

Needed Improvements for Tri-Cities Bicycle Commuters
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Carl M. Berkowitz (CDBerkowitz@charter.net), Steve Mallory (smallory.arculus@gmail.co),
Anne Farawila (anne.farawila@gmail.com), Mike Watkins (mwatkinspriority@gmail.com),
Layne Papenfuss (laynepapenfuss@gmail.com), David Spaulding (buzzcommuter@gmail.com),
Gene Weisskopf (genew@au2pb.com)

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I. Overview

Traffic congestion and health issues are concerns for all the residents in the Tri-Cities Metropolitan Region. Encouraging commuters to get out of their cars and onto their bikes can be part of the solution to these issues. But the big question is, how to make this happen?

To accomplish this goal will require more than just billboards encouraging people to use the existing bike trails or handing out helmets to kids. The community needs a safe infrastructure for riders of all skill levels. The most common reason for not using a bicycle for commuting is safety. This is where a well-designed cycling infrastructure can help. Absent an improvement in the cycling infrastructure, the Tri-Cities will face more congestion as solutions become ever more complex with increasing growth. We feel the time to address these problems is now, while these concerns are more readily addressed than will be the case in the future.

The main body of this white paper is simply a list barriers to cycling that have been identified by a team of experienced Tri-City cyclists (background material on our contributors is given at the end of this report). We have found each of the barriers listed below to be impediments to safe cycle commuting. While many experienced and serious cyclists may be comfortable riding through these locations, higher standards are needed to accommodate all cyclists. Each of these areas should be safe enough so ‘parents with kids in tow’ can easily and safely ride through the identified barriers. This criterion is common in many European cities and within a growing number of American cities (e.g., Portland, Boulder, Boise, etc.).

In addition to the lists that follow, we, as concerned citizens of the Tri-Cities, would like to propose two other services to the community. First, many jurisdictions in the state have 'bicycle advisory committees.' These are volunteer citizen groups consisting of cyclists familiar with current local road and traffic conditions. The contributors of this report would be pleased to serve in this role, advising the jurisdictions on the practicality and safety of both existing and future traffic plans. Input from a committee of active cyclists would have avoided the major cycling road-blocks at the Steptoe roundabout, which state officials said would be safe for cyclists but which in fact, is not.

The second service we would like to provide to the jurisdictions is support towards certification by the League of American Bicyclists (LAB) as 'Bicycle Friendly Communities'. Since 1995, the LAB has been working to develop metrics needed for any community to be nationally recognized as 'bike friendly.' While adoption of a Complete Streets Policy is central to this recognition, there are five other general categories, each with specific metrics, to assess how 'bike friendly' a community is. The five broad categories define specific standards for:

1. Engineering – Is there a well-maintained bicycling network?
2. Education – Are bicycling education courses available for riders in the community?
3. Evaluation – Is there a specific plan or program to reduce cyclist/motor vehicle crashes?
4. Enforcement – Do law enforcement officers receive training on the rights and responsibilities of all road users?
5. Encouragement – Does the community host any major community cycling events or rides?.

Additional details for this program can be found via a web search on 'League of American Bicyclists Bicycle Friendly Community'.

We present the following list of bicycle route barriers with the hope that each of the jurisdictions will encourage their transportation planners and engineers to consider needed modifications to make each barrier more 'bicycle friendly'.

2/19/2018, CMB

II. A Cyclist's Perspective on Roundabouts

Thanks to Gene Weisskopf for sharing his thoughts on our local roundabouts - CMB

As a general rule, single-lane roundabouts are acceptable for bicyclists.

The rules for cyclists accessing such roundabouts are few and pretty straightforward. First and foremost, cyclists should not enter the roundabout if they will interfere with a vehicle that's already in the circle coming from the left. Before entering such a roundabout on a bike, cyclists should move to the center of the lane, making them just another vehicle in the roundabout. This way, cars will not be tempted to pass the cyclist.

