



The Spokesman

newsletter of the

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TCBC Officers and Board Members

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Secretary: Vicki Patten
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Ride Coordinator: Aaron Allen
Newsletter Editor: Lora Bannan
Membership: John Ittner
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Past-President: George Kyriazis

Cooper's Corner Set to Open

Lynda Lou West, Director of the Cooper's Corner project for the Washington Traffic Safety Commission, says that she expects to have Cooper's Corner open soon. With luck, it may be open by the time you read this. To date TCBC has contributed funding of about \$1300 toward artwork, supplies and equipment for the bicycle training simulator.

TCBC members Kathleen Nordquist, Ed Nordquist, and John Ittner have helped with an instructional video for the simulator. John has spent several hundred hours in construction of various parts of the facility, mostly for the covers which protect users and observers from the spinning rear wheels of the simulator trainers. The covers are all curves, which was a major stretch for John, whose shop is equipped for straight lines and square corners.

For the long-term operation of Cooper's Corner, the project is forming a 501(c)(3) non-profit corporation which can receive and disburse contributions to operate and maintain the exhibit. Ms. West wants to have a 'bike shop' at Cooper's Corner which would be used to demonstrate basic bicycle maintenance. This 'shop' would be open when people are available to perform the demonstrations. Sounds like a perfect match for TCBC members.

Modern Detection System for Traffic Lights



Bicycle commuters in Richland cannot help but notice that the new pedestrian crossing buttons at traffic signals are not as accessible to a bicyclist as they once were. New and upgraded signals are required to meet the requirements of the Americans with Disabilities Act for pedestrian use of the sidewalks and crosswalks. This puts the signal structure and attached pushbutton further from the curb to accommodate the tactile ramps. While

cycling I found that when there were no cars crossing with me, I'd have to dismount from my bike, walk to and push the crossing button, then walk back to my bike, mount it and cross. Inconvenience aside, I had many close calls with cars that didn't realize my intention to re-enter the intersection. These two problems (the dismount, and surprising drivers with re-entering the intersection) led me to contact the City of Richland Public Works Department to learn if a solution could be found to give cyclists safe passage without having to get off their bike to activate the pedestrian crossing buttons.

(cont. on page 2)

Bicycle Friendly Community Effort on the Move



TCBC Past-President George Kyriazis and member Carl Berkowitz have signed on to the effort to make the Tri-Cities a “Bicycle-Friendly Community”. As described here previously, the BFC designation is a nationally-recognized award given by the League of American Bicyclists to communities which meet certain criteria. These criteria are known as the Five “E”s: Enhancement, Education, Enforcement, Engineering, and Encouragement.

Russ Burtner, Kennewick’s Municipal Services Executive Director, and Brad Anderson, of Richland’s Parks & Recreation Commission, are on board with getting this designation. TCBC members can help by offering their assistance to George and Carl. Finding city representatives for Pasco and West Richland are ways that TCBC members can make a big

Traffic cont.

I was put in touch with Mark Noga, a City of Richland engineer, who configures and designs the City’s traffic signals. He told me thirty-two of the City’s fifty traffic signals utilize video cameras. These cameras act as motion sensors to assign right-of-way on a “volume demand” basis. The good news is that traffic signals having the cameras pictured here are more reliable at detecting bicycles than older systems.

The new units react to both presence and motion. Detection zones typically cover an area from a few feet of the centerline or lane stripe to a few feet from the curb. For the most reliable detection, cyclists are encouraged to ride into the zone toward the intersection for some distance rather than hugging the curb, then scooting laterally into the middle of the travel lane.

Once an approaching bicycle is detected in the detection zone, there will be a 10 to 90 second wait before the light changes depending on the volume of traffic on the intersecting street.

Of course, you’ll need to get “in the zone” only when there are no cars present, since cars will trigger the light for both themselves and the cyclist. Absent cars, a standard over-the-shoulder visual check should keep a cyclist perfectly safe when approaching the intersection in the center of the street.

There are also smaller, black-colored sensors on the signal poles. These are designed to detect emergency vehicles and by themselves will not trigger a light change for cyclists or cars. Many of the older traffic lights still use traditional detection via induction loops to sense the presence of a steel vehicle, either automotive or bicycle. Unfortunately, sensors have difficulty detecting bicycles, especially those constructed primarily of aluminum or carbon.

Through user feedback Mr. Noga would like to further understand how the camera systems can be best optimized for cyclists. The newest signal installations are still being refined. If you have suggestions or comments, contact him at MNoga@CI.RICHLAND.WA.US .

