



President’s Message

Tim Hunt, Spokane Bicycle Club President

As our “official” riding season draws to a close (snow showers in the forecast at this writing), so does my term as club president. It was an enlightening year. I knew going in that our members were a friendly and sociable gang. But collaborating with our board, volunteers and members on activities and events throughout the year brought to light how thoroughly competent and giving this group of folks is. So, thanks to you all.

Thanks to Sally Phillips for putting together another slate of terrific events for Bike Everywhere Month. Thanks to Garry Kehr for heading up the Ride Leader Training program, which has made our rides safer and more fun. Thanks to Russ Peters for arranging a beautiful Colville tour weekend. Thanks to Margaret Watson, the heart and soul behind the 50th Anniversary celebration, and Stacey Sorg, for chairing the utterly professional committee that made it happen. I’m still awestruck by the accomplishments of the banquet’s honorees – what a legacy they have left us.

Hats off to everyone who volunteered at an event, or went on a club ride, or supported us by being a member – riding or not. Thanks for keeping the club going.

A final thank-you to our next president – Terry Harwood. Terry’s combination of skills and enthusiasm is going to serve the club well in the coming year! I know Terry will enjoy the kind of support from our members I’ve been lucky enough to experience this year.

In signing off, whether you slap on fenders or studded tires, hitch your bike to an indoor trainer, hit the slopes, the gym or a warmer climate to get through the winter – keep on moving!

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Gerry Bergstrom

August 28, 1949 – July 20, 2023



Gerry (on the left) on an 85-mile club ride up Steptoe Butte

Joined SBC 18 May 2014.

Gerry maintained his membership even after his illness kept him off his bike.

Gerry was an active SBC member:

- He attended meetings.
- He participated in weekly club rides.
- He led rides.
- He joined in on club tours.
- He was a 4,000+ miles-per-year rider.
- He rode for health, fun and adventure.

May 2017- Gerry was the ride leader for a ride starting at Yokes on Sprague and rode to Rockford. A 40+ mile ride. Gerry was amazingly prepared as a ride leader:

- He arrived well in the advance of the start time.
- He gave a thorough safety briefing.
- He handed out a slip of paper with his name and phone number.

In 2018, Gerry served as the president. One of the first things he did was ask Lois, his wife, to lead us through a process to identify the goals and strategies for the upcoming year, including an updated mission statement.

- Gerry also organized the 2018 Colville Spoke and Hub event.
- He attended other tours and often served as the SAG.

In summary, Gerry was a passionate bicyclist and an active member of our community. He will be missed.

-Garry Kehr-

SBC Board Meeting Minutes

September 7, 2023

St. Mark's Lutheran Church

Board Members Present: Tim Hunt (President), Hershel Zellman (Secretary), Sally Phillips (Treasurer), Dave Sorg, Don Barden, Blair Strong (immediate PP), and Garry Kehr.

Board members Absent: Russ Peters and Dave Smith.

Quorum Achieved: Yes

Guest: Terry Harwood (potential new VP) and Stacy Sorg (Chair, 50th Anniversary Committee)

Call to Order: 6 pm by President Tim Hunt

Minutes of the May 3rd and July 5th meetings were approved, without additions or corrections.

Treasurer's Report (Sally): She presented the up-to-date financials through Aug 31. Question was asked about "Affinipay Online Payment Charges." This is the fee we are charged to process credit card payments. Affinipay charges 2.9% per payment. Membership income is \$400 ahead of last year's figure at this time as a result of new membership.

Unfinished Business:

- A. 50th Anniversary Banquet (Tim & Stacy): Date: Saturday, Sept 16. Venue: Mukagawa event center. Stacy acknowledges the quality of the work of her Committee. Members and their primary responsibilities include: Margaret Watson – memorabilia, Terry Harwood – facilities and catering management and procuring the cake, Sharon Doak – slide show and photography, and Eileen Hyatt – place settings. Summary of evening: After socializing and dinner the program will start at 7 and will include welcoming remarks from the President, presentation on the history of the SBC, introduction of honorees, and closing remarks. Volunteers to clean the venue will be recruited (the venue must be vacated by 10 pm). Some committee members will do a dry run of the AV materials and equipment the morning of the day before the event. So far 85 attendees are registered. It looks like expenses will be covered by the reservation fee (\$30) and Club underwriting commitment of \$2500 from the Sponsorship Fund.
- B. Colville Hub Tour (Tim, in Russ's absence): Date: Friday, 9/22 – Sunday, 9/24. All rides (including sag wagon support) and social events are planned. Still need volunteers to sweep on 2 of the rides. Thirty-two people have registered (max = 35).
- C. Dues Increase, Revisited (Tim): In last May's Club Newsletter the dues increase for 2024 approved by the Board (individual \$20 => \$25 and family \$25 => \$35) was announced. Since then the Club has experienced a sizable increase in its operating expenses (eg, D&O insurance and Wild Apricot). There was a lot of discussion about possibly increasing the dues even further. Sally observed that the increase in club membership and planned increase in dues ought to cover the Club's operating expenses for 2024; though, "it will be close." It was moved and seconded to proceed with the planned dues increase and announce in the November Club newsletter that the Board believes the proposed dues increase will cover our operating expenses, but plans to re-evaluate this time next year and going forward will re-evaluate the dues structure on an annual basis in the early fall. The motion carried 5 in favor and 1 opposed.

New Business:**A. Election of New Board Members:**

1. Vacant VP position (Tim): He introduced Terry Harwood who has offered to assume this position and become the new president when elections occur next month. It was M-S-P unanimously to elect Terry to immediately assume the VP position of the Bike Club.
2. Election Venue (Tim): Elections of the Board usually occur in the fall at the Annual Banquet. This year the 50th Anniversary Celebration will supplant the Annual Banquet. The next General Membership meeting of the Club will be deemed the "Annual Meeting." Originally scheduled for Oct 25, Tim has learned that St. Mark's won't be available. We prefer not to change venues for this meeting, so Tim will negotiate with the church for another date.
3. Candidates (Tim): Everyone but Hershel agreed to renew their positions on the Board. Blair, as Immediate Past President, will recruit for a new VP and secretary. Tim will assist him. Blair indicated that he may opt to run for secretary.
4. When the New Board Takes Office: This question was asked. Garry and Sally both recall that the new Board members assume their positions right after their election. The Club Bylaws don't address this.