Unlike one-lane roundabouts, the Steptoe roundabout was a horrible way to introduce the Tri-Cities to large roundabouts. Early concerns can be found at:

<http://au2pb.com/steptoe/>

and a Tri-City Herald article describing the cycling communities response to this project

<http://www.tri-cityherald.com/2011/03/04/1392590/richland-man-cites-flaws-in-roundabout.html>

Improvements made since the construction have helped, but it's still a relatively dangerous part of our highway system.

Regarding the changes made by WSDOT to improve the Steptoe roundabout:

- Bicycles tend to mostly use Columbia Park Trail. Now that there's just a single lane of entry into the roundabout from that road, it's generally better for cyclists and cars, too. It's especially better for a bicyclist coming from the east and wanting to go up Steptoe St. Before the improvements, with two lanes of westbound traffic, cyclists, along with vehicle traffic, would have to take the inside lane of the roundabout in order to legally circle around to the south and exit onto Steptoe St. Then they would be in the left lane of Steptoe and have to move over to the right lane, with traffic coming off the roundabout behind them. Yikes, to that!

Even worse, cyclists would tend to stay to the right of the outside lane, and then expect to turn left and head toward Steptoe - and risk getting run over by a driver in the inside lane heading straight through the roundabout on Columbia Park Trail. At least one local cyclist was hurt doing this, and cars have made the same mistake, too.

Now, with just one lane entering the roundabout from Columbia Park Trail, cyclists can stay in the middle of that lane and circle around to the Steptoe St exit, and place themselves in the outside portion of the roundabout. This way, they end up in the right lane of Steptoe St and they don't have to cross a lane of traffic to do so.

- A big problem still exists for cars coming from the east on Columbia Park Trail, wanting to enter highway 240 East. The confluence of lanes where Steptoe St meets the roundabout can be quite confusing and is frequently full of cars.

Changes made to the roundabout seem to have helped with this problem. Previously, a car would be in the inside lane of the circle and then need to merge across the outside lane to get onto 240 East. With the single-lane revision, a car can go from the single lane directly onto the on-ramp and not have to cross that big wide white line between the lanes, which they would have to do before. So while this issue has been improved by these revisions, it's nonetheless more of a muddle where the lanes of Steptoe meet the roundabout, where the single lane opens up into the two lanes that leave the roundabout onto Columbia Park Trail eastbound.

- Another big problem with the Steptoe roundabout is that navigating it successfully is very dependent on the striping on the asphalt (lanes, arrows, and the like). At night... or in the rain... or in snow, this striping disappears. In the dark during rush hour or other busy times, the roundabout is a crazy confluence of headlights seemingly coming from all directions. This makes it extremely dangerous for cyclists and pedestrians. On a bike or in a vehicle, judging when it's safe to enter the roundabout can be difficult, and deciding which lane the cars will stay in is still a wild guess for newbies to the roundabout, especially when it's dark and wet.
- Drivers have learned how to take shortcuts in the roundabout. For example, drivers coming down Steptoe frequently want to enter 240 West to Richland. They should be in the right lane of Steptoe, and stay in the right lane of Columbia Park Trail, then go under the freeway overpass, and enter the freeway entrance to Richland (west). But during busy times, like the morning commute, the right lane of Steptoe fills up with cars. So "clever" drivers use the mostly empty left lane, which puts them in the left lane of Columbia Park Trail eastbound, after which they then have 100 feet or so to jockey for a position in the right lane so they can enter the freeway to Richland. This adds a bit more "excitement" (chaos and uncertainty) to the traffic flow, especially for cyclists who would like to cross Columbia Park Trail to get onto the bike path to Richland. And yet this behavior is encouraged because it offers a shortcut through the roundabout.

To summarize, this cyclist finds a single-lane roundabout to be mostly acceptable whether in a car or on a bicycle. But the multi-lane and high-traffic Steptoe roundabout is still a serious safety issue for both cars and bikes.

III. Barrier Posts on Bike Paths

Thanks to Gene Weisskopf for sharing his thoughts on these cycling safety hazards. - CMB

Why in the world would a two-foot tall metal post be installed right in the middle of a bike path? While you might think "To fool the cyclists!", in fact, they're simply small barriers placed at strategic locations to prevent vehicles from driving onto the paths. But they are definitely a hazard to cyclists and, most likely, even to runners.

