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Messenger

www.floridabicycle.org



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Advocating a bicycle-friendly Florida

OFFICIAL NEWSLETTER OF THE FLORIDA BICYCLE ASSOCIATION, INC.

2007 National Bike Summit delegates get Capitol Hill's attention

by Henry Lawrence

I RECENTLY REPRESENTED FBA and the Panama City Flyers Cycling Club at this year's edition of the National Bike Summit. Sponsored annually by the League of American Bicyclists, this year was the largest and most successful ever, according to LAB. More than 430 attended the four days of meetings, training sessions and Capitol Hill legislative offices visits.

As always, the workshops and Hill visit were well worth the time and expense. Bicycle advocacy is a very time consuming yet rewarding experience especially when you finally start to see the fruits of your labors come into being.

The battle we face now is trying to keep the funding budgeted for Florida in SAFETEA-LU (Federal Transportation Bill) in the FDOT budget.

Federal rescissions (money removed from the budget) in 2006 totalled \$600 million and thus far 75% of that came from enhancements—\$10,808,557 from Florida enhancement projects alone.

We need you to call your Congresspersons and ask them to exclude "Transportation Enhancements" from all future rescission orders. Ask Governor Charlie Crist to spare Transportation Enhancements from further cuts.

Five Big Issues

Our visit this year focused primarily on five issues.

1. The Bicycle Commuter Act (House Bill 1498) would provide a tax benefit to bicycle commuters, much like the present benefits received by motorists for parking cost (\$215 per month) and transit and car/van pooling users (\$110 per month).

2. The "Conserve by Bicycling" Program would provide funding for a long range study of 10 cities showing the savings of shifting car trips to bike trips. As we all know, this would get more cars off the road and have added health benefits for bicycle riders.

3. Protecting and Preserving the National Parks Lands for Bicycle Access and funding the National Park Service Rivers and Trails Assistance Program to the amount of \$12 million.

4. Asking Our Members of Congress and the Senate to Join the Bike Caucus would assure us of their dedication and perseverance for supporting bicycling as a viable mode of transportation.

5. Designation of a US Bicycle Route Network of signed routes throughout the nation and working with Adventure Cycling and AASHTO to make this a reality.

THINK: BIKE!

Those and Much More

There were many more issues discussed during Congressional visits. Mine in particular dealt with a potential Rails-to-Trails project in Bay County/Lynn Haven Florida, owned by the USAF. Congressman Allen Boyd's legislative assistant Kara Stencel was very knowledgeable and helpful and I will be providing her with more information and staying in contact for a complete follow up.

I encourage you to contact your local area Congresspersons to help protect the Transportation Enhancements dollars that have been dedicated to projects in your area of Florida.

It is essential that they hear from you and not simply the Florida Bicycle Association.

More people on bikes more often means that WE have to do as much encouragement and education as we can, become a well-educated advocate for change and get excited about it.

Henry Lawrence is an FBA Advisory Board member for Special Programs. Henry is a veteran advocate for safe bicycling legislation and president of the Panama City Flyers Cycling Club.

Minus the training wheels...
Look for this speedster in a future 'young riders' article



A young girl's first race... Lake County Police Activities League 3-year-old junior racer, Gabriella, in her first race at Lake Mary. The Orlando Road Club strongly supports junior-racing and always includes a "Kiddies Race" for children under 9 years old."



Oops! we goofed!

Two photos on our Winter 2007 issue's front page, no less, were erroneously credited to the wrong photographer. The shot of Florida Discovery Bicycling Center director and safety trainer Lyndy Moore (above) and Lee Berger and FBA president Mighk Wilson chowing down at the DeLeon Springs State Park pancake house (right) were taken by the lead article's author, John D. Hopkins.



May is National Bike Month

Check your local county resources for activities all month long.



Advocating a
bicycle-friendly Florida

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Higher donations are greatly appreciated! See membership categories, below.

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Copy and Advertising Deadlines:

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Fall Messenger - September 5, 2007
Winter Messenger - December 5, 2007
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Inquiries and submissions:

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President's message...

The System in the Faraway Land: A Parable *by Mighk Wilson*



*nce upon
a time*

the people of a faraway land put into place a massive and glorious system, the purpose of which was to move the people around quickly and make everyone very happy and wealthy.

It was a very rational system and built with the most advanced technology. It required enormous amounts of natural resources, so much that the faraway land had to gather resources from other lands. (Sometimes they had to send their army to get the resources.)

Because the system was so wonderful, people were discouraged from going about in their natural way. They had to use the new way. Well, actually, they didn't have to, but it was awfully unpleasant if one didn't use the system, and it got more and more unpleasant as the system grew.

When people tried to go about in the natural way, they had to make way for the people in the system's machines. At some special places the people in the system's machines had to stop for the few people not inside machines, but the machine operators didn't always follow the rules, and those special places were few and far between.

So the people who went about in the natural way just made do as best they could. Sometimes they'd get hit by the system's machines and get badly hurt or even killed. **Some people tried to get around on smaller machines, but the rulers of the system didn't really care for them. They didn't go nearly as fast as the system's machines.**

Since the system's machines were very big and very fast, most of the people on the little machines were afraid of them, although there were a few little-machine people who figured out how to travel amongst the system's machines without getting into too much trouble.

The newspapers told stories that made it seem as though traveling on one of those little machines was very, very dangerous, but it wasn't really all that bad as long as one followed the rules.

But, boy, it sure was unpleasant some times. Some of the people in the system's machines would yell nasty words at the little-machine people for no good reason.

But most everyone cheered the system.

Every year the system got bigger and bigger. Every year it ate up hundreds of square miles of forests and farms to make room for the machines of the system.

Every year it put lots and lots of gassy stuff in the sky that would make the world warmer.

Every year it put lots and lots of other gassy stuff into the sky that would make

people sick, or even die.

Every year it put lots and lots of hard stuff in big, big piles around the cities. This stuff wasn't like wood or leftovers or poop; it would sit there for hundreds, maybe thousands of years, and not break down into dirt like most natural stuff does. Sometimes it would poison the water.

Every day the grown-ups in the faraway land spent an hour or two in the system, and spent a few more hours working to pay for their part of the system.

But that was okay, because the purpose of the system was to make them all happy and most everyone cheered the system.

The system had lots of rules, but most people just followed the rules that they thought made sense.

Besides, the police only had time to catch a small handful of the people who broke the rules.

Every year the system killed about 10 million wild animals. That was sad, but the people said, "There's nothing we can do about it!" Slowing down the system so the animals could get out of the way didn't seem to occur to them.

Every year 2 million people would be hurt using the system. Some of them would be hurt so badly that their lives were not so happy any more.

Every year 40,000 people died using the system. It became clear to some people that something must be done to fix the system.

If only...

Every year the people who ran the system would say, "If only..."

"If only people would always follow the rules..." But it seemed no matter what they did, there were more people ignoring the rules every year.

"If only we could make the system bigger, then everybody would be happy." But they never were. The bigger they made the system, the more people used it.

"If only the machines for the system could be made safer." And—surprise!—they were! But it didn't seem to matter; it seemed that as the machines got safer, the people operating them just got more careless or reckless, so just as many people got hurt or died.

It got so that quite a few people were getting upset about the system, but they were told that most everybody really liked it, so the system should keep growing to make them happy.

Those few people who were upset with the system said: "Can't you see? It's so obvious! As the system gets bigger and bigger and faster and faster, more and more bad stuff goes into the sky and more and more people and animals get hurt and killed! You



know, come to think of it, we can't imagine a worse system!"

The rulers of the system seemed not to see this. Or at least they would not admit they did. Or if they did, they would say, "Don't worry; we can fix it! We're the experts!"

But they just kept doing more of what they had been doing, with just little changes that didn't make much difference.

Some people came up with a different idea: "What if we made some places where people could get about in the old, natural way more of the time and not feel so afraid of the system's machines?"

They even made some places like that, and they were pretty nice. But most places stayed part of the same big, fast system, and they would stay that way for many, many years.

So every year more forests and farms were destroyed, more nasty stuff went into the sky, and more people and animals died. But the system made so many people happy that the bad parts... well, it was just unfortunate.

The most important thing was to make the system Bigger and Faster. Slowing it down was very bad.

Two tales from the faraway land

Here are two stories from the faraway land that show how bad it was to slow down the system.

In the first, a man operating one of the system's machines was careless one day and ran into a man driving one of the little machines that the system rulers didn't much care for. The man on the little machine died.

Everybody agreed the man in the system's machine made a serious mistake and should pay for it, but they also cried that it was so sad that this careless man was really such a good person. He wasn't made to feel like a criminal; he wasn't arrested or anything like that.

The judge made him pay about one day's wages. Then he could go back to operating his machine, because one could not be expected to have a good life without one!

In the second story, hundreds of people gathered once a month on their little machines and traveled around together. Sometimes they joined up because they wanted to shake their fists against the system and show people how stupid it was.

Sometimes they just wanted to have fun. They felt much safer in the big gatherings.

They broke some of the rules as they traveled, but hardly anybody ever got hurt during these gatherings, and if they did it was just little scrapes.

But their gatherings messed up the system; they slowed it down. The people in the system's machines got really angry, even though they had comfy chairs and full stereo surround sound systems in their machines.

They didn't mind going slow so much, it was just that they really, *really* hated going slow when the people on the little machines got in their way.

Even though the people on the little machines didn't hurt anybody, the police came along and got really mad. They beat up some of the people on the little machines and even threw some of them in jail and took their little machines away.