Rides Coordinator Report (Garry):

- A. Ride Leader Appreciation Event: Garry proposed and Board approved this event at its July meeting. Club budgeted \$242.55 for expenses. Date: Friday, Nov 3.
Venue: TBD. Garry proposes that riders nominate candidates for "Ride Leader of the Year Award" and that the Board determines the winner. Garry proposes other categories of awards, including "Best Variety of Rides" and "Best Briefings." Winners to be determined by rider votes. The Board expressed agreement with these ideas.
- B. Ride Leader Training: Since Garry initiated the process last spring several ride leaders have received the training in a class-like setting. But Garry knows that several leaders have not received the training and some riders who have received the training haven't led rides! Board consensus is that training should be mandatory beginning in 2024. Garry is willing to hold more training sessions as well as meet with members individually if they are not available to meet as a group.

Announcement (Tim): Death of Gerry Bergstrom. Gerry was Board President of the Bike Club in 2018. A memorial will be held Saturday, Sept 23 at 2 pm (same weekend as the Colville Bike Tour). Garry will participate virtually on Zoom and will represent the Bike Club.

Meeting Adjourned: 8:05 pm

Respectfully submitted,
Hershel Zellman, secretary

Next meeting: TBD by new Board.

Warren Walker

June 10, 1953 – July 25, 2023

Sadly, Warren passed away while on a solo bike ride this past July after dismounting from his bike.

Warren was a longtime and active member of the Spokane Bicycle Club undertaking many rides with the club, volunteering to help with member renewals and working at the Bloomsday bike corral; preferring to help out “behind the scenes”. He was an avid cyclist who enjoyed all types of riding including gravel, road and mountain biking.

In addition to riding with the SBC, he trained with the Baddlands Cycling Club where he also assisted with ride marshaling.

Warren’s wry sense of humor and enthusiasm for cycling will be missed by all!

Our condolences to Kiyomi Walker, Warren’s wife and longtime club member and cyclist.



-Bob Castellaw-

End of Season Rides Program Summary and Ride Leader Award Announcement

Garry Kehr, Rides Director



Spokane Bicycle Club Scheduled Group Rides and Ride Organizers

Monday Recurring	Scenic Tuesday Riders	Tuesday Evening Ride	Team Wednesday	Team Thursday	Friday Women's Ride	Saturday Ride
Don Barden	Jerry Etchison	Dave Sorg	Jim O'Hare	Tim Hunt	Eileen Hyatt	Sally Phillips

Stats YTD March 23, 2023

Total Rides – 210

Number of Ride Leaders – 40

Number of Riders – 162

For a list of Ride Leaders and number of rides led click [Here](#)

For a list of riders and number of rides click [Here](#):

Ride Leader Awards 2023 (voted on or nominated by riders)

Best new ride leader – Bob Buck

Best Route Planner – Jerry Etchison

Best Safety Briefing – Don Barden

Best Prepared Ride Leader – Tim Hunt

Best Shepherd of Riders – Bob Bowley

Ride Leader of the Year – to be announced at the Ride Leader Appreciation Dinner.

Photo Gallery of SBC Rides



October 23 - Monday Riverside State Park Out & Back



October 13 - Women's Ride, Trail of Coeur d'Alenes, Cataldo



October 20 - Women's Ride, Centennial Trail (central)

Colville Ride 2023



Photo credit: Sharon Doak, 2022

What makes Colville such a cool place for an SBC outing?

For starters, the place is breathtakingly beautiful and the weather in mid to late September is nearly perfect.

The Spokane Bicycle Club has enjoyed the Colville Spoke and Hub Tour for five consecutive years. A big draw is the Friday night dinner at a local Mexican restaurant and the incredible Saturday night potluck held at the County Fairgrounds.

The Colville potluck was spontaneously created in year one by Barry and Amina Giles. They put out the word to those staying in motels and at the campground to bring a dish and join them at their Casita camp trailer. Barry and Amina cooked fresh tortillas and ground beef, perfectly seasoned. The tradition has continued ever since.

The Spoke and Hub rides are evolving. The weekend includes a Friday afternoon ride, two Saturday rides and a Sunday morning ride. The objective is to create routes of various distances and paces to match the preferences of every rider. It is meant to be fun.

2023 Colville Attendees

Douglas Andersen
 Don Carlton
 Ying Chen
 Michael Darrah
 Lance Ferrin
 Tim Hansen
 Kevin Henderson
 Tim Hunt
 Pamela Jeffcoat
 Barb Kehr
 Garry Kehr
 Debbie Mathew
 Ed Melvin
 Thomas Moser
 Liam Parnell
 Russ Peters
 Dan Robisch
 Coleen Robisch
 Mary Rosner
 Scott Schell
 Jeff Sevela
 Molly Sleeth
 Dave Sorg
 Stacey Sorg
 Susan Strong
 Blair Strong
 Miki Stuebe
 Gil Walker
 Martin Ward

Each year after the event, we solicit input from riders to help us make improvements from year to year.

This year, the chair for the event was Russ Peters. Russ scheduled with the fairgrounds so that we would have free access to clean bathrooms, hot showers, kitchens and secure place to store our bicycles. Some riders tented it, others stayed in their RVs and others stayed in nearby motels.

