "In short, we support legislation that provides a clear process for communities that want to implement 20 MPH speed limits. While quickly lowering posted and unposted speed limits through a legislative change is possible, our recommended approach is to focus on removing the barriers to 20 mph speed limits at the grassroots level rather than a top-down change. The Slow Roads movement's goal isn't just a new number on a sign. We seek legislative changes that empower communities to lower their own speed limits, indicating to agencies that slower speeds and safer road design should be pursued everywhere to save lives."

Note: Washington State gave local communities more control over residential street speed limits: Washington state code says: *46.61.415.(3)(a), by setting procedures (3)(a) Local authorities in their respective jurisdictions may establish a maximum speed limit of 20 miles per hour on a non-arterial highway or part of a non arterial highway. (b) A speed limit established under this subsection by a local authority does not need to be determined on the basis of an engineering and traffic investigation if the local authority has developed procedures regarding establishing a maximum speed limit under this subsection.*

ACTION - [Take the Pledge | League of American Bicyclists \(bikeleague.org\)](#) - which includes such controversial(?) pledges, as agreeing to drive the speed limit. Hey, this Pledge could use some love – nobody on this side of Washington has signed up.

Bicycle Advisory Board

Below is the latest configuration for the **Post Street Bridge** access. The design still needs approval by the Mayor and city council.

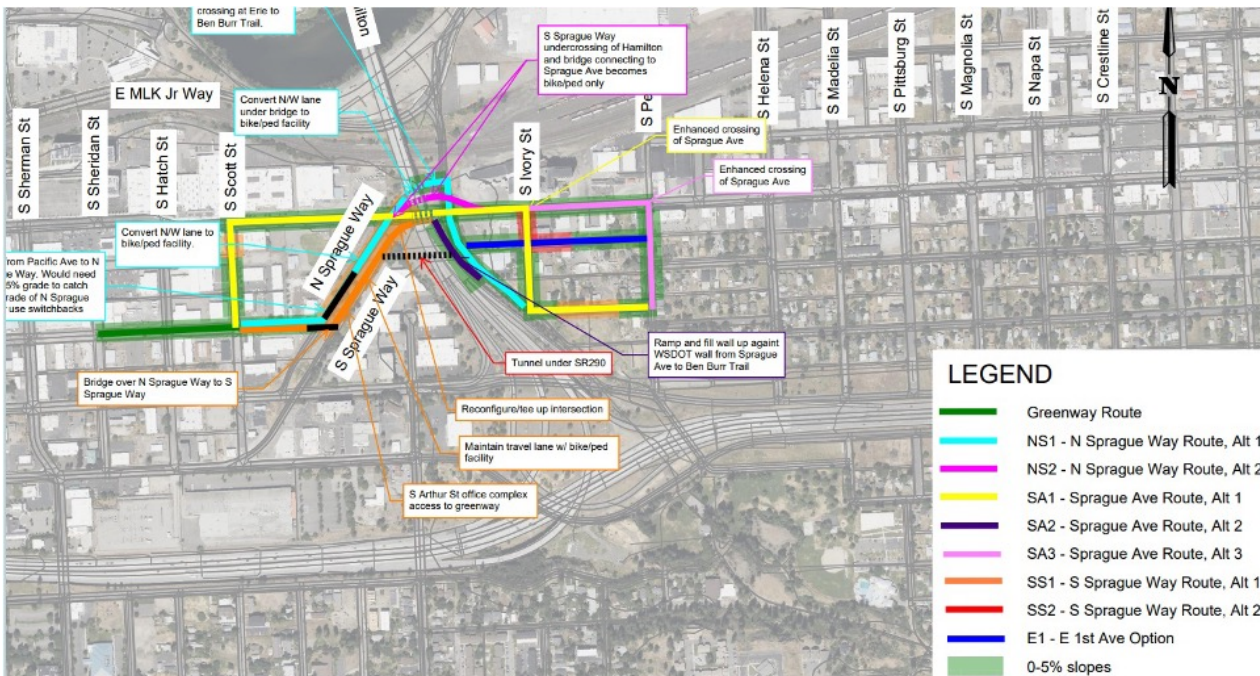


The bridge will have bike/ped on both sides of the bridge, with the westside path being the CT path. There will be one northbound car lane in the middle of the bridge. The car traffic will be separated