The newspapers said the people on the little machines were very bad, because they were slowing down the system. But that seemed silly to some little-machine people. The system slowed down all the time without the little-machines getting in the way. It was so busy that the slightest little thing would slow it down.

Other little-machine people actually agreed with the rulers and supporters of the system. They agreed that the system was more important than the happiness of their fellow little-machine people.

It seemed so unfair! One of the system's machine operators had killed somebody, but everybody said he was such a nice guy, and he should just get punished a little bit for making a mistake.

On the other hand, the police and the newspapers and the town leaders said the people on the little machines were very, very bad, even though the only thing they did was slow down the system. And they didn't even hurt anybody! It was as though the system was more important than the people!

It was very strange. Everybody knew about all the bad things the system did, but most everybody said, "Make it bigger! Make it faster! And get those little-machine people out of the way; they're the problem!"

Because they believed that only by making it bigger and faster would the problems be solved. If anybody said the system should be made smaller and slower they were laughed at.

It was as if the people of the system were under a spell so that they couldn't see the problem.

Perhaps one day the spell will be broken.

FBA in its 10th year working toward better Florida bicycling

Jump in on our back wheel as we lead you toward our 10th anniversary with a review of where FBA has been and with your encouragement and support where we hope to be.

June 1999

FBA president Linda Crider marvels at the "strong-willed, forward-thinking and -acting Individuals" who were willing to compete for space and rights on roadways believed by some to be the God-given property of motorized vehicles.

It was from among these "Individuals" that came the drive to launch FBA into the public eye.

But she also voices her hope that the association would become advocate for those other than the "seasoned experts"—the rest of us recreational riders out for a lark, a pedal on a rail trail or a trip to the store.

October 1999

Mt. Dora's 25th annual Bike Festival opens under a cloud: the senseless death of Ray Howland during the prior year's festival. The crash and its lack of consequence to the driver of the motor vehicle had brought back painful memories of the Raynal-Hill tragedy with its all too familiar lack of satisfactory resolution.

A letter to the *Messenger* from the Mt. Dora Bicycle Festival Committee recounts its dissatisfaction with a system that treats cyclists and pedestrians as second class citizens and that refuses to address the responsibility drivers assume when they get behind the wheel of an automobile.

□□□

FBA and Bike Florida stages the first Share the Road Rally to generate interest in the new license plate.

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FBA in late 1999 gains exposure with the Florida Department of Highway Safety and Motor Vehicles by helping rewrite the official *Florida Drivers Handbook*. The rewrite helps clarify sections on bicycles and pedestrians. Nothing, however, is done to ensure motorists will actually *read* the book. **Y2K**

FBA enters 2000 with a new president, Tina Russo, and a call for a new executive director to fill the shoes of retiring ED, Carol Wilson. In her mostly quasi-volunteer capacity, Carol had helped bring FBA up from the ashes to the point where it could dream of actually *paying* a competitive ED salary. FBA's board selects Laura Hallam from among a nationwide list of worthy candidates. She will clip-in—so to speak—in early 2001.

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Bicycling begins to get the attention of Florida public officials. Evidence of this is Orlando's bicycle-friendly attitude and recognition of same by the League of American Bicyclists. The city becomes only the second, after Gainesville, to earn the League's designation of "Bicycle Friendly Community."

January 2000

The Florida Department of Transportation awards the first of what would become a series of grants. Among other safety projects, the grant funds development of a bicycling laws reference booklet for law enforcement officers.

March 2000

Share the Road license plate sales begin, with revenues split 50/50 between FBA and Bike Florida after a 25 percent advertising budget administered by Bike Florida.

Summer 2001

FBA announces a new way for members to perpetuate association activities through its "Now and Forever" campaign. Members giving at least \$200 toward FBA programs would have half that sum applied to current programs and half invested in an endowment fund of which only the earnings

With an actual grant to provide program funding and a license plate for visibility (and more revenues), FBA pedaled into the 21st Century as an honest-to-goodness statewide association.



FBA board members and friends attend the Sept. 2000 opening of the nation's first "land bridge" an off-road bridge connecting east and west sections of the state's Cross Florida Greenway. By now many of you have crossed the bridge, surrounded by trees and shrubs that have matured nicely in the seven years since the bridge's construction.

2000 photos: Rudy Miller



may be used.

July 2001

FDOT renews its Highway Traffic Safety Program grant to FBA for the third year. The FBA grants are to educate adults about safe cycling in an effort to reduce the number of crashes and fatalities in the state.

December 2001

Former FBA board president Linda Crider announces she will leave the board to pursue other advocacy routes complementary to FBA's agenda. [Crider will become an advisory board member and ultimately will rejoin FBA's board in 2007.]

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Carol Pulley, bike/ped coordinator for the West Florida Regional Planning Council joins the board of directors, bringing FBA representation to the west Florida Panhandle.

March 2002

The 2002 National Bike Summit draws an attendance of 275 delegates.

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A *Messenger* article by Linda Leeds reports that the West Palm Beach Bicycle Club is the oldest in the state. The club, in 2002, is an example of how a club can be much more than just a purveyor of weekend rides.

Summer 2002

FBA initiates a "mini-grants" program using funding from the sale of Share the Road license plates. Awards up to \$5,000 are offered for innovative programs focusing on bicycling and motorist safety.

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The Florida Bicycle Law Enforcement Guide, in its third printing, continues to be a useful tool for law enforcement officers.

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In a radical departure from his customary bicycling essays, board member Dwight Kingsbury compares advantages of bicycling to motorcycling. Left uncompered is the effect of increased speed on Dwight's ability to become lost more quickly, but that's a story worth telling separately.

September 2002

The 4th annual Share the Road Rally and Florida Bicycle Summit, held in Madison at North Florida Community College demonstrates how partnerships among government, education and bicycling can enhance local economy, provide safety education and advocacy and generate a fun time for attendees.

Kids, don't try this at home...or anywhere.

Dog vs. tandem: a Sunday outing that went wrong

by Sandy Walters

Last thing I remember that Sunday morning (March 4) is seeing the big black dog hit the front wheel

of our big yellow tandem. . . the next thing I remember is barfing up red stuff (strawberries from breakfast, not blood) all over the street in Osteen while a concerned EMT asked me what day it was.

One concussion, 2 CAT scans, and a day later, I was released from Halifax Hospital and here I am hobbling around the house, under orders to do nothing strenuous for a week or two, taking Hydrocodone to sleep due to soreness.

And, for those of you who've had the dubious pleasure of seeing Roy's semi-private parts—now a lovely shade of dark purple—don't let him fool ya.

That's not his skin, it's really a black and purple skin jumpsuit he's wearing on his left side, from above the waist to below the knees.

Can you say, "road rash and major bruising"?

But as his GP said, "Hey, you're not gonna have any more kids anyway, are ya?"

Cost of two new helmets: \$200.

Cost of prescription drugs: \$40.

Learning what a great bunch of friends you are: Priceless.

Now, one month later, I guess I am not feeling so funny about things any more.

We hired an attorney. The attorney said she had been doing personal injury work for 14 years and had never seen anyone as bruised up as Roy.

The attorney then found out that the dog owner did not have liability coverage under his homeowners' insurance for this attack, and subsequently she no longer wanted to represent us as the chances of getting any compensation out of this guy are about—well, about the same as that snowball...

So, meanwhile, Volusia County is investigating the dog as dangerous and has put the owner on notice and ordered him to keep the dog secured for a few weeks while they make a final determination.

Speaking of the dog owner, needless to say, he has never contacted us or inquired how we are doing.

Poor Roy. Although my concussion sounded more severe than his injuries, he is still impaired to quite an extent and can't get around.

Until last week he had trouble putting a shoe on his left foot. He has gone through a lot of misery and agony over the past month with even such simple activities as sleeping, bending over or lifting things.

He got very tired from dragging his sore body around and his energy level was down.

I had headaches for about a week after the accident but I feel OK now.

The attorneys recommended I get neurological testing in about six months to be sure I have no permanent brain damage.

We don't have a final figure of how much this will cost us, but it will be all the deductibles, plus lost clothes, prescription sunglasses, helmets, and the things we could not do like a planned trip to Universal Studios because Roy could not be on his feet all day.

And the pain and lost enjoyment of life, you can't put a price on a month out of your lives.

I just can't be so witty, I guess, knowing this creep will most likely get away with what his dog did, that could have been SO MUCH WORSE, to us or another rider, or a little kid in the street.

Roy and I are on the mend and want to thank everybody who has e-mailed, called, stopped by, sent things, delivered things, helped us, stayed with us at the hospital (you know who you are, Reg & Michelle) and in every way made us know that you care.

Sandy Walters and her husband Roy, of Enterprise, are long time FBA members.

Two board members step down, one new & one returning step up

At the FBA board winter retreat, two long time members stepped down from their positions, a new member joined and a former member rejoined the group.

Carol Pulley and Tina Russo have made tremendous contributions during their years of service and will be missed. Both have agreed to serve as advisory board members.

Carol joined the board in December 2001 bringing her skills as a transportation planner with the West Florida Regional Planning Council covering Escambia, Okaloosa and Santa Rosa counties. She retired a couple years ago to spend more time with family and devote more time to FBA activities.

Recently she came out of retirement to join the staff of Santa Rosa County. NW Florida is fortunate to have Carol working for better bicycling and walking conditions.

Tina joined the board in August 1998 bringing her skills as a trails manager with Hillsborough County Parks Department.