Inland Empire Century in Good Hands

This year the Group Health Inland Empire Century, operated for 27 years by the Tri-City Bicycle Club, was passed over to the Kiwanis Club of Tri-City Industries and the Kiwanis Club of the Columbia. The event chair and the chairs of the various committees were all Kiwanians. The Kiwanis were assisted by IEC veterans from TCBC. The club will receive \$600 from the event for our efforts, which is below the non-member revenue threshold that would jeopardize our non-profit status.

Another record-breaking attendance of 324 cyclists enjoyed the cooler weather. That number is 56 more than in 2007. The Kiwanis will always need TCBC's help to ensure that the IEC remains a great cycling event, and TCBC could always use a few extra bucks to help with some of our outside programs.

TCBC is a Friend of Badger Mountain

TCBC made a \$500.00 contribution to Friends of Badger Mountain to help "Save The View." While the Badger Mountain ridgeline and adjacent areas slated for preservation might not be of interest to road cyclists, the Board agreed that TCBC could use a little community relations capital, which we can spend the next time we find ourselves in a position to need something from other



"Driver's Ed" for Cyclists

After a hiatus of over ten years, the Tri-Cities has regained a League Cycling Instructor. Damion Miller, formerly Director of Bicycle Programming for the Coalition for Appropriate Transportation in Bethlehem, PA, is a certified LCI. Damion teaches Road I, based on John Forester's "Effective Cycling" books, as well as Park Tools bike mechanics courses and Kids I and II, a series of beginner bicycling courses slated for parents and young children.

A number of current TCBC members became regular cyclists during the mid-90s, when Judy Packard and Scott and Therese Clauss provided the club's original Road I training. Cyclists who receive Road I training are less than a fifth as likely to suffer serious injury or death as untrained ("I've always ridden a bike") bicyclists. Road I training has also been useful in legal disputes between motorists and cyclists, especially when the prosecution or the motorist's counsel challenges the cyclist's knowledge of the rules of the road.

Damion can be reached at 509-591-0430 or damionjmillier@msn.com.

Teapot Dome Tour - Good Roads, Lousy Maps, Lots of Miles

The First Annual Teapot Dome tour, from the Tri-Cities to Toppenish and back, was held on the weekend of May 31 – June 1. The Gerkenmeyers, Ittners, Nordquists, and Pattens pedaled from home or Benton City. No one starved, with Saturday breakfast at Shadow Mountain Grill, Lunch at Prosser's Blue Goose, and ice cream at Sunnyside's Dairy Fair. Saturday dinner was at a location of convenience, but would not be our choice for an encore. Tom Patten showed admirable restraint in refusing to punch the lights out of a waiter who told the customer he was wrong.



On Sunday, the group headed for Zillah and the only surviving Teapot Dome Oil Co. station. The photo opportunity was a promise made by John & Ellie Ittner to the wife of the builder of their tandem. She was 'recruited' by the Ittners to expedite her husband's completion of their order, for which she would receive a photo of the historic site.

Snipes Mountain Brewing Company showed us how customer service really works. We outnumbered another group of bikers (gas-powered) who asked a big "Why?" when told about the distance we were traveling by pedal power. After pulling to the side of the road for emergency vehicles about seven times between Prosser and Whitstran, we got a fairly close view of a 3-acre fire about five miles west of Prosser. The usual Sunday wind got us into Benton City in better shape than usual. A few hearty (hard-headed?) souls continued home on two wheels while the rest had the good sense to pile into the available motorized

More Touring Coming Up

On July 19 and 20, George Kyriazis and Jane Sereda will lead a tour from the Tri-Cities to Walla Walla. Highlights of this trip are dinner at the Destinations Grill in the restored train depot, plus a winery tour or three. Reservations closed on June 15.

An August 23-24 tour of the Trail of the Coeur d'Alenes is the next in the new TCBC Summer Series. Leaving from Heyburn State Park, the tour will cross the Chatcolet railroad bridge, with its crazy stepped pavement, then on up through the Coeur d'Alene River valley to Kellogg. Climbing is non-existent, or at least not apparent, due to the rail grade. The scenery includes many ponds, waterfowl, and other wildlife.

Summer Ride Schedule

Tuesday and Thursday morning rides start at 8:30 a.m. until October 15, when they will change to 9:30 a.m. Meet at Richland Community Center. Destination is chosen by group. For more information, contact **Bill Painter, 946-1076**.

Leaders and Sweeps: Ride leaders and sweeps are always needed. As a leader, you can choose a ride that's been done before, or create the ride of your choice and have it immortalized in the next Spokesman ride calendar. The day you lead the group on your ride, you may be surprised at the number of riders who have never followed your route before. Ride sweeps provide the "rear guard" for the ride, ensuring that slower riders or those with mechanical troubles don't fall back behind the pack. Contact Ed Nordquist at 627-1195.