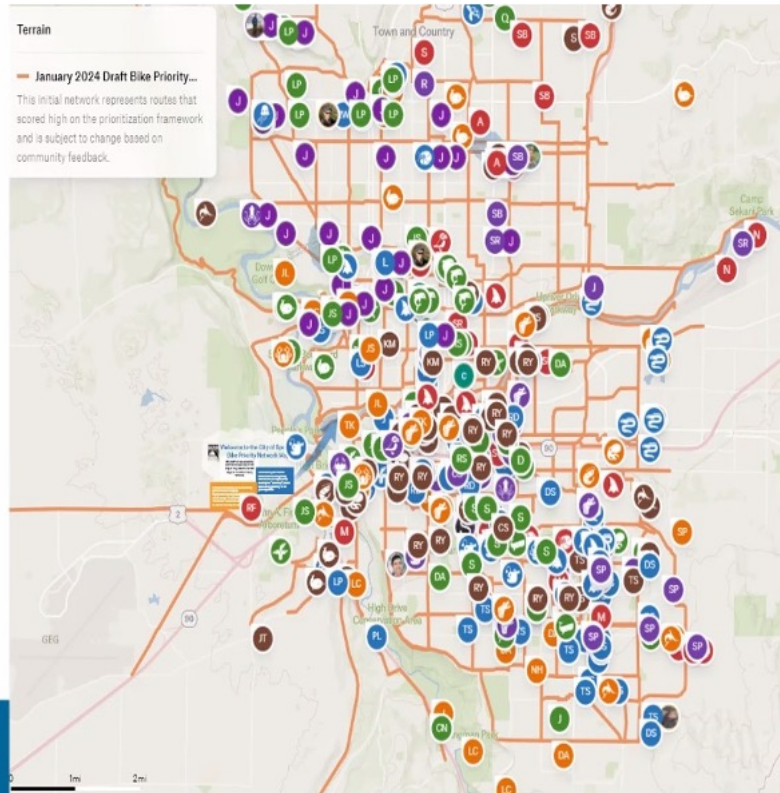
from pathways with dividers. A Riverfront Park trail crossing on Post will be in front of Mobius, and may include crosswalk art. The Centennial Trail will continue into Riverfront Park north of the ice rink, cross to the north side of the river, then return south of the river at the King Cole Bridge. Double-crossing the river allows the CT to avoid the blind curve close to the performing arts center. BAB folks reminded the City that King Cole Bridge has a very rough wood surface.

City of Spokane is getting ready to apply for renewal of its **Bike Friendly** designation (handed out by League of American Bicyclists). The status is up for renewal every 5 years. The rating is important because it gives an objective assessment of how our city is doing in relation to other communities. Previously, the City has qualified for a bronze designation. City planner Colin Quinn-Hurst hopes Spokane can gain a silver designation this year. Criteria are: engineering, equity, education, encouragement. He noted that we have lost points in the past because we have an abundance of streets with 30-35 mph speed limits, that also do not have separated bike facilities.

Phase One of the **Pacific Avenue Greenway**, which runs along Pacific Avenue between Howard Street and Sherman Street, is already planned and funded. It is designed to include two new traffic signals with audible pedestrian countdown signals at the Division/Pacific and Browne/Pacific intersections, ADA curb ramp retrofits, and curb bump outs at select intersections. This phase of the greenway is anticipated to include the following: approximately 3,750 feet of bicycle boulevard; way-finding signage and markings; approximately 700 feet of buffered bike lanes approximately 200 feet of green pavement markings. The route for Phase Two from Sherman to Perry, is being studied by consultant Toole Design. A preferred route should be picked in first qtr 2024.



Bike Priority Network The goal is to define an 'all ages and abilities' bike network, where cyclists can get around safely and efficiently. Using our current city bike map, it seeks to prioritize the most-needed projects. Routes are scored based on: safety (avoiding crash areas); access to destinations; equity; feasibility (cost, resistance to bike amenity), maintenance. BAB volunteers from 4 city quadrants will critique the map.



ACTION – The public is also asked to offer their comments. [Jan 2024 Draft Spokane Bike Priority Network - Community Feedback Map](#) - You can comment on routes, also add to existing comments. Hurry! **Deadline for commenting is 2/29.**

WABikes, the bicycle lobbying group which SBC is affiliated with, reports **WA ST bills that affect cyclists.** It's the short legislative session, over mid-March. The following still have a possibility of passing (as of 2/20/24). [SB 6283](#) – Eliminating the July 2027 expiration date for the Sandy Williams Connecting Communities Program, which was created as a limited time pilot program. The program provides funding to increase safe and continuous routes for active transportation users in

communities that have been bifurcated by current or former state highways.

[SB 6010 /HB 2394](#) – Streamlining certain decisions pertaining to the development or extension of a trail or path from the state environmental policy act.

A bill that got some press, but which has NOT proceeded is: [SB 5383](#) – Concerning pedestrians crossing and moving along roadways – to limit ticketing of jaywalkers.

BITS

Bigelow Gulch road will finish its rebuild this year, with 8 foot shoulders. Maybe a bike route? I asked Jami Hayes, Spokane County engineer (and cyclist) what she thought. *It's not on the regional bike map. This road is not designated as a bicycle route but a shared roadway which is basically all roads that do not have restrictions on them. This road is designed with 8' shoulders that could be used for biking as well as emergency pull over, etc., but is a freight route with a 45 mph speed limit. This would be an example of a road designated as for the "Brave and Fearless".*

City of Spokane has allocated traffic calming funds to hire three new staff for additional street sweeping and sidewalk clearing.