Russ also arranged for the main dish for the potluck from The Longhorn Restaurant in Spokane Valley. He participated in the route selection along with Tim Hunt, Robert Buck and Garry Kehr. Ride leaders and sweeps were Tim Hunt, Garry Kehr and Russ Peters. Sag support was provided by Barb Kehr, Scott Schell, Stacey Sorg and Russ Peters.

Pictures from the Colville Spoke and Hub tour can be seen by clicking [HERE](#).

We would love to see you at next year's Colville event. If you have an interest in helping with the event, we need a chair for next year (Russ will be available to assist the new chair). We also need ride leaders, sweeps and SAG support. Being a ride leader, sweep or SAG support person is made immensely easier by having the SBC Ride with GPS library. Routes can be downloaded to your phone or Garmin device for turn by turn audible and visual instructions. The Club Ride with GPS is credited to Lori Smith who made it happen on our behalf.

Garry Kehr

SBC Rides Director



2024 Club Dues Increase Reminder

As detailed in our [May/June 2023 Spoke-N-Word article \(page 13\)](#), the club board approved an annual dues increase beginning January 2024.

An individual membership will increase from \$20 to \$25 and a family membership will increase from \$25 to \$35. Dues have not increased in at least ten years. Our costs for insurance, website maintenance and other expenses have gone up significantly over the years. The board will monitor income and expense trends annually to ensure that club membership continues to be a good value.

Member Profile - Sally Phillips

Written by Garry Kehr



Sally's family life

Sally's early life was in Ephrata, Washington where she lived with her brother Dave and parents, Arthur and Margaret Dauterman. Her dad was a salesman for Jensen-Byrd and called on the Air Force in Moses Lake. Her mom was a bookkeeper. Sally went to Columbia Ridge grade school and was a good student who loved to read.

At age 11, the family moved to Spokane Valley looking for more space where Arthur continued to work for Jensen Byrd. Sally mentioned that she had bonded with Bob Bowley because he worked for Jensen-Byrd for years and retired from there. Additionally, Loyd's uncle was the comptroller for JB. According to Sally, JB was very loyal to their employees which contributed to their long-term success. JB was significant to Sally and her family for many years.

Dave, Sally's brother, was 3 years older than Sally. Sally said, "Dave and I split the family talents. Dave was an outdoors person and played football and baseball and I was the reader." Sally remembers that Dave would look out for her as they grew up, making sure that she wasn't bullied or teased. "If anyone messed with me, he took it personally."

Sally's mom grew up in Spokane and Sally still rides by her grandmother's house near Upriver and the house still looks great, including an adjacent lot with an apple orchard.

In grade school, Sally attended Columbia Ridge grade school in Ephrata. After moving to Spokane Valley, Sally went to St. John Vianney 6th through 8th grade and then to Holy Names Academy to finish out high school. Sally went to Eastern Washington University, majoring in English, Russian, Chinese and philosophy. Later she got a degree in math and computer science.

Sally met Loyd in high school, married when Sally was 19 and Loyd 21, went to college together then moved to Yakima. They were married in 1967 and had three boys: Jeremy, Josh and Noah.

Sally was home with the kids for a number of years. Home moved from Yakima to Ephrata, to Spokane, to Seattle and back to Spokane. They have been in their current house in Spokane since 1984. Loyd has deep roots in the Perry district. His mom grew up on 11th Ave. Loyd grew up in the Perry district in the same block as the current M&H Coffee Shop.

Loyd encouraged Sally to finish her degree and Loyd's mom offered to take care of Noah while Sally went back to college. Sally, for one quarter, took a bunch of math classes at SFCC (math lab). She had an aptitude for math and did well. The idea was to bring her up to speed so that she would be ready for the math component of computer science at Eastern. Started at Eastern in 1983 and graduated in 1985. At 35, after getting her degree, Sally applied for a job with the Federal Court in Spokane at a time when computerization was a major emphasis. It

was a one-person shop when she started, and it was up to eight when she left. Her job had become more managerial, over time. Sally retired in 2012.

Community



“There were two incidents when my children were young that helped form my thinking about community. Loyd, our three children and I lived on Magnolia Hill in Seattle. I was walking in the neighborhood with Noah, our youngest, carrying him in a Gerry Carrier when a gentleman stopped his car next to me and rolled down his window. He told me, “Your child’s head is very awkwardly leaning back. It looks kind of dangerous”. Noah had fallen asleep, and his head had flopped back just over the carrier frame. “I took Noah and the Gerry Carrier off my back and adjusted his head. I thanked the gentleman as he drove away.”

The next situation again involved Noah. He was a young toddler and had figured out how to unlatch the screen door that led out to the front porch. He walked out the door, down the stairs and sidewalk to the busy street in front of the house. Again, a kind citizen who happened to drive by, stopped the car, collected Noah, and knocked on the door.

Sally said, “I so appreciated strangers being willing to help when they see something that needs addressing and doing something about it. These two incidents have stayed with me and reinforced the importance of community.”

Sally’s biking life

It is a cool morning in March and an SBC rider is driving to the Saturday Steady to Brisk club ride which starts at Yokes at the intersection of Sprague and McDonald in Spokane Valley. The driver is driving east on Appleway and notices Sally Phillips pedaling in the bike lane, obviously heading to the same club ride. There are a handful of SBC bicyclists that hold the belief that it makes no sense to drive a car to a bike ride. Chief among them are Sally Phillips, Steve Sauser and Bob Bowley.

Sally, known as the bike-everywhere bicyclist, doesn’t fit the typical SBC bicyclist profile. If you ask most SBC bicyclists about how they got started in biking and about their cycling life, you get a story about loving the freedom offered as a child that created a love and appreciation for biking, giving up on cycling as a teenager and picking it up again in mid-life or later. This wasn’t Sally’s story.

