



President’s Message

Terry Harwood, Spokane Bicycle Club President

As I write this message in the middle of December, I think back to our riding season last year. There were around 220 club rides through our season which started in March and continued all the way to the end of November and there’s even a couple planned in December for those hearty souls. We were blessed with some pretty good riding conditions this past year. We had to start a little late in March due to the ice that refused to melt, we only had a few rides cancelled due to smoke, and we wound down the season with some beautiful chilly November rides.

I would personally like to thank last year’s Board for everything they have done to keep our club running smoothly and allowing us to have so many wonderful rides to choose from. And a special shout out to all of you ride leaders for organizing safe, challenging, and wonderful rides throughout the season.

We had some wonderful events as well. Thank you to all those who helped organize. Sally Phillips for Bike Everywhere Month, Gary Kehr for the Ride Leader Training Program, and the Rides Program, Lori Smith for Ride With GPS, Russ Peters for the Colville Tour Weekend, Margaret Watson and Stacey Sorg for an awesome 50th Anniversary Celebration and everyone else involved with the hard work of putting these events together.

For my wife and I, we will spend the winter trying to stay in shape. We love the outdoors even in the cold so we will hike with the dog and ski as much as possible. I will be riding Zwift (indoor cycling training) with others from our club, yes, we ride as a group, it’s pretty cool. More about Zwift below....

Looking forward to this next year, we are looking to expand our membership and our rides. We have some great things in the planning stages that we will hopefully offer including Bike Everywhere Month, Cross Washington Tour, Zwift Indoor Cycling, The Colville Tour, and more.

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President's Message, cont.

I look forward to our clubs' 51st year. I'm encouraged by all of the people that volunteer their time and effort to keep things running smoothly. When I joined this club, I was looking to learn some bike routes in the area and what I got is some lifelong friendships that I truly cherish. I can't wait to meet those I haven't met yet and see those I have.

I do have a request for all of you. This is your club; it takes a lot to make it run. If you are able to help in any way, please consider putting in a few hours. And if you have an idea for us or a recommendation for an improvement, please share it.

SBC General Meeting - January 22, 2024

6:00 PM social time; presentation at 6:30PM

St. Mark's Lutheran Church, 316 E. 24th Ave. (24th and Grand), Spokane

Have you ever used an indoor cycling trainer?

Years ago, I got one. I used it a bit, but it was SOOO BORING!!! I've also tried the spin classes. There I dealt with limited time slots, questionable cleanliness, and it's expensive. In 2019 I got a smart trainer and joined Zwift, now I absolutely enjoy indoor cycling while keeping myself in shape through the winter.



In our January General Meeting, we will introduce you to Zwift. Zwift has revolutionized indoor cycling, offering a host of training options to get you fit. Zwift is an interactive cycling platform that mimics real-world cycling, via a cycling trainer or exercise bike and a screen, allowing you to train with other cyclists from all around the world in the comfort of your own home. There's a physical element that makes it a captivating and immersive experience thanks to the relationship between rider, bicycle and trainer.

Some of us in our club have been riding Zwift for a long time. This year we have started having group rides. We would love others to join us. We have our rides set up so regardless of your cycling ability as long as you can pedal, you will stay with the group. It's a great way to stay in shape when you can't get out on the road for a club ride.

During this meeting, we will explain what's required to use Zwift, costs involved, and we will have a full demonstration with bike and equipment so you can see Zwift in action. If you desire, you can even try it.



SBC Board Meeting Minutes

November 30, 2023

Board Members Present: Terry Harwood (President), Vice President (Tim Hansen), Blair Strong (Secretary), Sally Phillips (Treasurer), Directors: Garry Kehr, Don Barden, Bob Buck, and Russ Peters.

Board members Absent: Dave Sorg and Tim Hunt (Past President).

Quorum Achieved: Yes

Call to Order: 6 pm by President Terry Harwood

Minutes: The minutes of the September 7, 2023 Board Meeting were approved, without additions or corrections.

Annual Meeting Report: Secretary Blair Strong reported on the Annual Meeting conducted on October 27, 2023 at St. Mark's Lutheran Church. The following persons were nominated, and there being no other nominees, motions to elect the nominees for each office by acclamation were made and passed unanimously: Terry Harwood (President), Vice President (Tim Hansen), Blair Strong (Secretary), Sally Phillips (Treasurer), Directors: Garry Kehr, Don Barden, Bob Buck, Russ Peters, and Dave Sorg. Pursuant to the bylaws, Past President Tim Hunt is an ex officio Director.