And two more Very Important Notes: First, WEAR YOUR HELMET! Second, please obey the rules of the road at all times. The Club is active in community affairs, which helps us promote legislation that could provide better facilities for cyclists. Don't ruin it by blowing through stop signs, tailgating left turns, or riding against traffic. If you wouldn't do it in a car, don't do it on a bike!

Beginning riders and those who want a shorter ride: Show up at the longer rides and let the ride Sweep or Leader know you'd like a less strenuous ride. They can help you with a shorter route and try to match you up with someone to ride with. We won't leave you dangling.

Ride Leaders - Some hints for an enjoyable and successful ride:

- Introduce all the riders before starting.
- Make sure everyone is wearing his or her helmet.
- Brief all riders on the route, where to regroup, any problems expected. (If you are unsure of the route and its conditions, ride it yourself the week before the ride.)
- Provide maps. You can check the website for maps to print.
- Ask about the riding abilities of the group, if you are not personally acquainted with some of the riders. Ask someone to act as sweep (rear guard) if there are riders who can't keep up with the leaders.
- Ask riders to let you know if they will be leaving the group before the end of the ride.
- In hot weather, carry extra water in case another rider goes dry.
- Riding in the fresh air and sunshine is its own best reward.

7/26/08 - Climb Clodfelter

Leave Some Bagels @ 8:30 am ride to the river trail and follow along 240 across the Yakima river. Leave trail at Bus Barn and turn right on Columbia park trail. Roundabout to Steptoe. Left on Gage and right on Grandridge, right again onto Pittsburg, right onto Quebec which becomes Deschutes continue to Columbia Center Blvd. Turn right and right again at Clearwater, making five rights in a row. Left onto Clodfelter and follow until tired out or on top of the world. Return via Leslie, Keen trail, I-182 sidewalk and Yakima trail to Duportail and then left on Thayer, and finally right on Williams and back to Some Bagels. Depending on timing stop at Subway, Round Table, or Smovies; or all of the above. 29 miles with the biggest climb available in the area. **Leaderless**

8/2/08 - Sacajawea Park

Meet @ Some Bagels at 8:30 follow river trail to I-182 bridge over the Columbia River. Follow Court street east to river trail. Follow the trail until the asphalt ends, it should extend under the cable bridge now. Cross the Railroad on Ainsworth if the trail does not go under the RR bridge. Return to the trail just after the Marina. Follow the trail to Dock street and turn right. Continue to watch for the trail off to the right and return to the trail as soon as possible (after the hay packaging facility at the latest). Follow the trail to Sacajawea entrance road and ride out to the confluence of the Snake and Columbia rivers. Rest in the shade then return following the same route. 15 miles out and 15 miles back flat ride **Leaderless**

8/9/08 - Hanford out and back via West Richland

Meet at the normal spot and time. Follow the river trail as far north as possible except perhaps the last ½ mile to 300 area barricade. Take Washington Street north to Stevens drive and continue on route 4S to the Y barricade. Return via FFTF if allowed. Right on Horn Rapids Road, (north-most light) left to Kingsgate. Right on 240, left onto Twin Bridges then left onto Grosscup to VanGiesen and return home. 41 to 42 miles depending on FFTF mostly flat.

Leader: George Kyriazis 375-1977

8/16/08 - Richland trails and more trails

Start at Some Bagels at 8:30 AM and head south along the river trail. Ride around the point and along 240 to bus barn then turn right onto Columbia park trail and turnabout onto Steptoe. Just before the carwash walk/ride bikes 1-200 yards in gravel of old railbed to terminus of Keen road trail take trail to Queensgate turn right and follow trail along I-182 bridge. Curl under bridge and come up at Duportail. Cross 240 and continue north on trail along bypass. Head out to 240 for a mile at VanGiesen.

Take trail at Stevens then continue north on Stevens road right onto Horn Rapids Road and continue past GW left and up to 300 area end of trail.

Turn around and go back to Lampson crane yard then follow trail to wherever you got onto the trail then backtrack to Some Bagels. 28 miles with less than 10 miles of road and 200 yards of gravel. **Leaderless**

8/23-8/24 - Tour the Trail of Coeur d'Alenes

TCBC Summer Series. Leaving from Heyburn State Park, the tour will cross the Chatcolet railroad bridge, with its crazy stepped pavement, then on up through the Coeur d'Alene River valley to Kellogg. Climbing is non-existent, or at least not apparent, due to the rail grade. The scenery includes many ponds, waterfowl, and other wildlife.