Sally’s childhood cycling was much delayed. Sally was the last in her group of friends to get a bike. Sally’s dad, Arthur, bought two Roadmaster bikes: one, blue for Sally and one Red for Sally’s older brother, Dave. Sally and her family lived on a hill with a steep road down the hill which was a bit intimidating. Sally didn’t learn to ride a bike for a couple of years after receiving the Roadmaster. Sally said, “I didn’t ride much as a child and my first memory of riding was in the 8th grade in Spokane when a friend wanted to ride from Millwood to Sullivan Park in the valley. We rode from Argonne to Sullivan Park, and I was amazed at the accomplishment.”

Sally remembers being challenged with the task of pumping up her tires because she couldn't unscrew the pump hose from the tube stem fast enough. The air would leak out. Her older brother, Dave, was more adept and pumped up her tires until Sally was able to master the task.

Sally doesn't remember riding a bike for a long time after the ride to Sullivan Park. In fact, it was probably after she and Loyd were married and living in Yakima before a bicycle entered the picture again. It wasn't much of a bike and had a child seat on it. Shortly after that, she and Loyd moved to Ephrata and Sally began riding around the neighborhood with a child on the back just for exercise.

Sally said, "What really got me into biking was finding a 2-speed Schwinn at a garage sale for \$10.00. I remember riding that bike to the library across the South Hill. I liked using the bike as transportation and getting a little exercise. I tried riding downtown but found the climb back a bit too arduous with only two gears. Later, when I was working for the courts, I rode my bike to work.

The garage sale bike got stolen. After a short period of mourning, Loyd and I bought Schwinn's at Al's Schwinn shop on 37th and Grand (which later burned down). We paid \$149 and \$175. Al said, "It's the best value for an entry level bike" and I remember thinking, "What do you mean, that's a lot of money." The Schwinn's were adequate but after joining the bike club, we upgraded within a year or so. We both bought Cannondales at Bikeworks on 3rd Ave.

Loyd decided that a mountain bike better suited his needs and proposed that he should buy a Merlin hardtail mountain bike. He rationalized, "The Merlin is silver, and it is our Silver anniversary, what do you think?" Sally thought, "What kind of a lock are you going to use for a bike that expensive?"

They bought the Merlin at North Division Bikes. It was initially for Loyd but in time, Sally inherited it. Thirty years later, she still rides it regularly, of course, all the components have been replaced, including the wheels. Sally's other bike is a Greg LeMond carbon fiber road bike purchased in 1996.

Fitness and transportation

Sally had a pretty elaborate exercise routine before starting her career in the court system. This included weight and exercise sessions with Jane Fonda 8 track videos and wearing out a couple of stationary bikes. She said:

"Now that I was working, I had a hard time fitting that kind of stuff into my schedule."

"I found that bike commuting for fitness really worked. All that I had to do was decide to get up early and get on the bike. Once you have the habit, it's all systems go. Commuting solved the problem of losing interest in other forms of exercise and I



integrated bicycle commuting into my life.

I liked commuting quite a bit and the office was very supportive. A couple of the old timers let me park my bike in the exhibit room until bike racks were installed in the parking area in the basement, so I never had to worry about having to leave my bike outside and subject to vandalism. It was kind of an ideal situation.

Loyd was commuting to work too. In fact, he resorted to parking our car at his parent's house so that he didn't have the temptation to drive. Loyd rode his bike to work in the snow, which I thought was crazy but after a couple of years, I gave it a try and really liked it. I had studded tires and Nite Rider lights which really made it workable. Loyd noted that two studded tires cost more than four tires for the car, but he was actually very supportive.

Because we were in good shape from commuting, Loyd and I weren't intimidated by Saturday club rides and really enjoyed them. Our busy lifestyle didn't allow us to go much beyond Saturday rides except for an occasional Tuesday night club ride.

I did initiate a few Sunday rides for the club, but they never were very well attended. I was inspired by Rich Landers, the sportswriter for the Spokesman Review when he put together a mountain bike ride on gravel alleys in downtown. I began adding quirky rides on Sunday like a gravel ride on dirt roads on the South Hill. They were short but fun and gave people an excuse to get out and ride. I also put together progressive dinner rides for the club where members rode from one house to another for appetizers, mains and deserts. It was great fun."



Prior to 1988, when I joined, the club had a Racing Division, an Autumn Century, and a Double Century. When I joined, all that remained was the Autumn Century so I thought it would be cool to reinvigorate the double century. We started the double century in 1992 and it became an annual event for 14 years. The last year was 2005. Not surprisingly, there were not many SBC participants, usually five or six. One of the two-hundred-mile routes that we used started at Wandemere and continued on Mill Road - Blanchard Pass - Priest River - Lone - Flowery Pass-Deer Park and back.

Sally said, "I did one last double century route a few years later. I started from home and rode 190 miles of the route as a training ride for Ramrod."

Sally's Leadership History

Sally continues to contribute to the Spokane Bicycle Club in many ways. She has a long history of leadership in the club:

- SBC President - 1992

- SBC Vice President and Ride Coordinator-1998-99
- Newsletter editor bringing it into the computer age (along with Loyd)
- SBC Treasurer - 2012 to present.
- Board member – 2012 to present.
- 2000-01 developed SBC Diversity Ride Challenge, providing shirts for all who rode every category of club ride.
- Bike Everywhere coordinator
- Secured volunteers for Spokefest and Bike Everywhere Month
- Founder and organizer of the Bloomsday Bike Corral at Riverside Park- 27 years
- Revived the club's Midsummer Nightmare Double Century-organizing and riding it
- Coordinator for the Saturday Steady to Brisk ride, and ride leader for Steptoe Butte Ride and many others
- Newsletter columnist for Government Affairs since 2013
- Helped to coordinate the city Spokane Commute of the Century and Parkway rides
- Participated in the Bike Swap SBC and Bike Everywhere booth since 2012

Sally said, “The Spokane Bicycle Club has always stood out to me as a unique community organization. A club where the central theme is community, group rides and advocacy. Rarely does one hear a question about what one does for work or where they live. There is an amazing acceptance of people in all walks of life. Maybe it’s the universality of bicycle helmets, jerseys, and bicycles. Anyway, for me, it is a big draw.”