President's Report: President Terry Harwood led a discussion about the use of the website to notify members of meetings and other events. The President will continue to access the website, work with the newsletter editor and utilize "Meetup" to notify members and interested parties of regular monthly meetings.

Treasurer's Report: Treasurer Sally Phillips presented the up-to-date financials through November 30, 2023. (Copies are attached to the minutes.) The current cash balance of the club is \$15,817.23. Outflows exceed inflows currently by \$1,432.82. She reported that some expenses are weighted toward the end of the year and the beginning of the year, such as insurance, web site fees and other expenses. All expenses are increasing because of inflationary pressures. For instance, the website fee increased to \$1,500 from \$1,178. A discussion ensued about the need to ensure adequate revenues through dues to cover increased expenses. Discussion was had about club sponsorships, but it was noted that sponsors had been solicited in the past to help cover projects of the club, such as education and special events, but sponsorships had not been used to cover regular and ordinary expenses. It was noted that the Colville Hub tour netted around \$300 to \$400, but this should not be looked to as a revenue source, but as "seed" money for preparing for the event next year.

Unfinished Business:

Bike Everywhere Month. Treasurer Sally Phillips noted that preparations for "Bike Everywhere Month will begin this winter, and the Club has sponsored Bike Everywhere Month activities in the past. While the Club has authorized annual expenses of up to \$1,200, actual expenses never exceeded about \$600.

Therefore, it was moved, seconded, and passed unanimously that the Club budget up to \$1,000 for “Bike Everywhere Month” expenses in 2024. Sally Phillips will lead the Club’s participation in this activity.

Regular board meetings: President Terry Harwood led a discussion about the scheduling of regular Board meetings. It was noted that the circumstances of COVID and the 50th Anniversary Celebration necessitated the irregular scheduling of some Board meetings, but there was no official action being proposed to change the Club bylaws on this subject. The next board meeting will be on January 15, 2024 at St. Mark’s Lutheran Church.

Monthly general membership meetings: President Harwood led a discussion concerning programs and presentations at the monthly general membership meetings. No official action was taken, but board members offered suggestions and comments regarding presentations and presentations by commercial presenters. It was suggested and agreed that the January 22 regular monthly meeting would feature winter rides and/or Zwift on-line rides.

Rides program reports by Garry Kehr: Rides Chairman Garry Kehr reported on the Cross Washington Ride and noted that many people have volunteered to assist in the effort. Garry Kehr presented a comprehensive report on the Rides program in 2023 and looking forward to 2024. Among other things, he reported that there were 162 persons on Club sponsored rides in 2023, which represented a 25% increase over 2022. He said goals for 2024 would include increasing the frequency of rides by Club riders, and noting the great responses to the Ride Leaders training session and recognition program, also would be increasing the involvement of leaders who have been trained, but who have not led many rides.

New Business:

Zwift: Board member Bob Buck reported on the growing popularity of Zwift – an on-line networking program that allows for simulated group rides using internet connected training devices to which a bicycle can be attached. It was suggested that Zwift could be an interesting topic for a future general membership meeting.

Meeting Adjourned: 8:00 p.m.

Respectfully submitted,
R. Blair Strong, secretary

Next meeting: January 15, 2024, 6:00 p.m. at St. Mark’s Lutheran Church.

Treasurer's Report

Cash Flow - YTD 1/1/2023 through 11/30/2023

Category Description	1/1/2023- 11/30/2023
INFLOWS	
50th Anniversary Party Income	4,980.37
Member Dues	4,215.00
Sponsorship Income	1,500.00
Tour Deposit	965.00
Transfer To Checking From Sponsorship	2,053.74
TOTAL INFLOWS	13,714.11
OUTFLOWS	
50th Anniversary Party - Expense	5,460.96
Affinipay Online Payment Charges	272.99
Bike Everywhere	298.87
Bike Swap	182.99
Contributions	
Centennial Trail Adopt-A-Mile	500.00
TOTAL Contributions	500.00
Insurance	3,137.83
Meetup	215.59
Memberships	
Bicycle Alliance of Washington	100.00
League of American Bicyclists	100.00
TOTAL Memberships	200.00
Misc Exp.	86.87
Refund	55.00
Rent	
Post Office Box	176.00
TOTAL Rent	176.00
Ride leader expenses	163.04
Ride with GPS	250.00
Tour Expense	581.05
Transfer from Sponsorship to Checking	2,053.74
Web Page Hosting	1,512.00
TOTAL OUTFLOWS	15,146.93
OVERALL TOTAL	-1,432.82