Over the years, her expertise as an advocate of education and enforcement has influenced the lives of many. Her devotion has been a vital element in FBA's success in education and enforcement programs. Tina will continue this work and be available to help FBA as time permits. Tina recently participated in her first triathlon, bought a kayak and plans to become a certified Spinning® instructor.

Please see **FBA board**, page 14

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 Progress Energy

And you thought you had to eat oysters...

Studies support sexual health benefits of some natural ingredients*

Health Matters... by Marilyn T. Brady, RN

Just like physical fitness, sexual health fitness and enjoyment are a very important part of our lives.

Sex represents one of the most important biological functions in life and is crucial to our overall health and well-being; yet most people still feel uncomfortable discussing their problems and concerns for fear of being embarrassed and judged.

Any Statistics?

A study published in the Journal of the American Medical Association (JAMA) reported that 33% of men and 42% of women surveyed between the ages of 18 to 59 have sexual dysfunction.

Based on these statistics, approximately 30 million men and 40 million women are affected. This study documents for the first time the serious public health nature of the problem.

Any Studies?

There is now an abundance of research from prestigious centers throughout the world supporting the benefits of the ingredients found in ArginMax®.

The clinical trials directed by physicians in the U.S. have validated the role of ArginMax® as a natural supplement to support male and female sexual health.

In the Stanford University study, researchers gave either a placebo or the supplement to 77 women with a variety of sexual complaints. After 2 months, 37 percent of the placebo group reported significant increases in libido, frequency of lovemaking, and sexual satisfaction.

But in the ArginMax® group, the figure was 74 percent, a significant difference, and without major side effects.

Mary Polan, MD, researcher and chief of

obstetrics and gynecology at Stanford states: "I didn't expect ArginMax® to be effective, let alone as effective as it was." The studies for men showed an 80 percent improvement in libido.

What Are My Choices?

There are drugs on the market today that are effective and can be recommended by your family physician with a prescription.

However, for those who are looking for a more gradual, gentle, and natural approach to libido quality, natural supplements are a viable option and may also be recommended by your family physician without prescription.

The focus with supplements is to optimize health and wellness, rather than on the treatment of disease.

Drugs are used for the treatment of a disease or condition; they tend to work by modifying or altering specific biological pathways, sometimes in a very powerful manner, and possibly come with side effects.

Those electing a natural supplement option should be mindful that the efficacy is a gradual one as compared to chemical formulations.

ArginMax® is the only clinically proven and natural health supplement for improving sexual health and enjoyment. The benefits include:

- Non-Prescription.
- Physician Evaluated as a Trustworthy Supplement.
- Clinically Validated.
- Natural, Exclusive Formula for Men and Women.
- Patented

Are All Supplements Equal?

In botanicals like ginseng and ginkgo, it is natural for the active ingredients found in them to vary among different plants and even within different parts of the same plant (the root and the stem).

It is impossible to control these natural variations; therefore it is important that standardization methods be used when these botanicals are processed for use as dietary supplements.

These standardization methods ensure that the resulting botanical extract has consistent levels of the active ingredients for which the botanical has value as a dietary supplement.

Are there side effects?

Clinical studies have not found any side effects to ArginMax® use; however, there have been some side effects noted in the use of some of the components of ArginMax®.

These side effects are rare and usually mild in nature and include:

- Ginseng - Those with high blood pressure should consult doctor before use.
- Ginkgo Biloba - gastrointestinal upset, headaches, and dizziness have been reported.
- L-Arginine - headache, nausea, and vomiting.

Due to the mechanism of increasing the blood flow, those taking blood-thinners should contact their doctor before taking ArginMax®.

As with all OTC products, let your family physician know what you are taking. If you are having a surgical procedure, let your

anaesthesiologist know what over the counter medications you are taking.

What Is In This Particular Formulation?

This formulation of ArginMax® is under the label LoveRx® for Men and Love Rx® for Women

- L-Arginine is the building block for nitric oxide, a crucial substance that increases blood supply to the genital area by relaxing smooth muscle and expanding blood vessels. In 1998 the Nobel Prize in Medicine was given to three Physicians in the United States for their discovery of the relationship between L-Arginine and nitric oxide.
- Korean ginseng has been used for years in Asia to enhance sexual function by improving circulation and neurological processes.
- Ginkgo biloba, the oldest living plant on earth, improves capillary microcirculation in the genitals and elsewhere.
- Tribulus terrestris, also known as puncture vine, helps increase testosterone, which triggers both male and female sexual appetite and arousal.
- Ashwaganda, an herb widely used in India as a sexual tonic, is sometimes called Indian ginseng because it offers similar energy promoting benefits and helps combat stress and fatigue
- B vitamins contribute to energy metabolism in several important ways
- Folic acid, B12 and B6 are necessary to keep blood vessels healthy
- Zinc is a key mineral found in the human reproductive system. Studies have linked reduced zinc levels with sexual dysfunction.
- Enrich Activator Blend contains ginger, BioPerine, and capsiicum to help ensure maximum absorption

*The statements in this article have not been evaluated by the Food & Drug Admin. nor are products intended to diagnose, treat, cure or prevent disease. FBA presents the Health Matters series for information only and the statements contained herein do not necessarily reflect endorsements, recommendations or opinions of the association, its directors or its employees.

□□□

Order LoveRx® Men item no. 16189 or Love Rx® Women item no. 16188 by calling 1-800-864-2489 and mentioning account no. 5790501. All profits go to the FBA when using this account number. Ask about the 60-day empty box guarantee.

Archived articles include:

- Osteo Essentials – cartilage rebuilding (item 4057)
- VISUtein® – pharmaceutical grade eye-sight protection (item 14634) listed in PDR
- Prostate TLC – men's health (item 18137)
- BiosLife Complete – cholesterol reduction (item 228880) listed in PDR
- LowOz™ – hydration solution (item R21424) I.O.C. certified



The
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Available by calling 800-864-2489. Mention FBA's account #45790501.



Bed, Breakfast & Bike Florida

by Dale V. Lally, Jr.

This informative guide describes several dozen wonderful inns or B&Bs, with at least two rides originating from each inn or nearby.

Accommodations are described down to the smallest nuance; rides are illustrated by handy maps and detailed cue sheets. *Bed, Breakfast & Bike Florida* features one circular route and five interconnected cross-Florida routes covering areas from Pensacola in the panhandle to Key West in the southeastern part of the state.

"Touring by B&B" is a great way to see more of Florida.

An avid cyclist, Dale was a longtime member of the Broward County Bicycle Advisory Committee and was an FBA advisory board member. He passed away in mid-2004 while attending the Tour de France.

Bed, Breakfast & Bike Florida

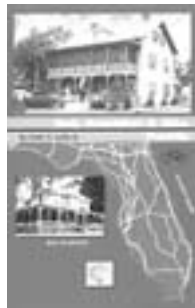
by Dale V. Lally Jr.

ISBN: 0-933855-24-9

208 pages, paperbound, \$16.95

Order from www.anacus.com/bb.html or Amazon.com

Do you have a favorite B&B or inn you've encountered on a bicycle trip? Send us the details (or point us to a Web site) and we'll feature it in the *Messenger*.



Letters to FBA

What's happening to Tally bike lanes?

Readers take issue, offer suggestions, or otherwise stir the pot. We reserve the right to edit your letters for length and to make your English more better. The opinions offered here do not necessarily reflect those of the Florida Bicycle Association, its officers, staff, board of directors or FBA Messenger editors.

To the Executive Director, I am frustrated with our [Dept. of Transportation]. I moved to Tallahassee because they were adding bike lanes on new roads. But they seem to be removing shoulders on resurfacing projects like Thomasville Road south of I-10.

Today I was bicycling home as I do everyday. The bike lanes have been the safest part of my trip the last seven years.

Shockingly, today I was going north on NE Capital Circle crossing over I-10 and the bike lane disappeared! I think the state has made four northbound lanes instead of the previous three lanes.

Every car came very close to hitting me. Without the bike lanes, I believe most drivers feel that I should get off the road and feel right to threaten me.

It is a very dangerous situation for bicyclists.

I have been hit by cars three times. I

almost never bicycle on sidewalks, but two of the three times I was hit were while riding on the sidewalk. Both times I looked the driver in the eye and entered the crosswalk only to be hit. Also most times when I use the sidewalk there are sharp edges causing me flats or the sidewalk actually ends without warning.

The biggest problem to me is that cars go faster on wider roads. And when wider than four lanes the road is just too wide to cross safely.

Putting all our transportation "solutions" on widening roads will only worsen traffic, waste tax dollars, cost more lives, use more foreign oil, create more obesity, diabetes and air pollution, result in more trees cut down, more parking lots, more traffic noise and more ground and surface water pollution (Lake Jackson, for example).

Please put the bike lanes back on NE Capital Circle.

— Joseph Barnett, Tallahassee

Joe, I certainly understand your frustrations, as do many others I'm sure in the Tallahassee area. I've copied your message to a variety of people including two members of the new advocacy organization in Tallahassee called **BikeWalk Network**. Check out their

Website for more info and ways to get involved to make things happen in the Tallahassee area.

— Laura Hallam, Executive Director

Joe, If you sent this to city or county commissioners their aides should have forwarded it to I-10 project public information (www.movingi-10forward.com/contacts.htm), so you should receive a reply soon.

The US 319/SR 61/I-10 interchange is being reconstructed in connection with the I-10 mainline widening project. Lanes and ramps are being added, and the Capital Circle NE bridge over I-10 will be widened.