8/23/08 -Cable Bridge loop

Starting at Some Bagels in Richland, ride bike trail out on Kennewick side and back on Pasco side. **Leader: Aaron Allen 942-0110**

8/30/08 - Ride by Committee in Honor of Labor Day

Pick a way to decide where to turn and which way then follow thru until majority revolts or sees a good place to eat. Return when tired. **Leaderless**

9/6/08 -Burbank via TRAC

Ride down to I-182 overpass and cross the Columbia. Turn north on Court then right on Harris. At the end of Harris locate beginning of trail near the Sleep Inn on Road 100. Follow trail to Argent road and continue East on Argent past the airport and turn right on 4th and continue thru Pasco to A street and turn left. Follow A street to Hwy 12 and turn right to cross the Snake River. Wander around Burbank for 5 to 15 miles. Return over the Snake river then turn left onto Sacajawea park road and follow the road to the southeast end of the bike trail. Follow the trail back

Summer Ride Schedule

to Richland like in Sacajawea park ride a month earlier. 40 to 50 miles depending on Wandering in Burbank. Flat ride

Leaderless

9/13/08 -Badger Canyon

From Espresso World in Kennewick at 8:30 AM. Take Clearwater southwest into Badger Canyon. Turn left onto Webber Canyon road and climb the canyon then follow Travis Rd. to Sellards Rd. Left on Sellards and then left again at Clodfelter road. Coast as far as possible during the descent. Right on 10th then left onto Columbia Center Blvd. Finish by turning right onto Clearwater and going the 1 block to Espresso World. 42 miles. Bring extra water because there are no good water stops on the ride. **Leaderless**

9/20/08 -Wannawish

From Some Bagels in Richland travel west on Williams to Sacramento street turn right and right again on Birch then left onto VanGiesen. Thru West Richland and right onto Grosscup continue straight when it becomes Harrington and continue to the end of the road. Return by way of north side of the canal on Canal Dr. and Fallon Dr. Stop at WR golf course for a snack then return to VanGiesen by continuing down Fallon Dr. Left onto Van Giesen then right on Stevens. Left on Williams or before to get back to Some Bagels. 23 miles flat ride

Alternate return: Wade the Yakima river and ride back on 240 and Stevens to save 1.5 miles **Leader: Lora Bannan 967-2018**

9/27/08 - Sagemoor from the Troll's Parking Lot under I-182

8:45 am to allow Richland folk to get across the bridge North on Court, left on Dent. Mountain bikes north on Richview and follow canal to Columbia River Rd.(1.5 mi shorter) Road bikes continue on Dent and left onto Columbia River Rd. Right on Sagemoor, right on Birch, right on Taylor Flats

and return to Douglas Fruit. If little traffic on Taylor Flats continue on Taylor flats to water towers then right onto Sandifur Pkwy., left on Rd 100 followed quickly by a right onto Harris and back to the start, if traffic is a problem follow Dent back to starting point 27 miles (2 ways on Dent) mostly flat with a couple of steep climbs 200 feet tall and less.

Leaderless

10/4/08 - Intertie West-East from Kennewick

10/11/08 - Benton City

Leave Some Bagels in Richland at 8:30. Ride to Benton City via Van Giesen, Ruppert, and DeMoss. Lunch in Benton City then back out on 224 to climb to the winery on Red Mountain. Back to Richland on 224/Van Giesen.

Regional Events (non-TCBC)

Jul 26 - RAP 150 - Burlington Mid-Day Rotary

July 31 - RAMROD 2008 - Ride Around Mount Rainier in One Day

Aug. 1-3 - Get Your Guts in Gear
210-mile challenge supporting Crohn's & Colitis Foundation of America.

Aug. 23-24 - Ride Around Puget Sound

Sep 13-14 - Group Health Bike MS Ride

Sep 14 - Chuckanut Century - Bellingham WA.
Leukemia & Lymphoma Society

Sep 20-22 - Trek Tri-Island
American Lung Association® of Washington

September 27-28 – Group Health Wine
Country Trek

October 18 - 16th Annual Bicycle Alliance
Auction and Gala
Silent and Live

Supporters of the Tri-City Bicycle Club

The following businesses support cycling in the Tri-Cities by offering discounts to club members or simply by existing. Please let them know you are a member. Special offers are specific to each business and may change from time to time.

Some Bagels

1317 George Washington Way
Richland, WA 99354 - (509) 946-3185

REI - Recreational Equipment Inc.

129 N. Ely, Kennewick - (509) 734-8989

Scott's Cycle & Sports:

704 S Ely St, Kennewick - (509) 374-8424

Markee's Cycling Center

4723 W Clearwater Ave, Kennewick - (509) 783-2870

Kennewick Cycles & Fitness

131 Vista Way, Kennewick - (509) 736-7500

Greenies

701 Geo. Wash. Way, Richland- (509) 946-3787.