Account Balances - As of 11/30/2023 As of 11/30/2023

Account	11/30/2023 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	6,922.32
STCU Checking	8,894.91
TOTAL Bank Accounts	15,817.23
OVERALL TOTAL	15,817.23

SBC Cross Washington Tour – June 2024



As mentioned in our last newsletter, The Spokane Bicycle Club is offering a Cross Washington Tour in June 2024 with an emphasis on adventure, safety, comfort, and affordability.

Our committee is currently working on the exact route and details. The following is some general information on what we are planning:

- The registration fee (approximately \$75 / person) will cover the cost of rider support, including SAG and luggage transport day to day during the ride.
- Each day will have an option for camping and motel.
- SBC will provide a food/ rest stop each ride day
- The cost for lodging (or camping), meals and transportation to the start is the responsibility of each rider.
- SBC will endeavor to keep the total cost per rider in the range of 1/2 the cost of a comparable commercial tour.
- Total mileage is approximately 300 miles. The daily miles will be in the 50-mile range (average for the six days).
- SBC is arranging transport of riders, luggage and bikes to the start. The start will be in Monroe, WA.
- The itinerary is as follows: Monday, June 17 is a travel day from Spokane to Monroe, WA. June 18 (Tuesday) through June 23rd (Sunday) are ride days, ending in Spokane, WA.

The committee (see below) 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.

The committee will research possible public transport to the Monroe area for the ride start and places to stay in Monroe 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.

We will have a General Spokane Bicycle Club Meeting on February 12, 2024, at St Mark's Lutheran Church at 6:30pm to go over additional details.

Cross Washington Tour Committee Members:

Lance Ferrin Terry Harwood Charlie Robeson

Tim Hunt Mary Rosner Miki Stuebe

Bill Gillis Garry Kehr Kip Smith

Tim Hansen Dave Sorg

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.

Photo Gallery

Halloween Rides in 2023



Scenic Riders - Kendall Yards to Boulder Beach
October 31, 2023



Saturday Steady to Brisk
October 28, 2023

Government Affairs

“City of Spokane has received a significant grant to improve safety for cyclists and pedestrians. City of Spokane has been awarded \$9.6 million to address **improving safety along arterials** where 85 percent of fatal and serious crashes occur involving pedestrians and bicyclists. With the local match required by the federal grant, the City will invest \$12 million in pedestrian and bicycle infrastructure in the downtown and surrounding neighborhoods. “ [City Receives \\$9.6 Million Safe Streets Grant - City of Spokane, Washington \(spokanecity.org\)](https://www.spokane.gov/newsroom/2023/01/23/city-receives-9-6-million-safe-streets-grant)”

Projects are focused on downtown, Logan, East and West Central neighborhoods. These areas, besides having the biggest safety issues, also include the most vulnerable citizens with the highest concentration of homelessness. The plans include adding protected bike lanes in the downtown area (First, Main), improving intersections, where many accidents occur. The latter may include curb extensions, crosswalk markings, Ada ramps etc.

How the money will be spent:

- Planning - \$560,000
Best management practices, design standards updates, municipal code updates, etc.
- Bike Lanes - \$3.8 million
Remove or reduce travel lanes, buffered or protected bike lanes, green intersection markings, bus stop bypasses.
- Shared-use Pathways, Arterial Sidewalks and Stairways - \$2 million
Build sidewalks and shared-use pathways where missing, replace stairways or combine stairs and shared-use pathways where possible.
- Unsignalized Intersections and Crosswalks - \$2.8 million
ADA ramps, bumpouts, high visibility markings, illumination, enhanced warning devices, sidewalks
- Signalized Intersections - \$2.84 million
ADA ramps, high visibility markings, accessible signal push buttons, bumpouts

Projects will be developed under US Dept of Transportation regulation. Construction will be 2025 thru 2027.

