

# RCC News



The Newsletter of the Redmond Cycling Club

February 2004

## General Meeting:

**Monday, February 2, 2004**

**Monday, March 1, 2004**

Third Place

Lake Forest Park Town Centre

17535 Ballinger Way NE

Lake Forest Park, WA 98155

206-364-8910

Social meeting 6:30 PM

Business meeting 7:15 PM

## NOTE NEW LOCATION!!!!

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## Message from the Prez: Ride Quick, Move Fast

*By Tom Killion*

Ah! What would life be without a little curve thrown in there every once in a while? Our meeting place, Coco's at Lake Forest Park, has unexpectedly ceased business, leaving RCC once again in the hunt for a suitable venue. Suggestions are solicited and welcome from all members.

In the interim RCC will meet as before—first Monday of the month, social at 6:30 p.m., meeting at 7:15 p.m.—at the Lake Forest Park Commons. It's right across the parking lot from Coco's, in with Third Place Books and the Honey Bear Bakery. We have a smallish room, tucked in between the Asian and Italian food kiosks. The good news is that there is quite a range of food available; the bad news for imbibers is that beer and wine, while available, must be consumed within the confines of the selling vendors' space.

On to other news:

Greg Sneed has rearranged our calendars, giving us either two consecutive Sundays or two consecutive March 22nd's. Take your pick. On the moving-target-date in question, the RCC downhill contingent will muster at the RAMROD Deli Stop location, thence to pedal madly to Mud Mountain Dam Road. They call it a "time trial". Three-person teams must include at least one rider of the female persuasion. This is the chance for all us uphill slugs to strike back at those damn wispy climbers!

Bike Expo is fast approaching and Jim Jensen needs volunteers to staff the (single) booth. No RAMROD registrations this year = fewer irate Expo-goers. Contact Jim right away.

The Bike Swap Meet will be soon upon us, so check elsewhere in this issue for info on that, or contact Amy Harman for the 411.

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### Cycling Gourmet: Burrito Express

*By Janet Heineck*

Burrito Express

12339 15th Ave. N.E.

Seattle WA 98125

206-364-0865.

"Our burrito is bigger than your Chihuahua", says their motto, and I believe it's true, no matter how big your Chihuahua is.

Burrito Express was reviewed by Kathryn Robinson in the Seattle Times on October 3, 2003 ([http://edb.seattletimes.nwsources.com/ae/scri/st\\_vd.cfm?id=11101](http://edb.seattletimes.nwsources.com/ae/scri/st_vd.cfm?id=11101)). Since it is not far

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**Newsletter Submissions Due to Janet Heineck or Duane Wright by the 18th of the Month**

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## Burrito

from where I live, I thought I'd try it and build on her review from a cyclist's point of view.

Just as Ms. Robinson wrote, Burrito Express occupies a garish mustard-yellow house just southwest of the intersection of NE 125th and 15th Ave NE, in the Pinehurst neighborhood, northeast of Northgate, west of Lake City, and south of Shoreline. You can't miss it, as the saying goes.

The tiny indoor customer area, with its four closely spaced stools, comparatively large kitchen area and likewise large menu, in a building set back from the street, fronted by a sizeable parking area, identify it as a take-out place.

Several aspects of Burrito Express could be of interest to passing, hungry cyclists.

No lard is used in anything on the menu. Because of the many customers who came in while I was there, I would guess that the ingredients in any particular dish are very fresh. One may also choose from an interesting selection of Mexican soft drinks, as was pointed out in the Seattle Times review.

Picnic tables under an overhang in front of the single-level building would allow cyclists to sit outside next to their bikes while eating.



There is no official restroom, but their private one is available upon request, according to the owner, Robert Abergel, who also owns Topolino's Pizzeria in Bellevue, and with whom I had a very interesting conversation about the world in general.

I chose the simplest item on the menu, their \$4.95 vegetarian burrito grande—and it was. It came in a lovely

flour tortilla with a perfectly seasoned black bean and rice filling. To drink, I had an "horchata", at \$1.50, a traditional Mexican wedding drink made of rice and cinnamon. It was white like milk and tasted a little like coconut, refreshing and sweet.

Chips and salsa or guacamole do not come automatically with your order. These you purchase separately. For fat or carbohydrate-conscious cyclists, this might be welcome. But do be prepared.

What you don't get at Burrito Express is ambiance, decor, or landscaping. What you do get is a wide menu of fresh-tasting, inexpensive, and reasonably low-fat Mexican food, with an unusual choice of drinks, prepared by Latinas who know what they are doing, in an unpretentious location handy for passing cyclists.

If you can get past its slightly off-putting exterior, Burrito Express is a bit of a find, I'd say.