This segment is scheduled to be completed in 2009, and bicycle lanes are supposed to be restored. This was approved in 2002.

Joe, this is based on my own understanding of the project and is consistent with the information posted at www.movingi-10forward.com/history.htm, but should not be considered an official FDOT response (this project is administered by the District 3 office).

If you don't receive a response from FDOT/I-10 project Public Information, I will be happy to assist with another request.

— Dwight Kingsbury, FDOT State Safety Office

Other Letters of Note

The following letter appeared in the St. George, Utah, paper The Spectrum. We know that's a long way from Florida, but the opinion expressed is all too familiar here. Read it and weep—then e-mail your thoughtful, constructive response to us at FBAmessenger@aol.com.

We already know what you REALLY want to say—or, heaven forbid, DO—to this bozo. Give us, instead, something that can be used to help educate drivers of motor vehicles and bicycles alike in the need for peaceful and safe coexistence.

[To the Editor:]

I agree that our tax dollars have built millions of dollars worth of unused bike paths.

These "honyocks" [sic] put on their rubber, long underwear with racing stripes and their pointed little helmets, which just match their heads, then ride the busiest highway they can find.

They want to be seen and they are.

They are seen under the bumpers of cars and rolling down the highway gathering road rash.

Why don't you grow up and buy a car? Then put your little 'bikie' back on the sidewalk—where it belongs.

If you need exercise try getting a real job.

(Provided by advisory board member and former FBA board member Duke Breitenbach.)

Executive Director's report...

Discovering the fountain

What is it about The Villages that makes me feel like I've found the Fountain of Youth?

Actually, I think members of The Villages Bicycle Club and other residents found it a long time ago. Every time I visit The Villages I feel younger than my 50+ years, (while slightly jealous of those 55 and older, the required age to live in such a beautiful and highly active Florida community).

Remember the first Cocoon movie when the three friends sneaked into a neighbor's pool occupied by alien pods? They immediately felt the effects of anti-aging and began spreading their "find" to others.

That's exactly how I feel after I've hung out with The Villages Bicycle Club.

I recently staffed an FBA booth at the 6th Annual Villages Outdoor Recreation Expo and, along with 53 clubs and businesses, greeted many of the more than 5,000 residents and visitors to this two-day event.

My booth was next to The Villages Bicycle Club and Sumter Landing Bicycle Club, which gave us time to chat.

Yes, The Villages now has two clubs due to the popularity of bicycling in the area. FBA has been working with The Villages Bicycle Club for several years, presenting Safe Cycling for Adults workshops (January 2007 workshop attracted over 100 participants), and other presentations.

Founding club presidents Jim Mount and Russ Buchanan have been an inspiration on how to remain fit and active through physical activity. So much that member Roland da Silva decided it was time to create another club since the VBC had gotten so large.

So what do members of both clubs do when they're not cycling? You name it and they're probably doing it. This is the most active place I've ever seen. This is where I want to live when I grow up!

□□□

Last month, FBA, along with 430 or so bicycling advocates and bike industry representatives, took to Capitol Hill.

This was an amazing event that not only left us with many new ideas and inspired us to learn even more, but also gave us a keen awareness that many bicycling issues are closely linked to environmental issues.

The Hill was buzzing with a "green" vision for transportation and conservation, and politicians who once turned a blind eye to our environment have awakened to understand the variety of simple changes that can have a profound impact on our planet.

These changes were highlighted when "Team Florida members" David Henderson, Henry Lawrence, Mary Jane Mark (Mack Cycle & Fitness), Gary Mendenhall (J&B Importers), Walt Nygard (Palm Beach County Sheriff's Office) met with many of our legislators.

We asked for increased support of bicycle commuting and transportation, and more funding for trails and greenways. Our well versed commentary was well received by legislative aides and by Congresswoman Ileana Ros-Lehtinen herself. The six of us managed to cover 20 appointments and dropped off information to the remaining seven legislators who were not available.

The National Bike Summit also provided

Laura Hallam



an opportunity to talk with other organizations and companies about their advocacy efforts. Opportunities like this to exchange ideas help us make Florida an even better place to bicycle.

□□□

In March I participated in Bike Florida along with nearly 700 cyclists and volunteers. Every year, I serve in a different capacity, but this year was the most physically demanding. Not the 350 miles of great cycling to DeLand, Flagler Beach, Daytona Beach, New Smyrna Beach and back; No, I was REST STOP QUEEN. REST STOP KING Henry Cummings, and I were charged with purchasing, packing and driving a 24-foot Ryder truck filled with rest stop food and beverages for the week.

There was one major problem. I have an addiction to M&M's—plain or peanut. (Whew, I feel better now that I've come clean.) There were several cases of both varieties, along with healthy snacks and fruit.

I warned Henry I might be tempted so his job was to keep me honest and not eat any because once I started, there would be no M&M's for the cyclists. Henry took on the task with a big smile.

Please see **Rest Stop Queen**, page 10

You can blame Lyndy Moore for this one... A man says to his doctor. "If I see someone riding a bike when I'm walking down the street, I get this terrible urge to throw myself under the wheels. Have you ever heard of such a thing?" The doctor thinks for a moment, then says, "Yes, I have heard of one other case. You are what we call a cyclepath."

Planned Giving to FBA

Did you know you can make a gift to FBA in cash, publicly traded securities, real estate and tangible personal property? You also can provide for future generations of bicyclists through proper estate planning.

Instructions for making gifts of securities are now online. Go to the FBA Web site, www.floridabicycle.org for more details.

Planned Giving provides a method to provide assets for a bicycle-friendly future from your will or estate. You can provide for FBA in your will or as a beneficiary of a life insurance policy, or consider other gifts that may also provide you with current income.

If you have an interest in supporting FBA programs for current and future generations in this manner, FBA's executive director will be glad to discuss details of this option with you at your convenience.



Discovery Center eases into first season

If you offer it they will come...eventually.

An often-heard mantra as the Florida Discovery Bicycling Center's first round of touring/safety events draws close to completion.

Organizers didn't have to rope off the reservation line, but sign-ups turned out to be respectable for a first year showing.

Participants had nothing but praise, however, for the scenery, the fellowship, the tour guides and the training.

Stay in touch with the Website (www.floridabicycle.org/discovery) for the next round of week-long tours.



August 27-30, 2007

Pro Bike®/Pro Walk Florida

**Healthy Community Makeovers:
Designs and Programs
for Active and**

THE TENTATIVE AGENDA:
 Monday August 27— Pre-Conference Workshops
 Tuesday August 28— Morning
 Welcome—Orlando Mayor Buddy Dyer
 Keynote Speaker—Gail Pennington
 FBA—Annual Awards
 Tuesday August 28—Afternoon
 Eight Breakout Sessions
 Wednesday August 29— Morning Breakout Sessions
 Thursday August 30— Morning
 Eight Breakout Sessions
 Thursday August 30—Afternoon
 Post conference sessions

**Evenings—group walk around downtown & Lake Eola
 Evenings—bicycle rides and/or walks
 All the time—networking**

You should attend if:

- You walk or ride a bicycle
- You care about your community
- You care about the environment
- You are an educator
- You want to make to make a difference
- You have a program or idea to share
- You are a health or safety professional
- You are an elected official
- You are a member of Law Enforcement
- You work for a planning or transportation entity
- You work for a state agency or department

For Sponsorship or Registration Questions contact:

Laura Hallam
 FBA Executive Director
 P O Box 1718
 Wahoo, FL 32594-0718
 Phone/Fax: 352-488-3430
 E-mail: laura@floridabicycle.org

www.ProBikeProWalkFlorida.com

**Embassy Suites Downtown
 Orlando, Florida**



Above left: The Prius holds three kayaks on the rack, but how many trips did it take to get the passengers to the launch site? Above right: Who says the Florida Discovery Bicycling Center tours are just about bicycling? FBA member Bruce Martin (L.) and travel/health writer Susan Hall enjoy paddling near Blue Springs during the January tour. Left: Caught having too much fun—again!—is FBA executive director Laura Hallam, who assisted with Discovery Center tours and instruction. Below right: Discovery Center program director and competent mechanic Lyndy Moore demonstrates the fine art of the tire change.



Bottom left: FBA board member Linda Crider poses on a 'bent trike during a Discovery Center outing and discovers her picture can be used for two articles at once (see story on page 9).

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Talk about your laid-back lifestyle...

Riding reclined

by Bruce Martin

Have you ever wondered about those recumbent bicycles—the ones that look like lawn chairs on wheels—that you see occasionally on the street, the bike trail or on organized rides?

Are they as comfortable as their owners claim? How do they handle? Are they faster than regular diamond frame bicycles? Can they climb hills? And why are recumbent riders always smiling?

These are questions I had when four years ago I decided to take the plunge and purchased a recumbent or “bent” as they are known to the small but growing cadre of enthusiasts. I’ll attempt to answer those questions here.

Are They Comfortable?

This answer is easy: a big unqualified YES! ‘Bents are so comfortable you can forget the thickly padded bike shorts and the gel lined gloves. You sit in the seat on a bent, not perched on a hard, skinny saddle. Your back is supported, your arms, neck and shoulders are relaxed and there is no pressure on your hands and wrists. On a ‘bent you ride with your head in a natural position looking out at the road ahead, not down at the small patch of real estate in front of your wheel.

But Aren’t They Slow?