The [City's 2023 Vision Zero Action Plan](#), which provided guidance for the grant application, includes the following goals:

Needed Policies, Plans, Guidelines, Standards

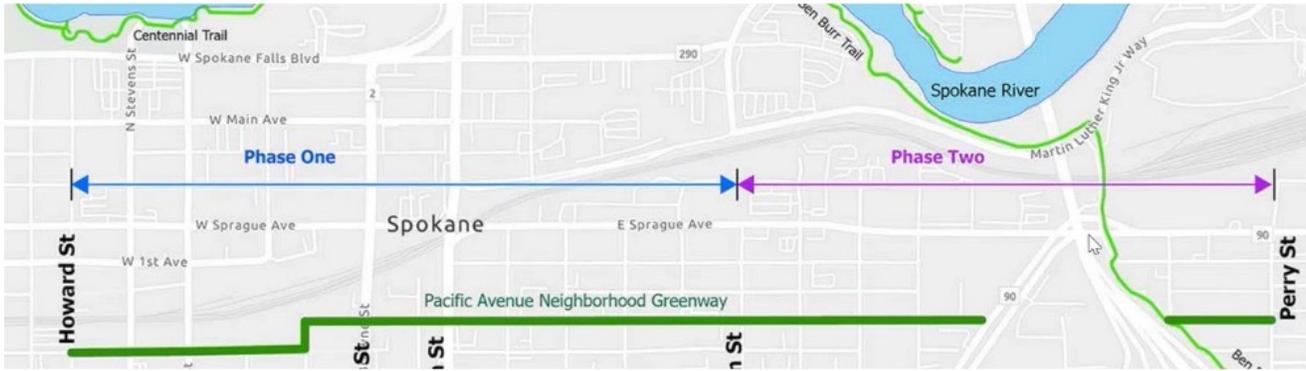
City staff has identified the following areas that need updates to provide safer facilities for our community:

- Comprehensive review of arterial speed limits to ensure appropriateness and consistency
- Speed limit downtown?
- Regular updates to the school zone and park speed limits
- Protected bike lane maintenance equipment and policy
- Clear view triangle updates for alleys, local roads, arterials, shared-use pathways
- Other vegetation blocking views or encroaching on sidewalks
- Crosswalk maintenance or new treatments
- Add to Standard Plans – shared-use pathway sections, protected bike lane design
- Comprehensive update of bicycle plan

Spokane Bicycle Advisory Board

City bicycle liaisons Ryan Shea and Colin Quinn-Hurst gave an overview of **upcoming City projects affecting cyclists.**

Pacific Ave Greenway



Phase 1, construction from Howard to Sherman is funded, and out for bid for construction, which will happen probably late summer 2024. Greenway from Howard to Stevens will be in the alley, with bulb-outs and crosswalk markings at the two intersections.

Phase 2, Toole Design has been hired to study the route from Sherman to Ben Burr Trail. In the way is a ridgeline, also much under-used Sprague Way ramps, which are an artifact of the days when Sprague was the main east state route thru Spokane.

Pacific Ave sidewalk and ADA ramp improvements east of Perry are being funded by WSDOT, as a compensation for taking down the Magnolia bike/ped bridge over I-90. WSDOT was originally planning doing work this year – not done – but expect to see the work next year. More info: [Pacific Avenue Greenway Alignment Study - City of Spokane, Washington \(spokanecity.org\)](http://spokanecity.org)



An **Access and Equity Grant** has been applied for. A response to the request is expected in January. There will be with a 'suite of walk/bike improvements' in vicinity of 5th, to connect to new ped bridges over the freeway. City of Spokane is partnering with Spokane Valley and STA to get sidewalks all the way to 8th and Park. [Neighborhood Access and Equity Grant - City of Spokane, Washington \(spokanecity.org\)](http://spokanecity.org)

Spokane Falls Blvd is due for reconstruction, from Division to Monroe. The traffic dept is considering options for re-striping the road. All options include providing a protected bike lane, possibly with a concrete median, on the north side of the road next to Riverfront Park. Where Division winds west, connecting with Spokane Falls, there is discussion of signal timing to provide a bike phase to assist cyclists moving past Division onto Spokane Falls. Also considered is a 'porkchop median' to protect the movement plus green paint to let both cyclists and motorists know what is happening. WSDOT has control of the street – it may be difficult to get approval for a bike signal, which would slow motorists going through the intersection. Public meetings concerning this project have not yet started.