## General Meeting Minutes December 1, 2003

By Amy Harman, Secretary

The meeting was called to order by Tom Killion at 7:20 p.m. The first item on the agenda was the election. The membership of RCC elects six individuals to serve on the RCC board. Once the board is elected, the board itself elects the officers for the coming year. No additional nominations were put forward from the members present at the meeting. Up for board positions at the meeting:

Tom Killion, Shane Balkovetz, Amy Harman, Linda Knapp, Greg Sneed, Susan Cady.

Because only six positions were open, once it was determined that a quorum of members was present, the election was held. Positions will be elected by the board at the January board meeting.

Next was RAMROD news for 2004. The club will give out blinkies and socks instead of tee shirts with registration. The blinkies are to help riders be seen better in the park's shadows. The Paradise water stop will be moved slightly to a different section of the parking lot. The Kautz Creek stop will be moved outside the national park to a small RV park, which will keep us from having to protect the park's fences. The Ohop Bakery in Eatonville is no longer open, so something else will be determined.

Upcoming rides and events for

December and January:

12/03/2003 X-mas Ship Ride from Gasworks  
12/06/2003 Tree Trimming at Kristie Salinger\_s  
12/13/2003 Nussbaum Country Ride  
12/13/2003 RCC Holiday Party at Kristie Salinger\_s  
12/14/2003 President\_s Ride from Marymoor Park at 9:00 a.m. to Cabbage Patch Restaurant and back  
01/01/2004 First of the Year Century from Logboom Park at 8:00 a.m.

New Bike Report:

Ralph Nussbaum has a new fixte that he built up from a Crescent frame from Recycled Cycles. It sure is pretty. Greg Sneed is rehabbing a time trial bike in his basement. Greg, when are you building up Ruth's bike? Nicole Nelson is in the process of ordering a Greenspeed trike from Down Under. Australian names for the new steed are being collected.

## Organization Provides Bikes for Kids at Christmas

By Duane Wright

Children with a parent (or both parents) incarcerated can find the holidays particularly troubling. In 1999, Clayton Lillard, then 14 years old, decided to do something to help out. Along with several friends and a supportive mom, Lillard and friends, living in San Antonio, Texas, acquired discarded bicycles. They repaired the bikes in Lillard's back yard. With the help of

Trip Reports:

Amy Harman is considering going to Hell—the Texas hill country, March 13-20, 2004, that is. See <http://hellweek.com/texas.html>. She's taking applications for a visit to Hell with her.

Annual YHA X-Mas Trip: several folks, including Lola Jacobson, are off to San Diego to do the annual trip. It's worth doing. This ride has a century option day with twenty miles of downhill.

Next month:

More new bikes.

Lola: how hot is that Habanero?

Ruth: is Greg still slacking on that bike?

Meeting was adjourned at 7:50 p.m.

Prison Fellowship's Angel Tree initiative, they located underprivileged children and delivered the bikes to them on Christmas morning, as presents from the parent(s). So far Lillard's Backyard Crew has delivered nearly 500 bicycles.



(From a story in Hemispheres, December 2003, the in-flight magazine of United Airlines).

January 23, 2004

Mr. Greg Sneed

Dear Mr. Sneed:

Since you have written in the past regarding the completion of the Burke-Gilman Trail, I wanted to update you about progress we've made.

As you know, I proposed last spring a recommended route completing the Burke-Gilman Trail. The Plan created a safe, convenient route that met the needs of bicyclist while preserving and protecting our industrial job base.

Three projects are underway to complete the trail. Construction is expected to begin on the section from the Locks to 60<sup>th</sup> during the first quarter of this year. The segment from 60<sup>th</sup> to Golden Gardens is being designed, with construction scheduled for the beginning of 2005. We are aggressively seeking funding for the third project, the "missing link." I am optimistic we will secure at least part of the funding in 2004 and move forward. For more information about all three projects, visit [www.seattle.gov/transportation/bgtrailext.htm](http://www.seattle.gov/transportation/bgtrailext.htm).

Across the city, we are making real progress on my four priorities to improve transportation and public safety, create jobs, and build strong, healthy communities. I've enclosed a mid-term report highlighting our accomplishments during the last two years.

On February 2, I will give the State of the City address. During the speech, I will discuss the direction I've set as mayor and how we will build upon the success of the last two years. You can view the speech live on the Seattle Channel or on the internet at [www.seattle.gov/mayor](http://www.seattle.gov/mayor) at 2 p.m.

Thank you for your support in creating more transportation choices for the citizens of Seattle. Together, we will build a complete trail system to be enjoyed long into the future.

Sincerely

GREG NICKELS  
Mayor of Seattle

*Greg writes to Greg*

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*(continued from page 1)*

### **From the Prez**

Carol Nussbaum, who is once again handling the Volunteer Coordinator duties, is getting lonely waiting by the phone for RAMROD volunteers to call. Make her smile by telling her that you will be taking off the month of July to be at MrDon's beck and call.