Au contraire my friend. Recumbents have an aerodynamic advantage making them faster than diamond frame upright bikes on a level or downhill course. In fact recumbents are banned from all UCI and USCF events precisely because they are too fast.

The world speed record of 80.55 mph for a human powered vehicle is held by a recumbent.

Recumbents dominated every category in

the Ultra Marathon Cycling Association’s 24 Hours of Sebring this February and they took four of the top five spots in last year’s Race Across Florida.

Two recumbent teams also placed in the top three of the four-man relay in the 2006 Race across Oregon, showing that ‘bents can climb as well as descend.

Now does that mean you will be faster on a recumbent? Maybe and maybe not. It takes some time to develop one’s “recumbent legs,” the different set of muscles needed to develop speed on a ‘bent.

Recumbents are also a few pounds heavier than standard bicycles due to their larger seats and they are usually a bit slower up hills.

Any speed lost going uphill however can be gained back on the downhill side.

Recumbents, like tandems, are incredibly fast downhill and with their high bottom brackets and low center of gravity they corner like a rocket ship on rails.

How Safe Are They?

The main problem from a safety standpoint with regular bikes is that emergency braking will often result in the rider going over the bars and sustaining head, neck or shoulder injury.

A recumbent rider is centered low and between the wheels making it almost impossible to flip over the bars. If the rider does happen to go down he/she usually lands on their butt or side—painful, yes, but sparing the rider from brain injury or the all too common broken collarbone.

Worried about being seen by drivers? A rider on a common two-wheel recumbent, not a trike or low racer, has about the same height as a compact car. If the driver can’t see you it’s because they’re not looking.

Why Aren’t They More Popular?

Since they are banned from UCI and USCF sanctioned racing events, recumbents are denied the exposure given to their upright brethren.

Have you ever noticed how the popularity of carbon fiber Treks soared after Lance’s victories in the Tour de France?

A carbon fiber Trek might not be the most



practical choice of bicycle for a large number of its buyers but as everyone in the retail business knows you sell the sizzle, not the steak, and a win in the Tour provides a lot of sizzle.

This is not to say that recumbents would be more popular than standard bikes if they were allowed to compete, but once your product is marginalized by the mainstream in a decidedly competitive business climate it is difficult for any manufacturer to produce enough units to stay in business.

That being said there is a larger selection of recumbents today than at any time in this bicycle’s over 100-year history. New high performance models with titanium or carbon-fiber frames and lightweight seats have brought the total weight down to the very low 20 lb range.

The new high racer bikes, those with a short wheel base and two large 650c wheels, are revolutionizing the genre and are actually on the verge of becoming fashionable!

I think of the recumbent bike as geek chic—a bicycle for cognoscenti—something akin to being the Macintosh of the bicycle world.

What Are The Drawbacks?

Being settled into a seat rather than being

perched on top of the bike changes one’s balance. Recumbents are balanced more by slight steering inputs than by body English.

They can be wobbly on take off and you can forget track stands or bunny hops. Also having one’s head farther back from the front wheel means you have to take extra care when pulling out from a stop sign.

They are not the best choice of ride for a bike messenger and although there are a few fully suspended bents that can handle rough off-road conditions, if you want to shred gnarly single track you should probably stick with a mountain bike.

Recumbents are longer than a regular bike and are more difficult to transport or store. (Bike Friday makes a folding, short wheel-base ‘bent though that would be just the ticket for overseas travel.)

Oh, and they draw a lot of attention, too. Be prepared to answer a litany of questions whenever a crowd gathers.

However, for touring, fast century rides, or just cruising around the neighborhood, a recumbent might be the perfect choice for you. Check out the Central FL Recumbent Riders chat group at Yahoo and Bent Rider On Line for more information.



(Right) Linda and Mark Power, owners of Power On Cycling Shop in Plant City, on their titanium (Linda) and carbon-fiber (Mark) Bacchetta high racers. (Left) Terry Farrell on his Rans Stratus XP. (Above) Rob DeGraf, on his short wheel base (SWB) Burley Django. (Previous page) Linda Crider astride a three-wheeler. (Page 15) Another three-wheeler version.



Photos: Bruce Martin

Rest Stop Queen royally tempted

from page 7

Here's how an average day went: Every morning, we set out early to make sure we arrived at the first rest stop location before the participants to set up tables and sometimes a tent, unload cookies, fruit, snacks and loads of peanut butter, jelly and bread to keep the cyclists well fueled.

Henry has been providing this task for 14 years so I was well prepared to take orders from the KING.

It also helped that I've been a friend and colleague with Henry for over 20 years so we had plenty of time to visit while hanging out in the truck throughout the week.

After setting up the first stop we'd move on to the next and once the last stop was stocked, we'd head back to the first one to start picking up equipment and supplies.

A mid-week massage helped me endure the week, however, I was quite beat by the time the final day rolled around.

I think my biceps are bigger, but my back didn't fare as well.

No worries, because after a day or two of rest I was ready fora bike ride.

So what do you think I'll get assigned to do at the 2008 Bike Florida?

I may be nuts, but I'd gladly climb back into the truck for another week with Henry and a truck full of M&M's and other assorted goodies.

In case you're wondering whether I fell off the wagon and ate any M&M's...
...GUILTY!

I confessed to Henry, but he said he already knew.

Bicycling and the Outdoor Recreation Economy

The Outdoor Industry Association (OIA) recently released statistics about the economic impact of bicycling recreation. These numbers, drawn from OIA research summarized in The Active Outdoor Recreation Economy, estimate bicycling's full contribution to the U.S. economy, including travel-related expenditures and the ripple effect of indirect economic contributions.

The national bicycling recreation economy:

- Contributes \$133 billion annually to the U.S. economy
- Supports nearly 1.1 million jobs across the U.S.
- Generates \$17.7 billion in annual federal and state tax revenue
- Produces \$53.1 billion annually in retail sales and services
- Produces \$6.2 billion in bicycling gear sales and services
- Produces \$46.9 billion in bicycling trip-related expenditures

Source: www.bikesbelong.org

'Group Riding' brochure lays out rules for club rides

The brochure, available for download (pdf) from the FBA Website is a companion to the Group Riding DVD, eight public service

announcements plus narrative, for only \$5 to cover shipping and handling.

Get a bunch and share with your local TV stations.

The brochure gives 11 important rules for traveling in a group of bicyclists—rules that can mean the difference between an enjoyable, safe ride and a ride in an ambulance.

The report was prepared for the State Safety Office, Department of Transportation, State of Florida, in cooperation with the National Highway Traffic Safety Administration, U.S. Department of Transportation and/or Federal Highway Administration, U.S. Department of Transportation.

Bicycle-friendly B&Bs

Relax on a bank of the St. Johns River in the historic Riverside District just a few minutes from downtown Jacksonville. The 17-mile Baldwin Rail Trail and the Jacksonville Riverwalk are within easy biking range. Innkeeper Victoria Freeman does 90% of her errands with her bike and trailer combo. Take breakfast in the dining room or on the enclosed porch overlooking the river. www.houseoncherry.com

Rates: Rooms: \$85-\$115/night*

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E-mail: houseoncherry@bellsouth.net

*Don't take our word for it. Always check with the innkeepers for the latest rates, details and availability.



House on Cherry Street

Do you have a favorite B&B or inn you've encountered on a bicycle trip? Send us the details (or point us to a Website) and we'll report on it in the *Messenger*.

We want your recommendations on Florida bicycling's best...

Annual Awards nomination time is back again

IT'S THAT TIME: Time to nominate worthy recipients for FBA's Annual Awards

Every year, we honor recipients of the Florida Bicycle Association annual awards. The purpose of the awards is to give recognition to individuals, groups and organizations for their efforts and achievements in forwarding our mission of creating a bicycle-friendly Florida.

Submit your nominations for the following categories. A nomination committee will review the nominations following the July 1, 2007 deadline and select the winners.

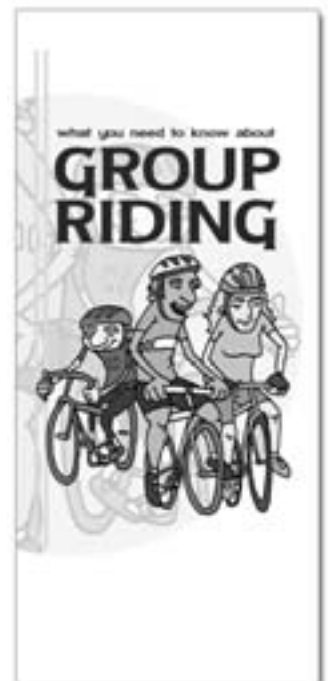
The awards will be presented at the FBA Annual Meeting held in conjunction with the 3rd Annual Pro Bike@Pro Walk Florida conference to be held August 27-30, 2007 in Orlando.

This conference attracts a wide variety of bicycle/pedestrian and public health professionals, advocates, engineers, planners, developers, landscape architects, law enforcement and elected officials.

Categories:

- Bicycle/Pedestrian Advisory Committee
- Road Club
- Off-road Club
- Education or Enforcement Program
- Law Enforcement Professional
- Bicycle Professional
- Supporting Agency
- Program or Event
- Citizen Bike Advocate
- Volunteer
- Facilities Design
- Bicycle Friendly Community
- Trails Manager
- Special Recognition
- Share the Road Tag Sales*
- Share the Road Tag Promoter*

A nomination form is available by contacting the FBA office at 352-468-3430, e-mailing laura@floridabicycle.org, or visiting our website. A list of previous recipients is also listed on the website. Completed forms can be faxed, mailed or emailed. **The deadline for nominations is July 1, 2007**



Selected State-wide Contacts

We ran out of room, so many contacts are not included. Go to www.floridabicycle.org/statecontacts.htm for the complete list.