Washington State Dept of Transportation's Char Kay reports, "We recently advertised a Request for Qualifications for a consultant team to lead planning and design for a **land bridge in the vicinity of Liberty Park** across Interstate 90. The advertisement closed February 14. We are preparing to interview and select a consultant team. As construction funding has not been secured, we currently do not have a construction start date. We plan to compete for construction funding at the national level, once a construction estimate is available."

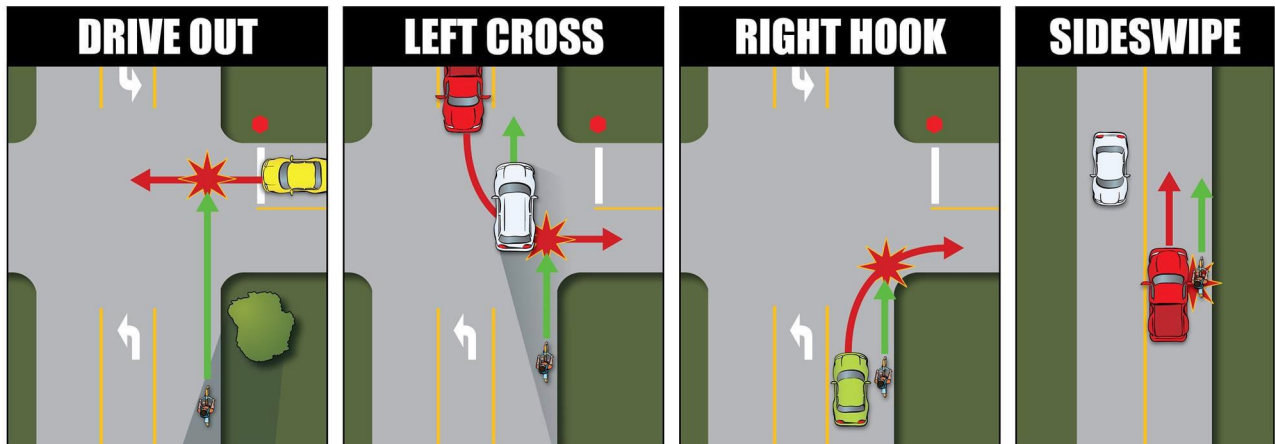
[Palouse to Cascades State Park Trail Brochure _2.pdf \(wa.gov\)](#) - map of trail, campgrounds, some listing of nearby services, also intro to park mentioning features and rules. [Palouse to Cascades State Park Trail | Washington State Parks](#)

Another section of the Children of the Sun Trail has opened. It now reaches south, nearly to Upriver Drive.

- Sally Phillips

Lane Position Matters!

Common Car vs Bike Crashes



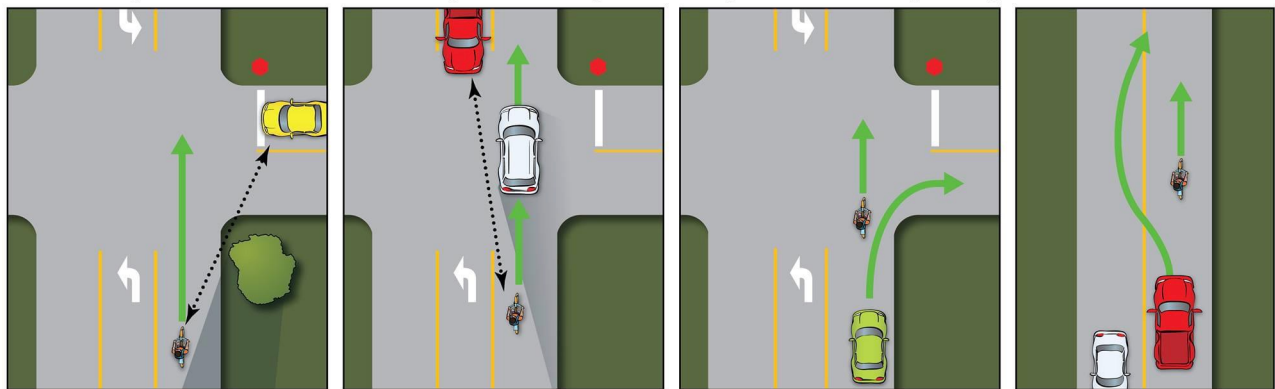
Bicyclist is irrelevant or hidden by sight obstructions on the edge of the road.

Bicyclist is irrelevant or screened by passing motorists, or driver underestimates bicyclist's speed.

Bicyclist is irrelevant, or motorist underestimates bicyclist's speed and distance needed to pass.

Motorist underestimates space needed to pass safely and squeezes by within the lane.

All of these crashes are the motorist's fault. But a bicyclist with the freedom to drive defensively can avoid them.



DEFENSIVE DRIVING: Ride farther left to maintain vantage and visibility around sight obstructions.

DEFENSIVE DRIVING: Ride farther left to increase vantage and visibility to opposing left turn lane.

DEFENSIVE DRIVING: Ride farther left to discourage motorists from passing before turning right.

DEFENSIVE DRIVING: Ride farther left to discourage motorists from trying to squeeze past.

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