Garland Ave bike path is finished from Cook St to Market. It leads to Garland overpass of the North/South freeway, and to Children of the Sun Trail. [Garland Pathway \(Cook to Market\) - City of Spokane, Washington \(spokanecity.org\)](#),

Division St Hawk lights – Everett, Longfellow, Weile – there was a delay getting the light masts, may still be completed this year, but probably will be next year.

West Central has a **tax increment benefit district**, from Sumner to Maxwell and Monroe to the Bluff. A portion of increased property tax from improvements goes into a fund for infrastructure development. About 300k from that fund has been dedicated to a study of a dozen bike/ped projects in the West Central neighborhood. The study will take them to a 10% design. Projects will be ranked, and cost estimates developed so grants can be applied for. Examples of what's included: Broadway re-design, Chestnut/Elm greenway crossings at Boone and Broadway. [West Central Infrastructure Project - City of Spokane, Washington \(spokanecity.org\)](#) Study will start in January.

Washington/Stevens are due for a street grind and overlay. Washington will go first, as it is a designated

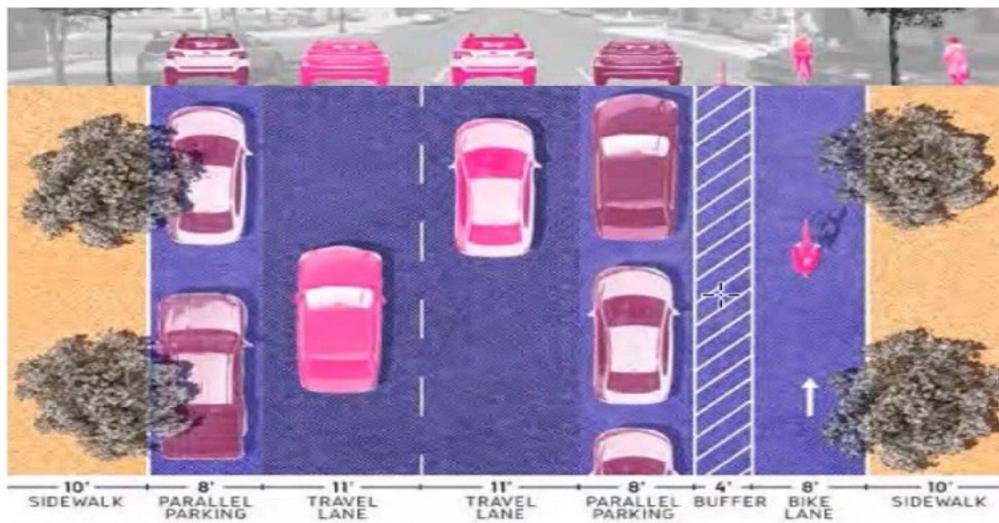


FIGURE 10

Cross-section of potential near term corridor improvements for Sprague Ave (West of Lincoln), 1st Avenue, and Washington and Stevens Streets.

bike route. The plan is to eliminate one car lane, making room for a protected bike lane. Most desirable is a bike lane going the full length of the project, from 3rd to Spokane Falls Blvd. However, since a lane disappears as Washington meets 1st, there is competition for use of the space from 1st to Spokane Falls

Blvd. The BAB's consensus is for continuing the lane north to Riverside and to Spokane Falls Blvd. There are several possible road configurations: a parking lane goes away, a bike lane goes away, or both are preserved and motorists have only two lanes from First to Spokane Falls.

Noted that Sixth avenue is on the bike master plan as an east-west feeder into Washington, which could connect with the Washington St bike lane when it moves further south. [Washington-Stevens Grind & Overlay \(3rd to Spokane Falls\) - City of Spokane, Washington \(spokanecity.org\)](#)

Study for a **Bike Priority Network** has developed a map of popular destinations in town, for trips of 5 miles or less (about what they think is a feasible distance people might be willing to travel for chores on a bike). The next step is to identify bike-friendly roads to get to these destinations. Further along in the process, a web page will include an interactive element letting the public identify areas of concern along routes.