AGENCY/functional responsibility	NAME	TELEPHONE	E-MAIL	Other FDOT (continued from below)
FDOT Central Office				FDOT Dist 1 Safety Prgm Manager
State Ped & Bicycle Coordinator	Dennis Scott	850.245.1527	dennis.scott@dot.state.fl.us	Gary Amig, 863.519.2507
State SRTS Coordinator	Pat Pieratte	850.245.1529	pat.pieratte@dot.state.fl.us	gary.amig@dot.state.fl.us
Asst. Ped & Bicycle Coordinator	Dwight Kingsbury	850.245.1520	dwight.kingsbury@dot.state.fl.us	
District 1				FDOT Dist 2 Safety Engineer
	Gary Amig	863.519.2666	gary.amig@dot.state.fl.us	Holly Walker, 904.360.5629
	Sarita Taylor	863.519.2216	sarita.taylor@dot.state.fl.us	holly.walker@dot.state.fl.us
Charlotte County MPO	Gary Harrell	941.639.4676	harrell@ccmpo.com	FDOT Dist 3 Safety Prgm Manager
Collier County Community Development/evuew	Russ Muller	239.403.2462	russmuller@colliergov.net	850.415.9534
Collier County Transportation/pathways project	Trinity Caudill-Scott	239.417.6027		FDOT Dist 4 Safety Prgm Manager
Lee County MPO	Julia B. Davis	239.338.2550x219	jdavis@swfrpc.org	Anthony Nosse, 954.777.4358
Lee County DOT	Victoria Griffin	239.479.8580	vgriffin@leegov.com	Gilbert Soles, 954.777.4358
Lee County Health Dept/bike-ped safety education	Dan Moser	239.332.9514	dan_moser@doh.state.fl.us	gilbert.soles@dot.state.fl.us
Polk County TPO	Ryan Kordek	863.534.6558	ryankordek@polk-county.net	
Sarasota County Public Works Trans. Planning		941.861.0931		FDOT Dist 4 PD&E Mgmt Engineer
District 2				Beatriz Caicedo-Maddison, 954.777.4336
City of Gainesville Trans. Svcs/Bike-Ped Prog Assist	Randy Warden	904.360.5631	randy.warden@dot.state.fl.us	beatriz.caicedo@dot.state.fl.us
City of Gainesville Trans. Svcs/Bike-Ped Prog Assist	Dekova Batey	352.334.5074	bateydt@ci.gainesville.fl.us	
First Coast MPO	Elizabeth DeJesus	904.306.7505	edejesus@fcmpo.com	FDOT Dist 5 Safety Engineer
Duval County Health Dept/Injury Prevention	Stephen McCloskey	904.630.3300x2308	stephen_mccloskey@doh.state.fl.us	Stephen Nosse, 863.943.5334
District 3				Anthony Nosse, 954.777.4358
Panhandle MPOs (West Fla RPC)	Mary Anne Koos	850.415.9547	maryanne.koos@dot.state.fl.us	
Capital Region Transportation Planning Agency (MPO)	Mike Ziegler	800.226.8910x215	zieglerm@wfrpc.dst.fl.us	FDOT Dist 6 Safety Engineer
	Peter Koepfel	850.891.8090	koepfel@talgov.com	Maria Vilches-Landa, 305.470.5722
District 4				maria.vilches@dot.state.fl.us
	Larry Hymowitz	954.777.4663	larry.hymowitz@dot.state.fl.us	FDOT Dist 7 Safety Prgm Engineer
	Jeff Weidner	954.777.4670	jeff.weidner@dot.state.fl.us	Peter Hsu, 813.975.6251
City of Boca Raton Mun Svcs Eng/trans analyst	Daphne Spanos	954.777.4483	daphne.spanos@dot.state.fl.us	ping.hsu@dot.state.fl.us
City of Boca Raton PD/traffic safety educ	Joy Puerta	561.416.3410	jpuerta@ci.boca-raton.fl.us	
Broward County UrbanPlann & Rdvlpmnt/Special Projects & Bicycle Coordinator	Lori Wheeler	561.620.6056	lwheeler@ci.boca-raton.fl.us	FDOT Elder Road User Prgm
City of Delray Beach Parking Mgmt	Mark Horowitz	954.357.6641	mhorowitz@broward.org	Gail Holley, 850.410.5414
City of Fort Lauderdale Planning & Zoning Dept/bicycle-pedestrian coordinator	Scott Aronson	561.243.7286	aronson@ci.delray-beach.fl.us	Gail Holley, 850.410.5414
Martin County MPO	Adrienne Ehle	954.828.5798	aehle@fortlauderdale.gov	FDOT Dist 7 Safety Prgm Engineer
Palm Beach County MPO	Felix Castrodad	772.419.4081	fcastrod@martin.fl.us	Peter Hsu, 813.975.6251
	Bret Baronak	561.684.4163	bbaronak@co.palm-beach.fl.us	ping.hsu@dot.state.fl.us
District 5				FDOT Elder Road User Prgm
Brevard County Transportation/Bike-Ped-Trails Prgm Coordinator	Joan Carter	386.943.5335	joan.carter@dot.state.fl.us	Gail Holley, 850.410.5414
Brevard County Transportation/traffic safety education	Barbara Meyer	321.690.6890	bmeyer@brevardmpo.com	FDOT Dist 7 Safety Prgm Engineer
Lake-Sumter MPO	Kim Smith	321.690.6890	ksmith@brevardmpo.com	Peter Hsu, 813.975.6251
Ocala-Marion County MPO	Michael Woods	352.315.0170	mwoods@lakesumtermmpo.com	ping.hsu@dot.state.fl.us
City of Orlando Transportation Planning/bicycle-pedestrian-transit	Jeff Shrum	352.629.8529	jshrum@ocalafl.org	
Metroplan Orlando (MPO)	Malisa McCreedy	407.246.3347	malisa.mccreedy@cityoforlando.net	FDOT Dist 7 Safety Prgm Engineer
Seminole County Trails & Greenways	Mighk Wilson	407.481.5672x318	mwilson@metroplanorlando.com	Peter Hsu, 813.975.6251
Volusia County MPO	Cindy Matheny	407.665.2095	cmatheny@seminolecountyfl.gov	ping.hsu@dot.state.fl.us
	Stephan Harris	386.226.0422x34	scharris@co.volusia.fl.us	
District 6				FDOT Dist 3 CTST Coordinator-East
City of Key West Parks & Rec/bicycle-pedestrian coordinator	Ken Jeffries	305.470.6736	ken.jeffries@dot.state.fl.us	Quinton Williams, 850.415.9426
City of Miami Beach/bicycle program coordinator	Jim Malcolm	305.293.6495	jmalcolm@keywestcity.com	quinton.williams@dot.state.fl.us
Miami-Dade County MPO	Christine Leduc	305.673.7080x6768	cleduc@miamibeachfl.gov	
Monroe County Planning	David Henderson	305.375.1647	davidh@miamidade.gov	FDOT Dist 3 CTST Coordinator-West
	Jose Papa	305.289.2514	papa-jose@monroecounty-fl.gov	Barbara Lee, 850.415.9231
District 7				barbara.lee@dot.state.fl.us
City of Clearwater/bicycle-pedestrian coordinator	Michelle Greene	813.975.6411	michelle.greene@dot.state.fl.us	FDOT Dist 4 CTST Coordinator
Citrus County Sheriff's Office/traffic safety educ	Felicia Leonard	727.562.4852	felicia.leonard@myclearwater.com	Carmen Pullins, 954.777.4092
Hernando County MPO	Kristen Reinhard	352.726.4488 x307	kreinhard@sheriffcitrus.org	carmen.pullins@dot.state.fl.us
Hillsborough County MPO	Steve Diez	352.754.4057	stevend@co.hernando.fl.us	
Hillsborough County Parks&Rec	Gena Torres	813.273.3774x357	torresg@plancom.org	FDOT Dist 5 CTST Coordinator
Hillsborough County Public Works/bicycle-pedestrian coordinator	Charner Reese	813.276.8388	reesec@hillsboroughcounty.org	Barry Wall, 904.943.5324
Hillsborough County Public Works/Manager, Bicycle, Pedestrian & School Safety Prgrms	Deborah Carreno	813.307.1852	carrenod@hillsboroughcounty.org	barry.wall@dot.state.fl.us
Pasco County MPO	Gary Tait	813.307.1871	taigt@hillsboroughcounty.org	FDOT Dist 6 CTST Coordinator
City of Pinellas Park Planning	Doug Uden	727.847.8140x8230	duden@pascocountyfl.net	305.470.5346
Pinellas County MPO	Ron Hull	727.541.0704	rhull@pinellas-park.com	FDOT Dist 7 CTST Coordinator
City of St. Petersburg Transportation & Parking/bicycle-pedestrian coordinator	Brian Smith	727.464.8200	bsmith@co.pinellas.fl.us	Jeanette Rouse, 813.975.6256
City of Tampa Public Works	Cheryl Stacks	727.892.5328	cheryl.stacks@stpete.org	jeanette.rouse@dot.state.fl.us
City of Tampa/Parks & Rec Dept/Greenways & Trails Coordinator	Jan Washington	813.274.8303	jan.washington@ci.tampa.fl.us	
Program coordinators under FDOT contract	Mary Helen Duke	813.231.1332	mary.duke@tampagov.net	Other organizations
Fla Traffic&Bicycle Safety Educ Prgm/director	Linda Crider	352.392.8192	lbcrider@aol.com	Bike Florida
FTBSEP assistant	Yukari Takata	352.392.8192	safetied@grove.ufl.edu	Linda Crider, 352.392.8192
Fla School Crossing Guard Training Prgm/administrator	Leigh Matusick	386.943.5600	leigh.matusick@dot.state.fl.us	Lbcrider@aol.com
FSCGTP Assistant	Carol Dunn	386.943.5601	carol.dunn@dot.state.fl.us	Rails-to-Trails Florida Office
Other FDOT, state & federal agency staff				Ken Bryan, 850.942.2379
FDEP Ofc of Greenways & Trails	Jim Wood	850.245.2052	jim.m.wood@dep.state.fl.us	rtcflo@transact.org
FDOE Student Transportation/Director	Charlie Hood	850.245.9924	charlie.hood@fdoe.org	Fla. Ped-Bike Resource Center
FDOT ADA Coordinator	Dean Perkins	850.414.4359	dean.perkins@dot.state.fl.us	Joy Riddell, 954.762.5680
FDOT CO Policy Planning	David Blodgett	850.414.4815	dave.blodgett@dot.state.fl.us	joyriddell@fau.edu
FDOT CO Policy Planning	Melanie Weaver Carr	850.414.4817	melanie.carr@dot.state.fl.us	
Florida Tech Transfer (T2) Center/co-directors	Janet Degner, Nina Barker	352.392.2371x227	jdegner@ce.ufl.edu	Fla. SAFE KIDS/state coordinator
FDOT CO Roadway Design	Vacant			Ralph Salvas, 850.245.4440x2774
FDOT CO Systems Planning	Martin Guttenplan	850.414.4906	martin.guttenplan@dot.state.fl.us	ralph_salvas@doh.state.fl.us
FDOT CO Transit Planning	Amy Datz	850.414.4239	amy.datz@dot.state.fl.us	