Sally’s life priorities are family, fitness, and community. She is known widely as “The Bike Everywhere Bicyclist” because her transportation preference is bicycling (four seasons) and because she takes responsibility for “Bike Everywhere Month” in May. This means that she plans for dozens of bike-everywhere events each year, including commuter energizer stations and the pancake breakfast during bike to work week for all of Spokane. Additionally, she is the longest standing SBC board member and treasurer since 2012. As a board member, she is known to be a soft but firm voice and can be counted on for wise council. She also labors over a multi-page newsletter article 6 times a year as the government affairs columnist. To top it off, she is the Saturday Ride Coordinator and organizes the Bloomsday Bike Corral for the hundreds of runners who bike to the Bloomsday start.

The next time you see Sally riding to a ride, give her a quick “beep, beep” on your car horn as you pass to acknowledge what a huge inspiration she continues to be for the rest of us or thank her wherever you might come in contact with her.



SBC Cross Washington Tour – June 2024



The Spokane Bicycle Club is offering a cross Washington Tour in June 2024 with an emphasis on adventure, safety, comfort, and affordability.

The committee (see text box below) will focus on a safe route maximizing low traffic Farm to Market Roads or, as necessary, higher volume roads with wide shoulders.

Total miles: approximately 300 with an average daily milage of 50.

Stop over locations will offer camping and motel options and a restaurant for group meals.

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

The committee will research possible public transport to the Seattle area for the ride start and places to stay in Seattle with convenient and safe routes to the ride start. If riders stay in designated locations, luggage support will be available from public transportation sites and from the motel to the ride start the first day of the ride.

The club will charge a reasonable amount to cover SAG and luggage support. Food, transportation, and lodging will be the responsibility of each rider. The objective is to offer a fun, safe tour, at a cost well below the commercial rate for a similar bike tour.

Stay tuned for more details. We will be surveying members to check for interest to ensure that we have enough participants to cover sag and luggage support costs.

Garry Kehr
Committee Chair

Cross Washington Tour Committee Members:			
Lance Ferrin	Terry Harwood	Charlie Robeson	Stacey Sorg
Amina Giles	Tim Hunt	Mary Rosner	Miki Stuebe
Bill Gillis	Garry Kehr	Kip Smith	
Tim Hansen	Tom Moser	Dave Sorg	

Government Affairs

WA ST Senate Majority Leader Andy Billig and Spokane City Councilman Zack Zappone led a **bicycle town hall** on October 6th. The ride started at the U District bridge, routed on Riverside's protected bike lanes, thru Riverfront Park, the Iron Bridge and quiet residential streets to a no-host meal at Beneditos. About 100 riders, including many SBC'ers, turned out for the event, in perfect early Fall weather. At stops along the way, there was discussion of upcoming infrastructure improvements.

- The City has applied for \$12 million for construction of more protected bike lanes in the downtown area, under a federal Safe Routes for All program. Asked about how cyclists could get safely into downtown to enjoy the improvements, Zappone mentioned Post St Bridge bike lanes, and planned bike lane improvements on Howard, north of Riverfront Park.
- Post St bridge was originally scheduled to be done in December, but will probably be delayed until 2024. The bridge includes wide bike lanes with planters to improve safety for non-motorized users. Zappone had supported the bridge becoming totally non-motorized, but funding sources prevented



totally excluding cars.

- Plowing equipment has been purchased for protected bike lanes. And there has been an increase in staffing for street sweeping.
- Trent Bridge is now open, and has a paved underpass, though it is not connected to the adjacent bike path yet. It will take 5-10 years to provide a complete connection between the underpass and Iron Bridge on one end, Ben Burr Trail on the other. Some right of way will need to be purchased.

Senator Billig emphasized the importance of contacting your elected representatives to voice your support for cycling infrastructure. The goal 'accessible, safe and fun' cycling network. He said 'You already have us [him and Zack] on board'. Make your support for cycling projects known to other city council members and state/fed electeds, thru public testimony at meetings, via email or neighborhood councils, reinforcing that these projects should be a priority.

Changes may be coming to the City of Spokane's **allocation of traffic calming funds**. This budget item is funded thru revenue from traffic speeding cameras. The Mayor has proposed a city budget for 2024 that moves \$2 million from the traffic calming fund to the general fund. See: [Woodward's preliminary 2024 Spokane budget tries to fill \\$20 million hole. Is it enough? | The Spokesman-Review](#)

More traffic speed cameras are up for installation next year. Per state legislation, placement of cameras can now be expanded from adjacent to schools to also parks and hospitals. Tickets from traffic camera infractions pay for various infrastructure that will slow down traffic and improve safety, especially for non-motorized travelers – curb bump-outs, sidewalks, speed tables, beacons and lights to alert motorists to people wanting to cross the street, etc. The Spokane City Council, in the past, has not been supportive of 'raiding' this fund, which the Mayor has called a Council 'slush fund'.

A couple planned improvements to calm traffic in my neighborhood (Lincoln Heights) – pedestrian-activated red lights (hawk lights) at 29th & Fiske, also at 24th and Ray. Funding for these lights is probably a good way into the future, but each would do a great job of providing a safer path for bikes/peds headed for the Lincoln Heights business district and park and senior center nearby.

[Spokane Regional Bike Map \(February 2023\) \(arcgis.com\)](#) has been augmented since last I looked at it. This map shows the main Spokane County trails - COS Trail, Fish Lake Trail, Liberty Lake Trails, Centennial Trail, plus bike locker locations, planned trails (IP). Expanding the map lets you click on a road and get info on its name, class designation, sometimes a street view.