Bike news:

Greg Sneed's Christmas surprise to his brother Gil and nephew Alex was a roaring success. The early 90's Litespeed Tachyon (Greg LeMond used one in the

'91 TdF), updated with '03 DuraAce gear, is ready to rock on the Pas Deux Sans Trois TT.

Now Greg must bend his considerable spending talents toward building up Ruth's Queen of the Road Ti frame, lest he enter the dog house.

Nicole Nelson is getting somewhat itchy, waiting for her Greenspeed GTC frame to arrive. All the parts are in boxes in the Bike Salon, quietly and gracefully acquiring the patina of age. Expect a new, roadable trike sometime in mid-March.

No word yet on what steed Mr. Himschoot has chosen to replace his munged Mercian.

Others among our group have made arrangements for new, flashy wheeled wonders, but mum's the word for now. By summer we'll all need sunglasses to filter the glare from the freshly painted vunder-bikes.

Hey! Mudflap Tuesdays is back in operation. Let's see you there!

Get out and ride!

# Fits to Fit

By Greg Sneed

My brother Gil, who is a better bicycle rider than I am, is also a lousy bicycle mechanic. He's won USCF races, time trials, the Fleche Pacifique, placed fourth in Cannonball a couple of times, and completed PBP in 1991. Recently, Gil and his family returned from working, living, and racing bicycles in Malaysia and Thailand. Check out his racing website, [www.theduh.com](http://www.theduh.com).

In his garage at home in Enumclaw, he has collected a most impressive group of non-working bicycles, bicycle parts, and a number of half-baked cycling projects that were DOA somewhere along the rebuild process. Since returning home to attend Enumclaw High School, Gil's 15-year-old son Alex has done a wonderful job of getting the home bike shop into shape. Of course, Alex's uncle was able to assist a little with some new equipment and parts to help his projects.

Which brings us to the bicycle subject of our story. In this famously crowded garage sat a titanium Litespeed Tachyon time trial bicycle, missing parts and unrideable.

I'd heard Gil, about a year ago, announce that he had purchased this dream machine on a whim from a pedalhead friend of his in Enumclaw.

Weighing in at just over 16 pounds, the machine was built in '93 or '94 with 650c Zipp 400 carbon wheels, TNT components, and Dura-Ace 8-speed (54/42, 12-21 on the rear). This was \*the\* machine for triathletes in its day. Along with a frame made of 3A1-2.5V titanium tubes, a seat post angle of 78 degrees, and only 38-wide drop bars, this baby would be handful on a descent. Reports on various websites describe the bicycle as a fast machine and expensive to maintain. The clamp on the tri-bars had grip shifters. A truly scary machine to ride on anything but a dead flat course.

Back to the story. Gil had the bicycle shipped to Malaysia where, upon arrival, Malaysian customs did a complete inspection of the machine, managing to lose a number of custom made parts in the process. Guess they didn't have a bike mechanic on duty that day.

It must have been a sight when the shipping crate arrived at Gil's home in Jatar. For a year it sat in the dining room of the Malaysian residents, unuseable.

With Gil's tour of duty overseas coming to an end this Christmas, Robyn, Gil's wife, and son Alex arrived back in the USA early in August of this year to get the house in Enumclaw in order and to enroll Alex in high school. With their arrival came numerous crates and boxes, including the remains of the TT bike. The once top-level racing machine was added to the boneyard pile of orphan bicycles in Gil's garage.

Six weeks ago, I was making one of my visits to Enumclaw to check on our Dad and say hello to Robyn and Alex. Alex is now 15 years old and very handsome, I may add. He invited me to tour the boneyard, because he wanted to set up his own bicycle shop to care for his new Bianchi racing bicycle that his Dad and I had got him. Do I know how to score bonus points with a fifteen year old?

For Alex's Bianchi, Uncle and Alex had made a number of trips to R+E Cycles when his mother and Alex visited our house in Ballard on weekends. Of course, Alex's Uncle Greg needed to make sure the boy had everything he needed for fall and winter bicycle riding. Dan, the new owner of Seattle Bicycle Repair, ringing up the total on Alex's new bicycle items purchased by his uncle, asked me if I would be his uncle too. Smart ass.

Back in Enumclaw, as we walked over to Alex's new bicycle work area in Gil's garage, there it stood sadly: the Tachyon. The boy had tried his best to reassemble the TT machine. But without the correct parts and a lot of TLC, this expensive pile of 3A1-2.5V titanium was not going anywhere.

Uncle Greg and his best bud Alex had a little talk over lunch, without telling nephew's father or mother. That's the best part of being an uncle: never telling the boy's parents what we've been up to in the bicycle shop. We loaded the TT bike into my Subaru and I hauled it up to my basement bike shop, where the bicycle's overhaul began.