I know of three cyclists who have each crashed into a post. One happened because the rider was behind several other bikes and so didn't see the post approaching in his path. Two other crashes were due to distraction, not keeping an eye on the path. Which, by the way, is one of the enjoyable benefits of riding along the Columbia River – to see the sights!

If we assume that posts are necessary to keep motor vehicles off the paths, then I suggest that a "rumble strip" be laid in the path about 25 feet before the post, in both directions from it. As riders approach the hazard (the post), they would see and/or certainly feel the rumble strip and be alerted to

the oncoming hazard. It's a pretty simple solution that I think would be very effective, certainly at those posts that aren't at the beginning of a trail where they're more obvious. Having posts in the middle of a bike path deserves some sort of a warning system.

IV. Richland

An important issue for Richland cyclists is the enhancement of connectivity between Richland and Kennewick. There are presently two safe access points to and from these communities via

- Leslie Road.
- The I-82 bike trail to Keene (this is the multi-use trail going between the Chamna Reserve north of the Yakima River, to the Tagaris Winery area/Windmill Rd. on the south).

However, there remain two challenges to assure good connectivity. Both require cooperation between the two cities and the Washington State Department of Transportation (WSDOT).

Steptoe/240 Intersection:

From Carl Berkowitz: A major challenge to planners and traffic engineers is to modify the Steptoe roundabout so as to assure safe passage in all directions by cyclists and pedestrians. Cyclists riding north (downhill) on Steptoe to access the bike path on the north side of Columbia Park Trail now have to navigate multiple on- and off ramps for Highway 240. It's a dangerous ride dodging fast moving cars, and not for the faint of heart, especially during commute times when traffic is particularly heavy.

From Mike Watkins: A hazard issue with the Steptoe roundabout is that the bike lanes literally merge into the curbs AND are parallel to seams (resulting in a fall hazard) from the pavement. It appears that the bike lanes were an afterthought, and that Richland should take this safety problem as a serious liability issue given the results of a settlement in last year's court case¹. [

North Columbia Center Blvd

From Carl Berkowitz: Another major connectivity challenge for Richland (in addition to the Steptoe roundabout) is to find safe passage when cycling (or walking) to or from Columbia Park Trail via Columbia Center Blvd. This requires negotiating the Richland Junction/H'way 240 clover leaf. Cyclists going from Richland to Kennewick's Columbia Center have to navigate the multiple on- and off-ramps of H 'way 240. A further complication is a traffic island that separates southbound riders from the adjoining

¹ The city of Port Orchard settled a lawsuit for \$55,000 brought by a woman who was seriously injured in 2009, when she crashed her bicycle while riding down the steep, uneven slopes of Sidney Avenue. It may become central to lawsuits involving bicycle crashes outside Kitsap County, as it was cited recently in a high-profile claim against the city of Seattle and Sound Transit for a May 2016 fatal bicycle crash. (Reference: The Klitsap Sun, 5 June 2017)

sidewalks. This is another dangerous non-motorized connection between Richland and Kennewick, and is also not for the faint of heart!

Fixing both of these challenges (The Steptoe roundabout and the Richland Junction Cloverleaf) will admittedly be complex not only because of engineering/design issues, but also because both will require cooperation between Richland, Kennewick and WSDOT. Nonetheless, both the Steptoe roundabout and the Richland Junction/H 'way 240 cloverleaf need attention in order to have safe connectivity for cyclists of all skill levels who want to travel between these two major metropolitan areas."