Different colors designate road type:

Class I – shared use path

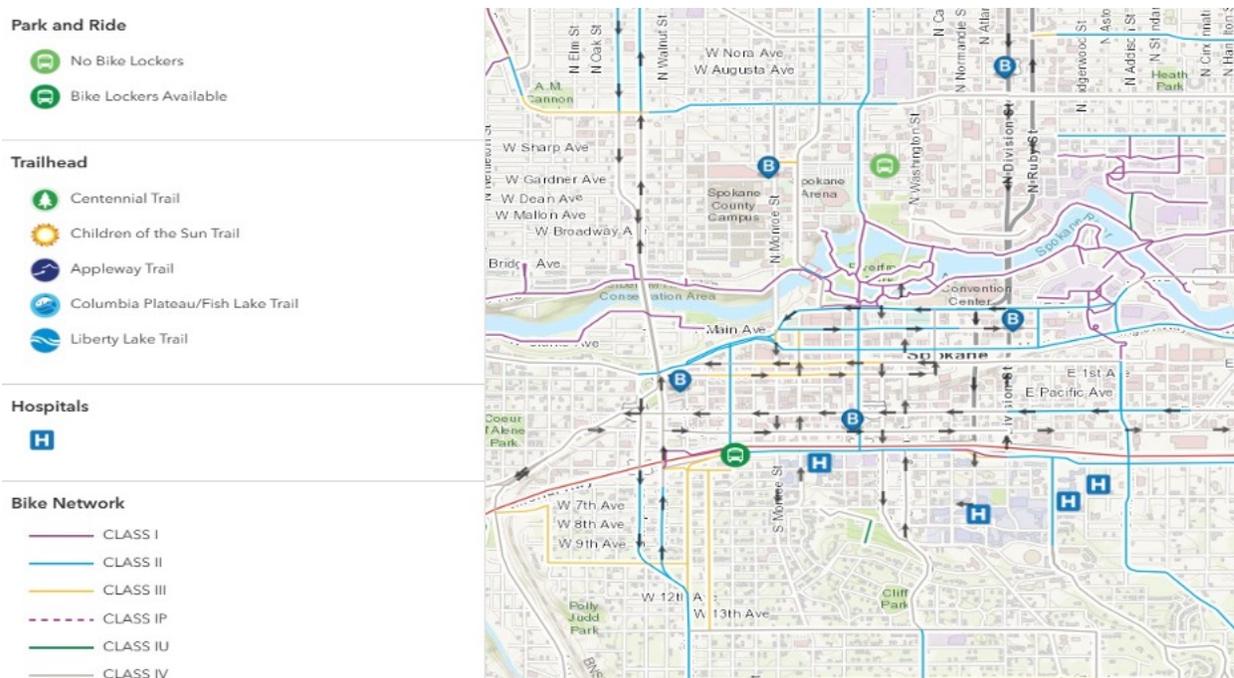
Class II – bike lane

Class III – recommended bike route

Class IV – shared road, busy street

Class IP – planned shared use path

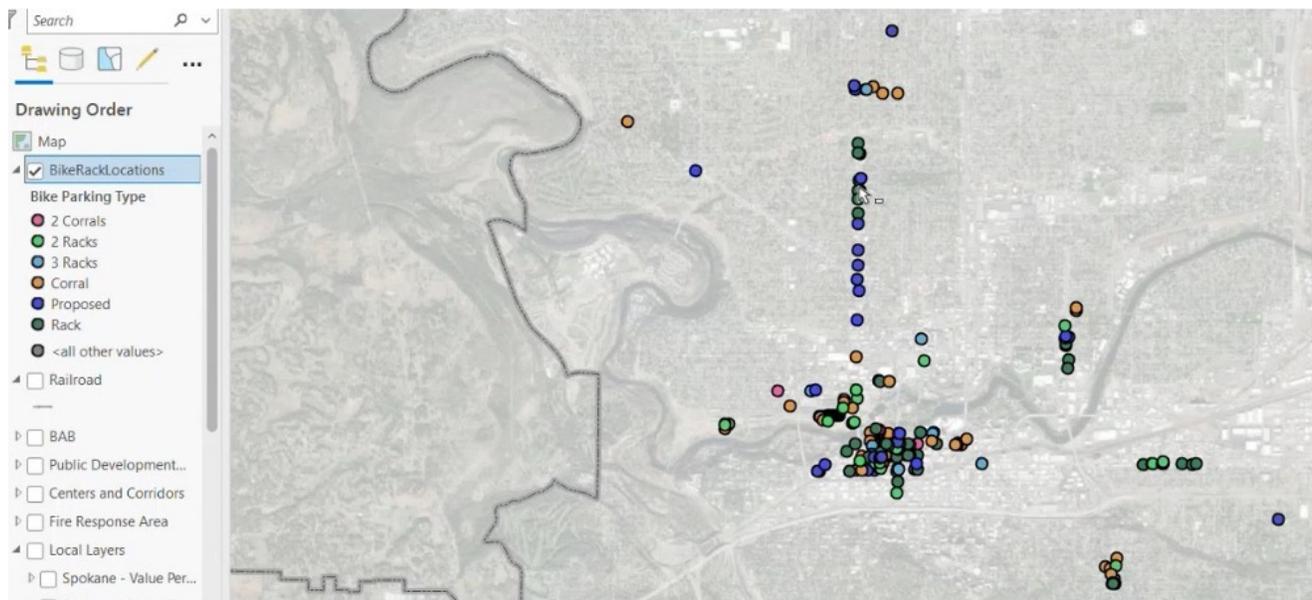
Class X – bikes prohibited



Bicycle Advisory Board News

- Bike greenway on Pacific – a consultant has been hired to plan east of Sherman.
- A consultant has also been selected for transportation improvement in West Central, on Broadway west of Maple.
- Spokane Falls Blvd – consultant selected
- Bicycle Priority Network – first mtg held with internal partners, to set up criteria for evaluating roads for the network. The consultant is Parametrics. Their report will be brought to the BAB to review.