First, a beginning list of purchased new parts, just to get things off the ground:

Dura-Ace FD-7700 front derailleur, dbl .....	26.50
Dura-Ace RD-7700ss rear derailleur, 9sp .....	67.85
Dura-Ace St-7700 STI Levers, 9spd, dbl, FD compatible .....	182.50
Dura-Ace 7700 12-27 9spd cassette for the road wheel set .....	76.25
SRAM PC-89R 9spd chain .....	23.50
3TTT Prima 199 handlebars, 44cm .....	55.96
Triathlon wheelset, Mavic CXP21 650c, Shimano 105 .....	170.00
Road bike wheel bag f/2 wheels .....	26.00
Michelin Axial Pro tires, 650 x 20c (2) .....	40.00
Profile design SM-6401, quill-to-threadless adapter .....	11.99
Road brake pads .....	10.00
650 tubes .....	18.00
<u>2 new Tufo Jet 19" x 26" sewups .....</u>	<u>108.00</u>
Total so far: .....	\$900.00



I'd just finish R+E's four-day bicycle overhaul class, so I had enough knowledge and tools now to really get into trouble.

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## Fits to Fit

Being the kind of person I am, when in doubt about a project, I drag my friends into it. I called our fearless Prez Tom Killion and explained to him my idea for the Tachyon. Tom was very helpful with ordering parts. He saved me a ton.

First the wheels. The 650 Zipp 400 wheels were in excellent shape, designed for time trial, not normal riding. The rims are four inches deep with featherweight bladed spokes and 650/18 sewups. They need special brake pads that can only be used with carbon wheels. The eight-speed Zipp hub is out of date for modern STI shifters, and the front hub was missing a custom washer on the right side. Off to the machine shop, Speedy Reedy, and Greg's Green Lake Cyclery.

To make this bicycle more useable, my plan was to have a second set of road wheels build up for training rides. Say 650 Velocity clincher rims with 9-speed cogs on the rear. Tom checked with the Zipp folks and learned that we could remove the old eight-speed cogs and drop a nine-speed cassette on the rear. Tom found me a cool two-wheel carry bag for the road wheels.

Step one works, so now we can switch between the two wheelsets for road riding or TT events.

Next, the tri-bars and grip shifters. As many of you know, I don't like riding with folks who have geek bars. I always get the feeling we'll have a paceline crash, and I'll be the one with someone else's TT bars shoved up where the sun don't shine.

Plan two: disconnect the grip shifters, change out the current 38-wide drop bars, and replace them with STI 9-speed Dura-Ace shifters on new 44 wide drop bars. Then the geek bars can be clamped and unclamped at a minute's notice without having to fuss with resetting shifters. Also, the wider handlebars provide more control and safety on cornering and descents.

With \$800 to purchase the bicycle and \$1000 in upgrades, we now have a fine bicycle that can be used in time trials and also on the road. I'd guess that if someone had to purchase this type of equipment at full price today—\$4,000 at least. I can make up any amount to justify this project. I just want to see the look on little brother's face at Christmas.

Seeya up the road, G

### *Business & Technology:*

*Saturday, December 13, 2003*

## **Bike discounter Supergo challenges area's indies**

By Jake Batsell

Seattle Times business reporter

Seattle's bicycle industry, long known for its rich array of independent shops, shifted into another gear this week with the opening of a Supergo discount store.

Supergo, which has a reputation for massive selections and cut-rate prices, opened its seventh U.S. store Monday at 4501 Roosevelt Way N.E. in the University District.

The chain also sells through its catalog and Web site and says it parlays its considerable buying power into bargains, often on manufacturer close-outs.

"Because of our size, we're able to get great discounts and pass them along to the customer," said Stuart Westland, director of marketing for Supergo, which also has stores in California and Arizona. The company was bought last year by Chapel Hill, N.C.-based Performance.

Supergo is aggressively expanding, Westland said, and chose Seattle because "it's one of the most concentrated cycling markets in the country."

Supergo's arrival has raised more than a few eyebrows among the area's independent bike dealers. But bike-shop owners say their stores provide more

attentive service than Supergo can, and they point out that in a bike-savvy city like Seattle, customers have high expectations.

"My opinion's always been that when you buy a bicycle, you're buying a relationship with the shop you purchase your bicycle from," said Dan Towle, owner of R&E Cycles, about a mile northeast of Supergo in the U District.

Some of Towle's regular customers come from as far away as Tacoma because they trust his store's quality and service, he said.

Independent shops still flourish in cities where Supergo has stores, but they may have to work a bit harder, said Marc Sani, publisher of Bicycle Retailer & Industry News magazine in Laguna Hills, Calif.

"Overall, Supergo has not hurt really good specialty retailers, just like REI hasn't hurt really good outdoor retailers," Sani said. "Those retailers will do well no matter what moves in next to them. If you're an outstanding specialty retailer, you're probably not going to lose a lot of sleep over it."