BikeEd 2007 Conference set for Austin, TX June 14 -16, 2007

THE BikeEd 2007 CONFERENCE (formerly Bicycle Education Leaders Conference) is the only national conference dedicated to the critical topic of bicycle safety and education. If you teach bicycle safety, you should be in Austin, this June.

Building on the success of our three previous education conferences in Madison, Wis. in 2002, Portland, Ore. in 2003, and New York City in 2005, the event will bring together the leading experts in the field to discuss best practices, opportunities and challenges in bicycle education.

The conference is a great opportunity to network with and learn from your peers and to brush up on your teaching techniques.

For nearly 30 years, the League of American Bicyclists has delivered quality bicycling education programs that give riders the skills and confidence necessary to operate in today's traffic.

The LAB's national network of more than 950 certified instructors teach curricula based on the simple principle that the bicycle is a vehicle and bicyclists have the same rights and responsibilities as motorists.

The program includes informative workshops on sharing best practices, improving the marketing and appeal of BikeEd, reach-

ing diverse audiences, and teaching educators in your community.

Join with us as we work to dramatically increase the number of people who benefit from bicycle education programs.

We plan to reach the tens of millions of drivers, bicyclists, and potential bicyclists who have yet to receive any formal bicycle safety education and training. We need your experience and participation to get the job done.

The BikeEd Conference provides:

- Educational workshops on issues facing bicycle safety educators
- Instructor skills training
- Opportunities to learn from other educators
- Showcasing of best practices - Statewide, regional, and community education programs
- Peer to peer networking
- Discussions on differences between teaching adults and children bicycle safety
- How to better promote and market BikeEd
- Safe Routes to School and other school based programs
- New venues and audiences - retailers, charity rides, and workplaces
- Multilingual education
- The latest educational materials and resources



Preston Tyree leads an LCI Train the Trainer session at the 2005 conference in New York City. (LAB photo)

Conference Hotel

The conference will take place at the Omni Austin Hotel Downtown (<http://www.omni-hotels.com/FindAHotel/AustinDowntown.aspx>)

Phone: (888) 444-OMNI, 512- 476-3700.

Conference Host

The Austin Cycling Association is participating as local host.

For more information please contact the League of American Bicyclists at 202/822-1333, e-mail bikeleague@bikeleague.org, or visit...

www.bikeleague.org/conferences/bikeed07px

A year of living 'car-lessly'

From "One Year Car-less," by Alan Durning, copyright 2007 Sightline Institute, Seattle; used with permission.

After the demise of their family Volvo, Sightline director Alan Durning and his family, who live in Seattle, decided to try living car-free for one year.

In a series on his Sightline Website, Durning explores the benefits and dilemmas that arise from being a car-less family with three kids. This story is number 25 in that series, the first anniversary of his brave experiment.

YESTERDAY [February 19, 2007] was the first anniversary of giving up (OK, totaling) our family car.

To mark the occasion: a tally of our accomplishments, followed by an announcement of our plans.

Driving: We reduced our driving by two-thirds compared to our average in recent years. We drove 90 percent less than the average US family of our size and income. We drove about 2,500 miles—about 7 miles a day on average—in Flexcars (mostly), carpools that went out of their way to pick us up (often), and borrowed cars (occasionally).

Gasoline and climate change: We burned 80 percent less gasoline in our car-less year than in the previous year, slashing our emissions of greenhouse gases. We reduced our gasoline consumption more than our driving, because many Flexcars are hybrids.

Health: We walked and biked much more than before. Our fitness improved. We'll live longer.

Money: We saved between \$1,500 and \$4,000. We spent about \$6,000 on the year of living car-lessly.

Compared with what we would have spent to replace our old Volvo with a different used car, we saved about \$1,500.

Compared with buying a new hybrid like the ones Flexcar rents us by the hour, we saved more than \$4,000. (The first-year depreciation—the loss in resale value—on a new Prius is almost \$6,000 and the total first-year costs are almost \$13,000!)

Awareness: We're more aware of our surroundings. This is a practical benefit: we know what's nearby.

It's also a plus in terms of mindfulness: I remember my son Peter calling on his cell phone from his first bike ride home along a particular route—a route we'd driven since his early childhood.

Incredulous and dismayed, he exclaimed, "Dad! There's a really big hill!" His tone of voice implied, "Where did it come from?"

Inspiration: A lot of people tell us that our example has motivated them to drive less. It's not exactly a mass movement. But it's something.

It all sounds so good, you might assume we're committed to car-lessness for the long haul. But we're not. Drum roll . . . We're undecided.

As rewarding as it is, being car-less with kids is also challenging, especially in the dark, wet Cascadian winter. Managing the child-raising transportation demands of December—a soccer tournament, six days a week of drama rehearsals and performances, holiday errands and gatherings—had us pinning for a family car at times.

The logistics get pretty elaborate. And

more of the logistical nightmares fall on Amy than on me. She shoulders more of the burden because she does more of the family errands—shopping, transporting kids—than I do. And her work takes her to more out-of-the-way places at transit-unfriendly hours.

So we're making no promises. Still, we're not rushing to the dealership either. We're taking it one month at a time.

One thing's clear: we can envision a future in which car-lessness is more commonplace. The more car-less and low-car families emerge, the easier it'll be to live well as one, because most of the problems we're experiencing are classic challenges that face early adopters.

As more people shed one (or more) vehicles, transit and taxi service will improve. Traffic will diminish, improving life for those of who live with "no box." Walkshed* maps, complete with restroom coverage, will become readily available.

Car-sharing, car-hopping, and high-tech hitch-hiking will catch on and spread—thinning the ranks of parked vehicles and filling the seats of moving ones.

Transportation will become something we buy by the trip, rather than by the vehicle—with the result that we will end most "default driving."

Above all, the political demand for complete, compact communities—the kinds of places where cars are accessories to life and not its organizing principle—will become irresistible. It's a vision of the future that keeps us inspired. We're just impatient to get there soon.

Maybe if lots of other people join us, we'll feel moved to make a longer commitment. If we stay car-less, will you join us? Will you shed a vehicle?

*Walkshed: A pedestrian travel zone. A good walkshed map would include whereabouts of public restrooms, water fountains, bike racks, bus stops and benches, and include details on many shops, retail stores and places to eat. Durning describes his as being about a one-mile radius.

Sightline Institute www.sightline.org (formerly Northwest Environment Watch) is a not-for-profit research and communication center—a think tank—based in Seattle and founded in 1993 by Alan Durning.

Sightline's mission is to bring about sustainability—a healthy, lasting prosperity grounded in place.

Flexcar (www.flexcar.com) rents fuel efficient cars by the hour.

Members reserve a car online or by phone, run their errand and return the car to its designated parking space.

Vehicles as of April 8 were available in Gainesville and 11 other cities. According to the Website, Gainesville rates begin at around \$5.50/hour (\$55/day) with an annual membership fee of \$35. Accounts can be set up for "roaming" in cities other than your own.

According to Wikipedia, Flexcar has 15,000 members in Seattle, the company's headquarters.

Other similar companies exist. Search "carsharing" on the Internet for more information.

Upcoming Bicycle Touring Events in Florida

ABRIDGED from promotional material provided by tour organizers. We're not responsible for accuracy of information or quality of these rides. Use the contact information for more details about each ride. Ask your friends. Data are from a calendar maintained by Roger Pierce. To add an event to his (and our) calendar, e-mail to fbtc@piercepages.com. See complete calendar, including many out-of-state rides we don't have room to print here, and all the hype we edited out at www.floridabicycle.org/fbtc/.