Bike Route Criteria:

Evaluate high priority network links to develop complete and connect network with consideration for:

- **Safety and Comfort:** Level of Traffic Stress and Crash History
- **User Experience:** Topography
- **Network Connectivity:** Network Density, Alignment with Key Corridors/Connections, Intersection Quality, and Connections between High Priority Segments
- **Feasibility:** Cost, Maintenance, and Regional Consistency

Road resurfacing 2024:



Bike lane installation or improvements are often paired with road resurfacing. This makes projects more affordable, though sometimes result in disjointed pieces of bike lane. Colin mentioned the new standard for bike lane width – 6 ft, with 1 ½ to 2 ft buffers. He discussed **resurfacing in 2024** that include cyclist elements.

- Widening bike lanes on Magnesium Division to Standard
- Adding bike lanes on Lincoln Rd, division to Standard with road diet
- Adding bike lanes on Washington (see above)

- Riverside, east of Maple St Bridge on-ramp to the Maple intersection. The buffered bike lane is on the south side of the street, to avoid the Maple on-ramp. Cedar was recently repaved and now has bike lanes where it intersects Riverside. Suggested improvements:
 - widening the bike lane to 7 feet, and narrowing the buffer to 2 feet, as the current configuration gives the impression that it's striped to be a two-way bike lane
 - At the intersection of Riverside and Maple 'it's a crazy intersection', carry the bike lane onto the Maple curve, also provide striping or green paint to help cyclists (and motorists) see that the bikers will be moving from the left to the right side of the road

Colin will bring potential layouts to the BAB in February or March.

- Filling in a bike lane gap between Spokane Falls Blvd just west of the Trent bridge, past Cincinnati to Hamilton. East of Hamilton, there is an existing bike lane. BAB members noted a high need for bike lanes in this area, with lots of student traffic to the GU building south of Trent, and with high volume, high traffic on Hamilton.



Ben Burr Trail

Along Martin Luther King Way, and next to the Spokane River, a new 150 unit housing development is going in. As construction started, a portion of the Ben Burr Trail that moves thru the property was fenced off and removed. Cyclists were directed to use bike lanes on MLK Way instead. When completed the Trail will go back in place along the river. Construction has been moving along slowly. In the meantime, the developer has agreed to paving a short path from where intact trail meets construction fence, to MLK bike lane (not in place as of this writing). Concerns by citizens on SpokAT forum brought the issue of the delay in detour construction to City attention. The City has encouraged the developer to make this improvement soon.

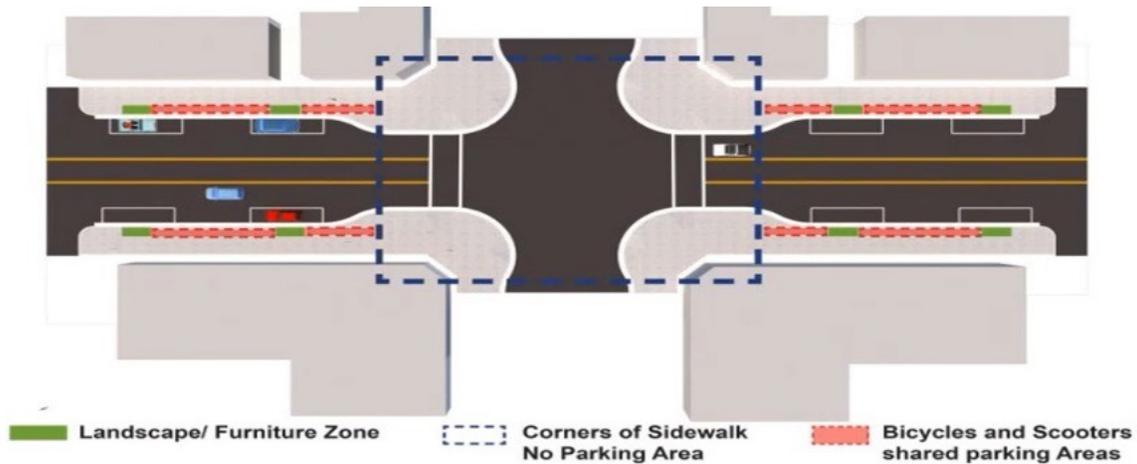
Shared Mobility 2024 –Rental e bikes have been popular in Spokane. 1.5 million rides logged; 10,000 unique riders; average of 1300 rides per day. It's time for a new vendor contract, as the current one has expired.