In local cycling circles, the buzz surrounding Supergo has ranged from retailers wary of the chain's pricing to cyclists who say they've mail-ordered from Supergo and plan to check out the store, said Scott Marlow, marketing director for the Cascade Bicycle Club.

"If you look at the majority of bikes, they're not purchased at specialty dealers, they're bought at mass mer-

chants like Wal-Mart or Target," Marlow said. "Could Supergo fill a niche between the independent dealer and the mass merchants? Possibly."

Inside the store, a former Warehouse music store, hundreds of bikes are stacked to the ceiling.

The store also has bountiful selections of accessories such as bike shorts, gloves and protective gear.

"There is a huge amount, so I can choose more," said Dalho Yoon, a visiting physics researcher from South Korea who stopped by the store to order pedals for his son's mountain bike.

Even back home in South Korea, Yoon said, he's mail-ordered brakes and pads from Supergo because prices were cheaper than what he'd pay at a Korean retail store.

Stan Gregg, co-owner of Gregg's Cycle, a three-store local chain, said Supergo could help bring newcomers into the sport.

But, he said, independent shops will continue to have better quality and more experienced employees.

"Basically, I say, 'Bring it on,' " said Gregg, whose Green Lake store opened in 1932. "We're ready to rumble."

*Jake Batsell: 206-464-2718 or [jbatsell@seattletimes.com](mailto:jbatsell@seattletimes.com)*

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Seattle Times - Local News:  
Tuesday, January 06, 2004

## Last link will unite Eastside trail route

By Nick Perry

Seattle Times Eastside bureau

After landing a \$160,000 federal grant, the Redmond City Council is expected tonight to approve design work on a long-sought link connecting the Highway 520 bike trail with the Sammamish River Trail.

The city plans to pay the remaining \$310,000 cost of the link, which would run parallel to Leary Way Northeast for about 500 feet.

The new link would connect to the eastern end of a 4.5-mile trail, wending alongside Highway 520 from 124th Avenue Northeast in Bellevue to West Lake Sammamish Parkway Northeast in Redmond, that was completed in May 2002.

Transportation officials hope that trail will eventually extend across a new bridge spanning Lake Washington to Seattle.

"It's been obvious they need this ever since the 520 trail opened up and then just ends," said Phil Miller, a Redmond cyclist and former president of the Marymoor Velodrome Association. "This is certainly a project that will clean things up for a lot of people — motorists and pedestrians as well."

Miller said cyclists and pedestrians currently share a narrow sidewalk along Leary Way, often going against traffic flow and creating conflict with motorists on the busy street.

"This will do such a good job of tying together different trail systems," Miller said.

City engineer Bill Campbell said the federal money comes from a program that aims to improve air quality by reducing traffic congestion and promoting alternative transportation options.

The new link will thread between Leary Way and condominiums to the north, Campbell said. Cyclists still would have to cross the West Lake Sammamish intersection with general traffic.

The city must still buy some right-of-way access to complete the route, Campbell added.

Nick Perry: 206-515-5639 or  
nperry@seattletimes.com

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## Take Action to Protect Our HOV Lanes!

From: Transportation Choices <[postoffice@actionstudio.org](mailto:postoffice@actionstudio.org)>

Your HOV lanes are being threatened by what will soon be a series of WSDOT bills aimed at opening up our HOV lanes to solo-drivers. HB 2808, introduced by Rep. Ed Murray, is a proposal to convert the carpool lanes on SR-167 to High Occupancy Toll lanes or "HOT lanes" (Carpool lanes that solo-drivers can buy into). HB 2808 would degrade the speed and reliability of our HOV lanes! This is the WRONG WAY to do "pricing", because it is:

**UNSAFE:** The single HOT lane could become blocked at entrances & exits, where slow and fast traffic merge, leading to accidents and back-ups in the HOT lane. To avoid accidents, ALL other HOT lane corridors in the United States operate with at least two adjacent HOT lanes in any one direction (San Diego, Los Angeles, Washington D.C., and Houston).

**INEFFECTIVE:** With tolls prices (\$0.60-\$1.20) set lower than bus-fare (\$1.25-\$3.00), the SR-167 HOT lanes may be overcrowded with solo-drivers. To keep traffic flowing freely in HOT lanes, WSDOT must be required to raise and lower tolls, depending on the level of congestion at any given time of day~ ensuring that buses & carpools are NEVER traveling slower than 45 MPH.

**UNFAIR:** This project benefits wealthy solo-drivers at the expense of carpool and bus riders. If the project is perceived as unfair, it will fail.