Bradley Blvd

From Carl Berkowitz: There has been an increase in traffic along Bradley Blvd as motorists look for alternatives to the growing congestion on George Washington Way. At one time Bradley Blvd. was a safe cycling/walking road to bypass the Hanford traffic on GW Way. It had little traffic and clear striping for bike lanes. But the striping has been removed, and more motorists use Bradley Blvd. as a side street that parallels GW Way. It's also a route to the new restaurants and hotels near Columbia Point. The net result is that this once popular bike route has become increasingly dangerous for cyclists coming to or from the I-182 bike path over the Columbia River. At a minimum, the City should re-paint the bike lanes. Better yet would be to add traffic-calming devices to slow the many fast driving cars now using this once quiet, once well-marked roadway."

Van Giesen/H'way 240

From Carl Berkowitz: Non-motorized access to and from the Richland Airport/Columbia Basin Racquet Club complex is another area of growing concern. Cyclists and pedestrians now have to cross at the intersection of Van Giesen and the H'way240 where high speed vehicles often cut corners when turning at this intersection, endangering cyclists or walkers waiting to cross with the light.

Two alternatives can be proposed to make this crossing safer. The first is simply to add conspicuous traffic 'wands' to keep turning vehicles off the shoulder and away from the small area where cyclists and pedestrians stand while waiting for the signal to allow crossing. These 'wands' are vertical reflective white posts often placed over striping to help direct traffic. More are needed at this intersection to separate motor vehicles from walkers and bike riders.

A better alternative to this crossing would be to give pedestrians and cyclists a safer alternative to cross H'way 240 to enter/exit the airport complex. One obvious alternative could be had by removing one element of the concrete sound barrier directly across from Airport Way to the north. Doing so would allow access from the Green Belt Trail behind the barrier to an already existing stripped pedestrian walkway and crossing signal. Doing so would allow cyclists and pedestrians to cross the highway by exiting from the Green Belt Trail to Airport Way, using the existing signal and crosswalk markings as an alternative to the H 'way 240/Van Giesen, intersection. The challenge here does not appear to be an engineering issue but an administrative concern, involving as it would both the City (who 'own' the

Green Belt Trail) and WSDOT (who 'own' H 'way 240). We'd encourage the City to start this conversation with WSDOT."

Rachel Rd. and Dallas Rd.: both are too narrow

From Anne Farawila: Dallas Rd needs a bike lane in the north side. Presently, there is no shoulder and the road is not wide enough to safely accommodate both bike and two cars. This is a frequently used road by local cyclists for the new neighborhoods going into Badger Canyon, and for recreational riders going to Benton City

As with Dallas Rd., the present width of Rachel Road is inadequate for both cars and cyclists. There is a need for a bike lane to alleviate this safety issue resulting from congestion

Columbia Park Trail near Hills West Neighborhood:

From Anne Farawila: This section of road is used by many south Richland cyclists to reach the bike path terminating at the wineries near Queensgate. It has two major safety issues. First, there is a small bridge going over the irrigation canal that barely allows two cars to pass at the same time, much less two cars and a cyclist or runner or walker. Not only is this bridge narrow, but there is limited visibility at this point of the road so cars cannot see oncoming traffic. In a perfect world, the cars wait until bikes already on the bridge to cross but the reality is that they usually pass the bikes or joggers without slowing down or giving cyclists room to maneuver. This is a particularly dangerous situation when a car is coming the other direction, in which case the cyclist has nowhere to go. This bridge should be widened with bike lane striping to allow safe passage for all cyclists and pedestrians.

The second safety issue for this part of Columbia Park Trail is that the eastbound shoulder is poorly maintained. As a result, it is very dangerous for bikes cruising downhill, and in particular, for novice or inexperienced cyclists who do not know when to slow down. It is not uncommon to see cyclists move into traffic to avoid the dangerous bumps near by the Rockwood intersection, a move that is not expected by drivers, making it particular dangerous.

V. Kennewick

The key barrier for cyclists in Kennewick is access to and from the Columbia Center Mall area from any direction, but in particular, from the Columbia Park Trail in Richland.