Changes being considered:

- We might follow Seattle's lead using signs and tape to direct where to park the devices. Plan is to make corners of blocks off-limits for parking.

- Vendor will be required to take on removal of scooters that are tossed in the river. Note that an October Spokesman article talks about magnet fisherman having pulled 257 scooters from the river.
- Whether to ask for sidewalk detection, which is illegal in downtown. Scooters can learn from road surface for 99% accuracy. parking restriction.

[Wheelshare - City of Spokane, Washington \(spokanecity.org\)](http://spokanecity.org)



City of Spokane is planning to finish the **South Gorge Trail** in time for the May 2024 50th Anniversary of Expo. The missing piece is extending the trail from the viewpoint above the CSO 26 tank (across from Central Library) under the Monroe St bridge and connecting with the built section on Main. There's a nice video of the work in progress at: [Trail Will Offer New Views of Falls - City of Spokane, Washington](http://spokanecity.org)

spokanecity.org . City engineer, Mark Serbousek, described the trail alignment: “Unfortunately, at this point we do not have any drawings available online for you to see. What I can tell you is the trail is going to connect to the existing ramp on the outside of the Spokane Falls CSO tank. Head west under the Monroe St. Bridge suspended off the bridge, turn south and come up the west side of the bridge, then turn and go west from the bridge about 80’, switchback and head east back to the bridge and then head south along the bridge till it intersects the existing sidewalk on Monroe just north of the NE corner of the Spokane Club building. It should also be noted that the trail will have lighting the full length of this new trail section.” My understanding - passes under bridge, goes west at same level 80 ft, then make a u turn, climbing up toward bridge and connecting with sidewalk on Monroe. Next year will see the completion of a project started in 2013. Construction link: [South Gorge Trail Connection - City of Spokane, Washington \(spokanecity.org\)](http://spokanecity.org)

Children of the Sun Trail

Washington State Dept of Transportation reports that “we are excited that soon, engagement will start on the I-90 connection project with the North Spokane Corridor. There are still two pedestrian bridges that cross over I-90 and connect the East Central Neighborhood on both sides of I-90. Both of these and the third that was removed earlier this year will all be replaced and upgraded with the contract for the I-90/North Spokane Corridor connection project. This will all be completed in 2030.

We also have a current RAISE grant with federal funding that is in the design phase for a land bridge. This concept does not have any construction funds but we are hopeful that we will be able to move this to construction once the North Spokane Corridor is completed.”

- Ryan Overton, WSDOT communications manager.

From **CDA Pedestrian and Bicycle Advisory Board** minutes. “Monte also spoke on the updates for The Prairie Trail extension stating this is the last update for the trail due to it being completed. The RRFB (Rectangular Rapid Flashing Beacon) was installed and is in working condition. He also spoke to members of the North Idaho Centennial Trail Maintenance Committee and found out that a grant was approved to get an underpass under Prairie Road that will be going in around 2024/2025. When they redo the road, they will put in box culverts to make the underpass, but the individual jurisdictions will have to come up with funding to get the trail built to and through the underpass. There was discussion about possibly putting lights in as well, but no definite plan is set for that.” [City of Coeur d'Alene - Pedestrian and Bicycle Advisory Committee \(cdaid.org\)](http://cdaid.org)



CdA Trail Plan

[Study Finds Cyclists Are Better People Than Drivers \(jalopnik.com\)](https://jalopnik.com) - *You guessed this might be so, right?* The study used four factors to define the common good — political participation, social participation, neighborhood solidarity and neighborly helpfulness. And as it turns out, drivers are less interested in all four of those things.” The study ascribes this to the separation that cars introduce between a person and the environment – smells, sounds, more limited opportunity to view the passing terrain.

– Sally Phillips

2024 Board of Officers

President Terry Harwood

Vice President Tim Hansen

Secretary Blair Strong

Treasurer Sally Phillips

Board of Directors

Position 1 Garry Kehr

Position 2 Don Barden

Position 3 Bob Buck

Position 4 Russ Peters

Position 5 Dave Sorg

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Tuesday Scenic Jerry Etchison

Tuesday Evening Dave Sorg

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Team Thursday Tim Hunt

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