**TAKE ACTION:** If you live in the 43rd District (Seattle), take action now.

Everyone else in Washington, please call the Washington State Legislative Hotline at 1-800-562-6000 leave the following message with your Representatives. (To find out who represents you, click here: <http://www.leg.wa.gov/DistrictFinder/Default.aspx>)

Suggested Message:

Hi, my name is \_\_\_\_\_ and I am a constituent. I want to urge Rep. \_\_\_\_\_ to support HB 2925 and oppose HB 2808 because if done RIGHT, High Occupancy Toll lanes can reduce delay, fund transportation improvements, and provide traffic relief! (Use one example from below)

**2 LANES ARE SAFER THAN ONE:** Ensure safety and reduce delay, by implementing HOT lanes only where at least two lanes can be used side by side as HOT lanes. Potential HOT lane corridors include the I-5 Express lanes and corridors where new construction is planned (I-405, SR-520, I-5 in Snohomish and Pierce Counties, and the Alaskan Way Viaduct in Seattle).

**KEEP HOT LANES FREE FLOWING FOR BUSES, CARPOOLS, & SOLO-DRIVERS** by requiring that toll rates be adjusted throughout the day to prevent too many solo-drivers from clogging the lanes.

**FUND TRANSIT:** Make HOT lanes fair for everyone, by dedicating net toll revenues to add buses and vanpools. In San Diego, new transit service has helped the I-15 HOT lanes move more people, and addressed public concerns that the toll-way would only benefit wealthy commuters.

**TRANSPORTATION LOBBY DAY!**

You can help shape the transportation debate this session on Wednesday February 4th! Come down to Olympia and meet your legislators, and join Transportation Choices Coalition in fighting for protection of HOV lanes and increased funding for transportation choices like buses, trains, vanpools and ferries. We'll make it fun and not at all scary! We can arrange carpools for just about everyone, so just let us know if you'd like to come. Contact Edie Gilliss at 206-329-2336 for more information.

## Shoreline Adds Bike Lanes to 15th Avenue Northeast

By Duane Wright

As part of its "North City Business District/15th Ave. NE Corridor Project", the City of Shoreline has implemented major lane modifications on 15th Avenue Northeast. This arterial has traditionally been two lanes in each direction, with no extra space for cyclists. Now it is one

lane in each direction, with a turn lane, and a bike lane on each side. This re-striping is from Northeast 152nd Street to approximately Northeast 173rd Street.

This new facility connects with the existing bike lanes on Northeast 155th Street that run west all the way to Aurora Avenue.

(Thanks to alert reader Pat Marek for this news tip.)

## RCC Meeting Minutes 5 January 2004

By Amy Harman

The meeting was called to order by President Tom Killion with happy New Year wishes to everyone.

Club members started the new year with a brunch at Susan Cady's house. Don Harkleroad's century ride that day was cancelled because of the icy conditions. Riders included visitor Jason "Cage Fighter" Brudvik, who braved the climb up Northeast 70th Street and cycled to Susan's for brunch.

RAMROD latest. Blinkies have been ordered for the riders. Donations from last year's RAMROD are under way. We are looking for a new water stop to replace Kautz Creek. One possible spot is an RV park, but the manager is not very communicative.

Events. Bike Swap is February 15. Information will appear in the next newsletter. Talk to Amy Harman about working the Swap. Expo is March 5-7. Jim Jensen is in charge of the booth. Talk to Jim to volunteer for a shift.

Rides. Mudflaps was cancelled on account of cold weather and also cancelled the following week because of the RCC board meeting. Terry Z rides are posted on the RCC website as are another Country Ride with Ralph and Carol Nussbaum February 8 and the Nussbaum's Tucson Tour April 10-17. They are headed out for some fun in the sun. Come along if you're interested, they say. A few club members reported that they attended the AYH Christmas Ride and had a good time, although the weather was a bit hazardous this year with slick roads causing many falls on one of the days.

Meeting adjourned.



*Sign urges restraint by cycling canines*

*Right: Link Light Rail connector at Tacoma Dome Station stop*

## Santa Rosa Cycling Club 2004 Brevet Series

By Janet Heineck

For those of you able to travel down to ride in this beautiful area of Northern California, the SRCC brevets have now been posted. They are:

Sat. March 13 200k Sat. April 3 300k Sat. May 8-9 400k Sat. May 29-31 600k

The Healdsburg Swim Center is the start location for all brevets. Complete details can be found at <http://home.pacbell.net/donnk/>. This page may also be reached from the "Brevets" link on the Santa Rosa Cycling Club website at <http://www.srcc.com/>.

## Seattle Bike Swap Sunday February 15, 2004

By Amy Harman

It's time to clear out the closet for those purchases you made over the winter or will make at Bike Expo. RCC has reserved a booth at the Seattle Bike Swap for club member use.