We recognize the complexity of giving safe access to cyclists and walkers across the H 'way 240 cloverleaf just north of the Mall, given that this area is under control of three jurisdictions. Each would have to be involved in discussions towards finding a solution for safe access: 1) the City of Kennewick, who 'own' the south end of the cloverleaf, 2) the City of Richland who 'own' the north end of the cloverleaf, and 3) the Washington State Department of Transportation, who are responsible for Highway

240. Nonetheless, the cloverleaf is felt to be a poorly designed and dangerous area by many in the cycling community, and a major barrier for cyclists needing to travel between Kennewick and Richland.

North Columbia Center Blvd

From Steve Mallory: By far, this is the worst part of town for cyclists. There is no good way to safely ride (or walk) either north or south without significant exposure to vehicle traffic. Cyclists traveling from Richland to Kennewick along Columbia Center Blvd have to navigate multiple on- and off-ramps for H 'way 240, thus making this the number 1 most dangerous location for non-motorized travelers in the Richland and Kennewick area.

(Note: Another problem area close to this area is in front on Kimo's, on Columbia park Trail. The bike path is missing for about 100 yards to the east. It would seem like an easy fix for this problem since it is likely that the bike path has simply been covered with landscape rock on the road cut.)"

As noted in the comments provided for Richland regarding North Columbia Center Blvd, this section of Kennewick is a challenges not only because of engineering/design issues, but also because addressing this problem area will require cooperation between Richland, Kennewick and WSDOT. None the less, both the Steptoe roundabout (discussed in the Richland section of this white paper) and the Richland Junction/H 'way 240 cloverleaf need attention in order to have safe connectivity for cyclists of all skill levels who want to travel between these two major metropolitan areas.

While we recognize that no solution will be cheap, one path forward would be the addition of a pedestrian bridge located on the east or west side of the of Columbia Center Blvd. overpass. We see this in other communities dealing with safe passage over a busy highway, and feel it would be a workable path forward for this busy highway.

Tapteal to Columbia Center Blvd:

From Steve Mallory: The Tapteal Interchange is just south of the Columbia Center Blvd. overpass (over H'way240). Many cyclists (and walkers) take the Tapteal Rd to Arrowhead/Yellowstone Rd. connection so they can have a relatively flat commute. However, there is a problem when they arrive at the overpass since it has neither bike paths nor sufficient width to accommodate walkers or cyclists. The list of considerations to give safe access to this section of road should include a dedicated pedestrian bridge over Columbia Center Blvd.

Steptoe Crossing at old railroad ROW, north of Gage

From Steve Mallory: The bike path from Richland ends at Steptoe with no place for cyclists to safely continue. Kennewick should consider developing an easement on the property currently for sale on the east side of Steptoe that would allow continuation of the existing path to the west side of Columbia Center Mall.

River access from Kennewick Parkade: Fruitland

From Steve Mallory: Fruitland and Washington St. are the only way to safely ride from Old Kennewick north to the river.

Other options to ride from downtown Kennewick to the Sacagawea bike path are very limited. There is a clear need for more bike paths going to and from Kennewick's Civic center near Washington St. and to the Cable Bridge.

From Dave Spaulding: Just a note: a group of business people in downtown Kennewick are working to improve the bike/walk connection from Clover Island along Washington to Kennewick Ave and 1st. Our hope is to then extend this work to improve the connectivity of 4th to 1st at Garfield Street into downtown.

East and West bound on Canal approaching Edison

From Steve Mallory: No bike lanes, no easy access from the east or west to Laurence Scott Park. Except on a sidewalk otherwise one must jog over to Umatilla Ave. to the north.

Connectivity between H 'way 395 and Kennewick Ave.

From Steve Mallory: No walking/biking connection from 395/ Kennewick Ave area north to Blue Bridge. The entire area between Edison to North Hartford in Old Kennewick there is no way to cross I-240/ Columbia Drive to Columbia Park and the Sacagawea Trail system.

Need a bikeway paralleling 395 dropping from Canal to the east end of the park, or a pedestrian bridge crossing over I-240 from Canal to near the fish pond, and/or a road dropping from Canal at the East end of the bench at the NW corner of the Tri-Cities Country Club and crossing over the railroads and accessing the residential area on the south side of Kennewick's auto row zoning designation.