Bike racks have gone in around the city. In September, 41 were installed, focused mostly on downtown, with 30-40 left to be placed.



Local governments have updated their **6-Year Transportation Improvement Program (TIP)**. Many developments to get excited about, though most are years out:

Spokane Valley TIP

- Argonne Rd bridge build – according to planner Levi Basinger, *“Regarding the Argonne/I-90 overpass, I believe there is a shared-use path component included in the bridge’s replacement. That is a project listed in the 6-year Transportation Improvement Program (TIP), with construction projected from 2026-2027.”*
- River Loop, Plants Ferry to Flora – Engineering planned for 2024 (no money yet for building the path).
- Appleway Trail – extension from Farr to Dishman Mica – engineering 2026, construction 2028
- Millwood Trail – engineering 2028, right of way acquisition 2029.
- NO plans in near future for trail along railroad tracks, Havana and Dishman Mica – would depend on UP abandoning RR operations on their track (all speculative). This route is shown on the Spokane Regional Bike Map, as an IP route.

Liberty Lake TIP

- Construction of bike/ped trail south of Appleway from city limits to Kramer (2028).

Spokane County TIP

- 57th & Freya roundabout – 2024
- *“We have hired a consultant for the Argonne Road/Upriver Drive intersection project and this will include the beginning scoping of the Argonne and Maringo alternatives study. The time line spans about a year to acquire a preferred alternative. Please keep in mind that this project is an intersection project but since the two projects are so close and connected the bike way improvements will be included and will set us up, hopefully, to start trying to get it funded. Funds as of now are limited and only for the intersection project. We plan on bringing the public into this process”* - Jami Hayes, Spokane County engineer
- *“The Glenrose project was sent to our legislation for funding consideration but was not awarded funding as of now...we will keep trying”* - Jami Hayes. This was a series of project proposals rebuilding Glenrose in sections, with bike/ped infrastructure.
- Greta-Whitworth path contract was awarded Oct '23, construction spring 2024. 2.2 mile, on quiet residential streets, with a couple flashing beacons to help bikes/peds get across Country Homes.

City of Spokane 6 year transportation plans (for peds/bikes)

Summary of Funded Projects

Pedestrian & Bikeways Program

Project Description	2024	2025	2026	2027	2028	2029	6 Year Estimate
PED-01 - Arterial Pedestrian Hybrid Beacons	\$ 308,000	\$ 1,621,000	\$ 80,000	\$ -	\$ -	\$ -	\$ 2,009,000
PED-02 - Bike Route Signing and Striping	10,000	10,000	10,000	10,000	10,000	10,000	60,000
PED-03 - Boone Ave. Protected Bike Lanes - Howard to Ruby, 2021069	200,000	-	-	-	-	-	200,000
PED-05 - Cook St. Greenway - Illinois to Francis, 2022070	-	-	100,000	230,000	2,100,000	-	2,430,000
PED-06 - Division Street Pedestrian Hybrid Beacons, 2021071	178,200	-	-	-	-	-	178,200
PED-07 - Driscoll - Alberta - Cochran Sidewalk, 2021070	299,000	-	-	-	-	-	299,000
PED-09 - Fish Lake Trail to Centennial Trail Connection - Phase 1	200,000	343,000	4,339,000	-	-	-	4,882,000
PED-10 - Fish Lake Trail to Centennial Trail Connection - Phase 2	400,000	450,000	5,503,000	1,300,000	-	-	7,653,000
PED-12 - Haven St. Sidewalk - Rockwell to Heroy, 2022066	65,000	-	-	-	-	-	65,000
PED-13 - Lincoln St. Ped-Bike Safety	641,000	3,385,000	-	-	-	-	4,026,000
PED-14 - Maxwell Ave. Ped-Bike Safety	185,000	1,547,495	-	-	-	-	1,732,495
PED-15 - Millwood Trail, from SCC to Felts Field, 2014059	170,000	620,000	2,700,000	2,750,000	-	-	6,240,000
PED-17 - Pacific Ave. Greenway - Howard to Sherman, 2022069	208,000	260,000	4,979,000	-	-	-	5,447,000
PED-18 - Pacific Ave. Greenway Study - Sherman to Ben Burr Trail, 2022068	75,000	30,000	-	400,000	3,500,000	-	4,005,000
PED-19 - Scott Elementary SRTS	174,000	1,437,000	-	-	-	-	1,611,000
PED-20 - South Gorge Trail Connection - Main Ave to CSO 26, 2018097	150,000	-	-	-	-	-	150,000
PED-21 - Stevens Elementary SRTS	124,000	1,239,000	-	-	-	-	1,363,000
PED-22 - Sunset Highway Path - Deer Heights to Spotted Rd.	50,000	50,000	100,000	1,800,000	-	-	2,000,000
PED-23 - Sunset Highway Path - Spotted Rd. to Royal St.	469,500	4,267,500	-	-	-	-	4,737,000
	\$ 3,906,700	\$15,259,995	\$17,811,000	\$ 6,490,000	\$ 5,610,000	\$ 10,000	\$49,087,695