Here are the guidelines. Get your sellable parts, clothing, and other cycling gear together. Clean whatever is not clean. Label each item with a tag made of masking tape by making a flag of tape folded over on itself. Put the desired selling price and your initials on the tag. Be realistic on the price—price the item to sell. Do this for each and every item you wish to sell. Make a master list with your name and initials of all your items (print or type neatly), listing the item, condition, any qualifying description, desired selling price, and lowest price you will accept. If you don't have a negotiating price, make sure your set price is low enough to trigger a sale, because the club doesn't want to pack up a load of unsold junk to return to members. Keep a copy of the list for yourself and include a copy with your items.

Bring your items to the February club meeting, 6:30-8:30 p.m. Monday February 2 at Coco's restaurant in the Lake Forest Park shopping center. Duane Wright has offered his garage for temporary storage. If you cannot attend the meeting, contact Duane to arrange to get your treasures to him at [checkers@u.washington.edu](mailto:checkers@u.washington.edu) or call him at 206-523-7404. If Duane is unavailable contact me, Amy Harman at [aharman@earthlink.net](mailto:aharman@earthlink.net), and we will make arrangements.

The club takes ten percent off the top to defray the expenses of renting the booth and of providing espresso for the club volunteers. Unsold stuff will be returned at the March club meeting. Your proceeds, if any, will be available when Susan Cady, club treasurer, writes you a check.

To recap, the guidelines are as follows:

1. Clean items 2. Neatly labeled and priced 3. Fairly priced 4. Master list with bottom line prices 5. Bring to February meeting 6. Pick up at March meeting

Bike Swap space is for club members only, so pay your dues now for 2004. Contact Amy to volunteer to staff the booth.



## Tacoma Dome Station is Bicycle Friendly

By Duane Wright

In September Link Light Rail, the free connector between the Tacoma Dome Station and the downtown Tacoma Transit Center, made its debut. Already present at the Tacoma Dome Station, 610 Puyallup Avenue East, were Sound Transit and Pierce Transit buses, and Sound Transit's Sounder commuter train. All of these modes provide space for

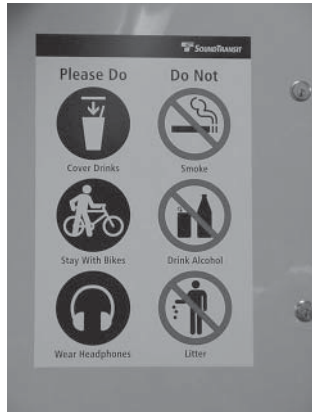
bicycles at no additional charge. The Station provides bike racks and bike storage lockers. Amtrak's Cascades and Coast Starlight trains likewise have nearby connections from the Tacoma Amtrak station at 1001 Puyallup Avenue. These trains have storage racks for bicycles.

Further south in Pierce County is DuPont Station, Sound Transit's newest and southernmost express bus transit center and park and ride, where bicycle racks and storage lockers are available.



Staff photo by Wright

Above: Bicycle lockers at Tacoma Dome Station



Regulatory sign inside Link Light Rail connector



Bicycle lockers at Dupont Station



Public art at Dupont Station

## Rides

**Saturday February 7**

Woodinville

Mountaineers. Fixed-gear riders welcome.

9:00 a.m.

About 35 miles.

**Saturday February 14**

Camano Island

From Blyth Park, 16950 W. Riverside Dr., Bothell

([http://](http://www.ci.bothell.wa.us/dept/Parks/parks/blyth.html)

[www.ci.bothell.wa.us/dept/Parks/parks/blyth.html](http://www.ci.bothell.wa.us/dept/Parks/parks/blyth.html)), we

will travel the new bike path that links the Sammamish River Trail to UW Bothell

**Saturday February 21**

Whidbey Island

campus and continue north up into Snohomish County

**Saturday February 28**

Kingston - Port Townsend

over the ridge, down steep Seattle Hill Road, and across the valley to Snohomish for lunch. The return will take us

along Connelly Road, past the Heirman Wildlife Preserve ([http://](http://www.co.snohomish.wa.us/)

**Terry Z Rides**

<http://cascade.org>

**Sunday February 8**

**Blyth Park-Snohomish**

Joint ride with The

Mountaineers.

[www.co.snohomish.wa.us/](http://www.co.snohomish.wa.us/)

# Rides

(continued from page 8)

parks/heirman.htm), and up more back roads to Maltby for a steep descent past the Bear Creek Country Club golf course and a return through Woodinville's traffic and under I-405 back to Blyth Park.

## **Sunday February 8 Country Ride Series/ Sammamish Plateau**

10:00AM

Fred Meyer parking lot,  
Redmond

Ralph Nussbaum

Carol Nussbaum

(206)783-6450

40 miles

Pace: Brisk

Some Hills

Occasional Regroup

Heavy Rain Cancels

Country Ride Series moves to the suburbs! With the days cooler and shorter so are our rides! We'll lead a brisk-paced ride starting at Marymoor Park. Exact route and mileage still to be determined. Carol

To get to the Redmond Fred Meyer go to the eastern end of SR-520. Turn right on Union Hill Rd and then right on 178th NE. Cross NE 76th and turn right into the Fred Meyer parking lot and right again to park farthest away from stores.