Edison Street

From Anne Farawila There is a clear need for a bike lane or continuous striping between Columbia Park Trail and Edison Street. This is a main corridor for cyclists riding to and from Kennewick and Richland, with fast moving traffic and very narrow shoulders.

VI. Pasco

Many of the bike route barriers in Pasco are the same as those for automobiles. At this time, there are still many opportunities to make our community safer for bike commuters, even as it expands to the west and north. But we are concerned that the decisions to date generally follow the status quo design for sidewalks and setbacks, and this mode of thinking will not result in a bicycle-friendly community.

One specific concern is finding a way to get cyclists off Sandifur Parkway and onto alternate, safer streets. And Road 68 is a terror for both cars and bikes.

Access to and from Columbia Basin College:

From Anne Farawila: There is no safe way for cyclists to cross the railroad near Pasco airport when riding to Ellen Ochoa School and the neighborhoods when coming from west Pasco. Poor options include Lewis Street, which has a small tunnel going under the railroad but no bike lane, or I 182 which has had no bike path. Other poor options include cycling along Ainsworth St. which then necessitates riding H'way 397 (!). A St. is acceptable for experienced cyclists, but not for children or parents with kids in tow who would not want to ride north to access the shoulders of either H 'way 397 or H 'way 395.

From Dave Spaulding: There is a concern with bicycle access to Columbia Basin College from Argent and from 20th. While Argent to the north of CBC has a wide bike/walk space parallel to the road there is little safe access to/from CBC from the south. If cyclists use the east-west trail that goes along Argent or the trail along 182, the north-south connection options are either Road 68 or Road 100. Both have high speed limits (35-40) and highly variable shoulder space to allow cyclists to safely ride with traffic. Taking the full lane, as is our right under state law, is an option on these roads but dangerous given the number of cars and high speeds.

The other options to access CBC are from 20th and/or taking Argent to 4th Ave to the east of the college. While Argent has a "shy zone" bike lane, these markings end before 4th Ave, at railroad tracks where there is a large amount of truck traffic. Neither 20th Ave or 4th Ave can safely accommodate bike traffic. Our only options are to use the sidewalk or ride in the lane with traffic.

CBC has long fought with parking challenges. Better bicycle access, especially with new student housing nearby, and with Ben Franklin buses with bike racks would improve alternate transportation options and help reduce parking congestion (10 bikes fit in 1 car parking space).

Recommendations: I understand from Pasco public planning meetings and speaking to planners that the 20th Ave improvement plan will include better accommodation for bikes and improved crosswalks for pedestrians. I encourage implementation of this plan. CBC and local elementary schools will all benefit from greater active transportation safety and access. I would enjoy seeing more CBC students using more economical means of transportation and the parking congestion alleviated.

Road 68:

From Anne Farawila: There is no easy way to cross I-182 on Road 68. Traffic is high speed and there are no bike lanes or shoulders. And Broadmoor Blvd. is becoming increasingly congested with cars making it more dangerous to ride on since it also lacks a bike path. There is a strong need for lanes on Road 68 that would allow commuters coming from north of I-182 to safely access the bike paths along and near the Columbia River.

From Layne Papenfuss: Road 68 is a nightmare for cars and even worse for cycling. No one wants to use the signal at Burden and the Sandifur light is a necessity to get on Road 68 due to the heavy traffic. However, recently both cars and bikes have been using Burns road to the north to avoid these problems. Sandifur Parkway is narrow in many places and often too crowded with cars to allow for safe cycle commuting, especially during rush hour. As a result, both cyclists and motorists have started using Burns, which motorists see as a back road they can cruise on with speeds up to 45-50 MPH. As a result, this road, too, is no longer a good commuter path for cyclists. An additional problem is finding a way to access the river bike lanes when coming from north of I-182. The only options now available are difficult for experienced cyclists and very dangerous for novices. In particular, Road 68 needs either an over pass or tunnel that parallels the freeway trail in order to reduce it as a serious and dangerous threat for bike commuters.