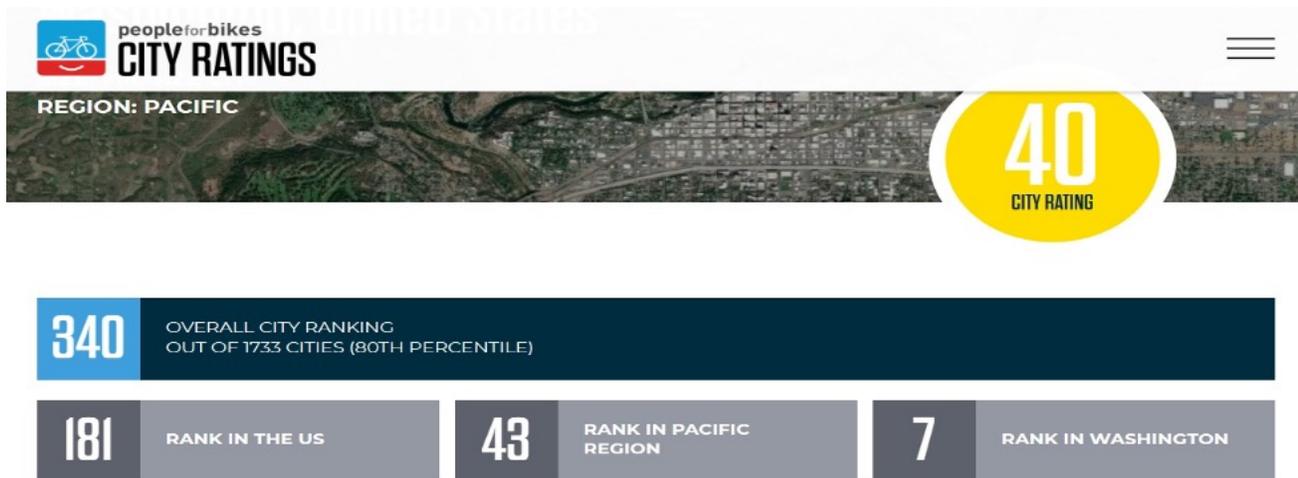
Yum.

Some noteworthy items:

- Phase 1 Fish Lake Trail to Centennial Trail connection - the project will complete design and right of way acquisition and build a shared-use path connection from the Fish Lake Trailhead at Milton/Lindeke to the Centennial Trail via Sandifur Bridge. Phase 1 constructs the path from the Fish Lake Trailhead, along Government Way to approximately 5th Ave. Phase 1 also builds the Fish Lake Trail pathway connection to Thorpe Road. - construction 2026.

- Phase 2 Fish Lake Trail to CT - The project will complete the design and environmental permitting and build a shared-use path connection from the Fish Lake Trailhead at Milton/Lindeke to the Centennial Trail via Sandifur Bridge. Phase 2 continues the pathway from 5th/Government Way descending down the hill through High Bridge Park to A Street - construction 2026-27.
- Millwood Trail, from SCC to Felts Field - the project will continue the design of a multi-use Path from Spokane Community College near Greene St. to Felts Field along the Spokane River. The trail will also connect with the future Children of the Sun connections to the Centennial Trail and Tuffy's Trail. The project may be constructed in phases: Design 2024-26, construction 2026-2027. Note that Spokane Valley is also working on developing their connection to Millwood Trail in a similar time frame.
- Pacific Greenway - install traffic signals at the Division/Pacific and Browne/Pacific intersections. Stripe bike lanes between Browne and Division. Install way-finding signage and marking. Install bump-outs at select intersections and improve lighting. Design 2024-25, construction 2026.
- Pacific Greenway Study – Sherman to Ben Burr Trail. The initial study phase of the project will examine the feasibility, alignment and type of bike and pedestrian oriented improvements along Pacific Ave., east of Sherman to Sprague Way connecting to the Ben Burr Trail and Sprague Ave. Planning/design 2024-2027, construction 2028.
- South Gorge Trail gap - trail connection along the rim of the south bank of the Spokane River that continues the South Gorge Trail under the Monroe Street Bridge to connect up to the plaza atop Combined Sewer Overflow (CSO) 26. Construction 2024.
- UNFUNDED and not yet in the City of Spokane's 6-Year plan: Fish Lake Trail bridges over RR tracks; new bike/ped bridge over Latah Creek, to connect Sandifur pkg lot to upcoming Centennial Trail-Fish Lake Trail path; Mission Ave Centennial Trail bridge.

[Spokane Washington City Rating Page | PeopleForBikes 2023 City Ratings](#) Average city score for all cities was 27. Spokane got a city rating of 40.



Seattle got a city rating of 62, which made it #32 in the nation and #2 in the state. Portland got a city rating of 56, which made it #147 in the nation and #3 in Oregon. Tough graders!

On the **PeopleforBikes** site, see a discussion of strategies that the US's #1 large city, Milwaukee, has used to become a great biking city: mentioned was "[*Grand Rounds Scenic Byway*](#), a continuous, 51-mile loop of off-street bike trails that traverses the entire city. For more than 100 years, the byway has been a recreational and transportation resource for people biking, walking, and rolling — a historical network that the city has been able to build off of over time with strategic and complementary investments primarily along former rail corridors, plus additional trails built on repurposed rail line and upgrading buffered bike lanes to protected bike lanes focused on getting people to desirable destinations."

Milwaukee now has 21 miles of protected bike lanes; arterial speed limits of 25 mph, and 20 mph on residential streets; infrastructure to slow down traffic; doing away with single-family zoning (helping to make the city denser); eliminating parking minimums. Many of these actions are happening in Spokane as well, with a emphasis on completing a network, using infrastructure changes to slow traffic, developing protected bike lanes, allowing greater density in housing, and reducing parking requirements on businesses/apartments.

Also worth looking at: San Francisco's **Quick Build Program**, [Vision Zero Quick-Build Projects | SFMTA](#) "*What are quick-build projects? Quick-build projects are reversible, adjustable traffic safety improvements that can be installed relatively quickly. Unlike major capital projects that may take years to plan, design, bid and construct, quick-build projects are constructed within weeks or months and are intended to be evaluated and reviewed within the initial 24 months of construction. Typical quick-build type improvements include:*

- *Paint, traffic delineators, and street sign*
- *Parking and loading adjustments*
- *Traffic signal timing*
- *Transit boarding islands*"

“Told you so: *A new scientific study shows that people who mostly walk and bike (instead of drive) are inherently more engaged in building toward the common good because of the increased social cohesion and community-building that’s inherent in using a mode that doesn’t isolate them inside a metal box.”* ([Journal of Environmental Psychology](#)).

Sally Phillips

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