Look for blue mini-van with tandem. Starbucks awaits the hardy souls who join us for this ride!

## **Sunday February 22 Jack Frost Time Trial**

12 miles, out and back.  
West side of Lake  
Vancouver, Vancouver, WA.

<http://www.orbra.org>

## **Saturday March 7 Ice Breaker Time Trial**

10 miles, out and back,  
along the Green River.

[www.seattlevelo.com/](http://www.seattlevelo.com/)

## **Saturday March 20 McClincy Mile Ride**

BIKES Club of Everett invites you to ride the rolling hills and river valleys of beautiful Snohomish County, with loops of 25, 47, 72 and 102 miles available. Racers and casual cyclists alike use McClincy to kick off the season. Enjoy a fully supported ride with great food stops and fun folks. Ride starts at Monroe Junior High School between 8-11 a.m. Saturday, March 20. Cost: \$17 through March 5; \$20 through day of event. Visit [www.bikesclub.org](http://www.bikesclub.org) for information or register on-line at [www.active.com](http://www.active.com).

## **Sunday March 21 Downhill Time Trial**

Starting at "The Deli" (Parking lot at Crystal Mountain turn-off on Highway 410). Greg Sneed, 206-784-1265. [gr8tandem@attbi.com](mailto:gr8tandem@attbi.com)

## **May 28-31, 2004 Northwest Tandem Rally**

<http://www.nwtr.org/2004/index.html>

## **Tuesday, June 22, 2004 1000k Sicilian brevet**

Start time: 21:00

This is the third edition of the only Italian 1000k that is sanctioned by Randonneurs Mondiaux. The ride circumnavigates the perimeter of the island.

<http://www.ciclotyndaris.it/page16.html>

**July 11 - 17**

## **Sagebrush & Wine**

Tour B.C.'s annual offering. Early bird registration discount through February 29. More details in February newsletter.

[www.tour-bc.net](http://www.tour-bc.net)

## **2004 SIR Brevet Schedule**

100 km Populaire: March 6  
200 km: March 20  
300 km: April 10  
Flèche Northwest: April 23-25  
400 km: May 8-9  
600 km: June 5-6  
1000 km: June 25-27  
100 km: July 10  
200 km: July 24  
300 km: August 14  
400 km: September 4-5  
600 km: September 25-26

<http://www.seattlerandonneur.org>

## **2004 B.C. Randonneurs Schedule**

<http://www.randonneurs.bc.ca/>  
Flèche Pacifique: May 21-23

## **2004 Portland Randonneurs Schedule**

200 km: March 27  
300 km: April 10  
400 km: April 24  
600 km: May 15

**Redmond Cycling Club Membership Subscription Form**  
Individual/Family\* Membership Dues: \$15 per calendar year

**Please complete this form and mail it with  
your dues to:**

**Redmond Cycling Club - Membership  
Post Office Box 1841  
Bothell WA 98041-1841**

**New Membership**     **Renewal**     **Information change. Start date:** \_\_\_\_\_

\_\_\_\_\_  
First Name    Last Name

\_\_\_\_\_  
Membership# (first 3 digits in top right of address label)

\_\_\_\_\_  
Address Line 1

\_\_\_\_\_  
Day Phone

\_\_\_\_\_  
Address Line 2

\_\_\_\_\_  
Evening Phone

\_\_\_\_\_  
City                      State    Zip Code

\_\_\_\_\_  
Email Address

\* One vote is allowed per membership when voting on RCC issues and one copy of the RCC newsletter is mailed for each membership. Use additional copies of this form if multiple family members are to be listed under this membership.

**Redmond Cycling Club Information**

The Redmond Cycling Club (“Where HILL is not a four-letter word”) is a group of cycling enthusiasts from the greater Seattle area. We meet on the first Monday of each month at 7:15 p.m. at Coco’s Restaurant, Lake Forest Park Center, 17535 Ballinger Way NE, Lake Forest Park, WA 98155 (206-364-8910). Social hour starts at 6:30 p.m. Club phone number is (206) 781-3903.

Our members participate in endurance riding, racing, training and informal social rides. We sponsor the popular Ride Around Mt. Rainier in One Day (RAMROD) and the cross-state ultramarathons CANNONBALL and S2S.

For more information, attend one of our monthly meetings, write us at P.O. Box 1841, Bothell, WA 98041-1841, or email us at [info@redmondcyclingclub.org](mailto:info@redmondcyclingclub.org). You can visit us on the Internet at <http://www.redmondcyclingclub.org>.



Redmond Cycling Club  
P.O. Box 1841  
Bothell, WA 98041-1841