East Pasco

From Layne Papenfuss: 20th and 4th Streets are the main conduits for cycle commutes. There are pinch points around major intersections including Court & 20th, and 4th & Lewis. These areas are especially challenging due to frequent high speed traffic and large trucks that share the road with bikes.

VII. West Richland

Connection of Kellogg Road bike/ped path to Van Giesen/224

From Dave Spaulding: I am concerned with the round-a-bout intersection at Keene Road and with cyclists traveling west on either on the roadway or the Keene trail. About 100 yards before intersection the path narrows to sidewalk. If a bike stops at the intersection drivers will sometimes stop to allow crossing. I have observed this creating a dangerous situation even though this is a good intention by drivers. This is a concern.



On Keene Road the bike lane simply ends. Bicycle traffic must either "take the lane" in order to either turn right or go through the traffic circle. The split lanes of the traffic circle (photo attached) can cause confusion for drivers when bicycles are also entering the circle. While state law requires automobiles slow to 15 mph when entering a round-a-bout or a traffic circle, the posted speed on Keene Rd of 40 mph can create a last minute slowdown for traffic entering the intersection.

I recommend adding "Bikes may use full lane" signs on roads coming to these intersections and roundabouts.

VIII. About the contributors

Note: contact information for each contributor is given at the start of this report

Carl Berkowitz:

Carl has lived in Richland since 1978. He was a regular bike commuter to and from Battelle/Pacific Northwest National Laboratory where he was a staff scientist and manager. Growing up in Southern California, he saw how quickly congestion can overtake cities. He's also seen firsthand in both North America and Europe the important role that bicycles can play in community health and easing transportation problems. As weather allows, he still prefers to take a bike over a car for his transportation needs.

Steve Mallory:

Steve has lived in the Kennewick and Richland for the last 11 years and spent many childhood summers here. He is a local architect and was a United States Cycling Federation (USCF) rider in the 70's and club racer in the 70's and 80's. He was also a Seattle, Redmond and Kirkland bike commuter for many years. Long-time VP of the Alliance for Livable and Sustainable Communities and is more often seen on 2 wheels than 4.

Anne Farawila:

Anne was born in France and came to the USA 17 years ago. She started biking and running for health benefits, but also for recreation. She likes to commute via bicycle when she can, and likes to take her kids to bike with her along the park trails, too. She wishes to see more bikes on the roads as people realize the health benefits of biking, and as the roads become safer with better infrastructures and car driver awareness.

Mike Watkins:

Mike is a community cycling advocate, professional instructor, and commuter. He holds nationally recognized certifications as a Cycling Instructor (League of American Bicyclists (LAB), Certification - LCI #4471), A Les Mills indoor cycling coach at Gold's Gym, and as a Professional Bicycle Mechanic (United Bicycle Institute). He recently founded an after school cycling program in the Pasco School District. His longer-term mission is to transform lives through cycling by creating a sustainable Tri-Cities cycling environment that leverages the skills, interests, and passions of all Tri-City cyclists to diversify cycling in our community and beyond.

Layne Papenfuss:

A Pasco resident vintage 2014, Layne is an irregular bike commuter to North Richland where he works for the Department of Energy. He enjoys family bike rides more than bike commuting, sometimes transporting children by trailer and sometimes they have their own bikes. His favorite bike rides in the Tri-Cities usually include the Sacajawea Heritage Trail and the back roads into the farm country surrounding the area.

David Spaulding:

David moved to Kennewick in 2003. Though a native of southern Idaho he has a long family history in Eastern Washington and East Oregon. He works as a community bicycle advocate, and as the founder and executive director of Wheelhouse, the Tri-Cities first non-profit community bike shop.

Gene Weisskopf:

Gene has been an active cyclist for the past 45 years. When he moved to Richland in 1995, he was impressed by the almost year-round cycling weather, the relatively light traffic, and the beautiful vistas in all directions. He also found a pretty active, diverse cycling community. Since moving here, Gene has ridden his bikes over 82,000 miles, and loves to remind people of the “fresh air, sunshine, exercise, and camaraderie” that cycling bestows on us.