April	May	June	August	October	December
<p>April 21 (Sat) <i>Clermont</i> Bike-a-thon To register for this event send your name, a mailing and email address to: kimlaucella@mycingular.blackberry.net</p> <p>April 21-22 <i>Quincy</i> TOSRV South tosrvsouth@yahoo.com www.cccyclists.org Active.com Online Registration</p> <p>April 21-22 <i>Cypress Gardens</i> Bright House Networks MS Bike Tour "Wheels, Whales & Tails" michael.cooper@flc.nmss.org www.nationalmssociety.org/flc</p> <p>April 21-22 <i>Miami</i> Maroon MS 150 Bike Tour http://bikefls.nationalmssociety.org/site/PageServer?pagename=BIKE_FLS_homepage</p> <p>April 21-26 <i>Live Oak</i> Florida Bicycle Safari 6-day SOLD OUT 3-day still available FFWCLUB@aol.com www.FloridaFreeWheeler.com</p> <p>April 27 - 29 <i>Sebring</i> The 22nd Annual Spring Brake Weekend www.everglades-bicycleclub.org/activities.html Active.com Online Registration</p> <p>April 27-29 <i>Madison Ga</i> BRAG Spring Tune-up braghq@aol.com www.brag.org/ Active.com Online Registration</p> <p>April 28 (Sat) <i>Rotonda-West</i> Ride for the Red</p> <p>April 28 (Sat) <i>Bonifay</i> Brevet Series West: 400/600 km 248/372 miles. flabrevet@hotmail.com www.ride-4-life.com/</p> <p>Apr 28 (Sat) <i>Siesta Key</i> Sunset Bike Ride on Siesta Key Meg@scosa.org www.SCOSA.org/</p> <p>April 28 (Sat) <i>Homestead</i> Purple Martin Bike Ride info@homesteadmainstreet.org</p>	<p>April 29 (Sunday) <i>Jacksonville</i> Tour de Fords toudefords@bellsouth.net http://nfb.us/Default.aspx?tabid=104 Active.com Online Registration</p> <p>May 4-6 <i>White Springs</i> Suwannee Bicycle Festival aka Spring Bicycle Festival aka Spring Bicycle & Paddle Festival aka Suwannee Spring Bicycle Festival woodbike@bellsouth.net www.suwanneebike.org/sbf.htm Active.com Online Registration</p> <p>May 5 (Sat) <i>Milton</i> Liberty for All, Metric Century Blackwater Heritage State Trail. Active.com Online Registration</p> <p>May 6 (Sun) <i>Flagler Beach</i> Rotary A1A Ocean Shore Scenic Highway Bicycle Ride Leastokes@preferredmanagementservices.net www.RotaryFlagler.org/</p> <p>May 12 (Sat) <i>Gainesville</i> A Ride To Remember http://gcfcla.org/tr/ Active.com Online Registration</p> <p>May 17 - 20 <i>Clermont</i> Brevet Series South: 1000km or 200km (625 mi or 125 mi.) "Two Events" RBACentralFlorida@bike4one.com www.bike4one.com/brevets/ www.brevets4us.com</p> <p>May 19 (Sat) <i>Bonifay</i> Brevet Series West: 200/300 km 124/186 miles. flabrevet@hotmail.com www.ride-4-life.com/</p> <p>May 19-20 <i>Jacksonville</i> American Diabetes Tour de Cure klewis@diabetes.org www.diabetes.org/jaxtour</p> <p>June 9-16 <i>Columbus Ga</i> Great Bicycle Ride Across Georgia</p> <p>June 11 (Mon) <i>Spartanburg SC</i> Assault on Mt Mitchell http://freewheelers.info/assault.html (unofficial) www.polkcounty.org/</p>	<p>June 24 (Sun) <i>Lake Worth</i> Lauren Katzenstein Celebration Ride www.pecancitypedalers.org/ Active.com Online Registration</p> <p>August 11 (Sat) <i>Summerville GA</i> Chattooga Century Take a tour of the lovely North Georgia mountains with the option of 15M, 30M, Metric, Century and 125M rides. The rolling terrain will accommodate all riders and the 125M option will test even the most experienced riders with a climb up beautiful Lookout Mountain. All routes will be SAG'd and rest stops plentiful. Helmets are required for this ride! http://chattoogacentury.org/ Active.com Online Registration</p> <p>August 11-12 <i>Suwannee River State Park</i> Dog Days Open House Held at Suwannee River State Park 9 miles west of Live Oak. Saturday morning will start off with either a fun ride at Anderson Springs, Big Oak or along the scenic country roads. Saturday afternoon, we will float down the Suwannee/Withlachee River in inner tubes. Bring a covered dish for the Saturday evening pot luck dinner. Make your hotel or camp site reservations today. This is a great event to introduce your friends to the SBA as it has no event fee. Suwannee Bicycle Association, PO Box 247, White Springs, FL 32096. btonybea@aol.com www.suwanneebike.org/</p> <p>September 1-2 <i>Savannah GA</i> Historic Savannah Bikefest</p> <p>September 15 (Sat) <i>Albany GA</i> 4th Annual Nut Roll Sponsored by the Pecan City Pedalers - Ride benefits The Parks at Chehaw Education Center Ride Options 30, 46,62,102 miles. Registration opens at 7 am at The Parks of Chehaw, Philema Road, Hwy 91N Ride begins at 8 am and routes are mostly flat with a few gentle rolling hills. All routes are fully supported and clearly marked. Map and cue sheets will be given to each participant. Lunch will be provided. Pre-registration - \$25 (T-shirt guaranteed if received by August 27, 2007) After Pre-registration - \$30 Showers Available. Camping at the park (call 229-430-5275) Jim Anne Brett, Ride Director, Phone: 229-432-1743. info@pecancitypedalers.org</p>	<p>2007 Gainesville Cycling Festival Two centuries in two days! (Or enjoy the shorter options for a weekend of bicycle touring.) Full info is available on the web site, along with an application. Or send your snail mail address to festival@piercepages.com; we will send you our brochure and an entry application in August.</p> <p>October 20 (Sat) <i>Gainesville</i> Saturn Santa Fe Century A tour through the lush forest and pasture land north of Gainesville up through the Santa Fe River valley. Rides start at 8:30 am from the North West Boys Club at 2700 NW 51st Street in Gainesville. Enjoy a 100 or a 55 mile road ride, or the 18 or 28 mile Millhopper Ramble family fun ride, with well stocked rest stops. \$35 includes a T-shirt, IHOP breakfast, and Domino's pizza.</p> <p>October 21 (Sun) <i>Gainesville</i> Horse Farm Hundred The Gainesville Cycling Club's tour through the picturesque horse farms of northern Marion county. We have the best stocked rest stops in Florida! The 102 mile ride (and a 55 mile option that doesn't get into horse farm territory) starts at 8:30 am at the Morningside Nature Center at 3540 East University Avenue. Bagels and muffins will be available before the start. The 45, 30, and 25 mile touring rides start at 8:30 am in Flemington (northernmost [Irvine] I-75 exit in Marion county). For More Details and Registration festival@piercepages.com http://gcfcla.org/gct/</p> <p>October 26-28 <i>White Springs</i> Fat-Tire Festival At Stephen Foster State Park Camping, meals, T-shirt. All skill levels, ride Guides and Sweeps. Sponsored by the Suwannee Bicycle Association, PO Box 247, White Springs, FL 32096. bikesba@aol.com www.suwanneebike.org/</p>	<p>December 8-9 <i>White Springs</i> Secret Santa Open House & Cycling Weekend The Suwannee Bicycle Association invites you to a memorable weekend of preholiday cycling activities and festivities at the Secret Santa Open House and Century Ride. Both on-road and off-road rides will be conducted each day. Secret Santa Open House is scheduled to coincide with White Springs Festival of Lights and the Christmas Parade. Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. 386-397-2347 Email: bikesba@aol.com www.suwanneebike.org/santa.htm</p>	

Other Touring Calendars

National Bicycle Tour Directors Association
www.nbtnda.com

Georgia Bicycle Federation Calendar
<http://bicyclegeorgia.com/gac.html>

National Multiple Sclerosis Society - MS 150s
www.nmss.org

American Diabetes Association - Tour de Cures
www.diabetes.org/tour

The Good Cyclist - charity rides nationwide
www.goodcyclist.org

Florida Discovery Bicycling Center
www.floridabicycle.org/discovery

November

November 18 (Sun) *Clermont*
Horrible Hundred
ffwclub@aol.com
www.floridafreewheelers.com



Left: Police Activities League bicyclists participated in the "Officer Down Memorial Ride" commemorating Sheriff Daniels. Mission Inn is primary sponsor of PAL juniors bicycling team.

In the background is Sheriff's honor guard commemorating Sheriff Daniels, and, in front, Sheriff Borders with the juniors who rode the 35-mile commemorative ride between Titusville and Winter Springs.

BICYCLE RIDE ACROSS GEORGIA

Annual BRAG ride across Georgia, Columbus to Savannah - June 9-16, 2007. Spring Tune-Up Ride, Madison, GA, April 27-29, 2007. Great fun for families and groups. Higher mileage options available.

Contact info@brag.org or 770-498-5153
www.brag.org



Young rider profile...

The making of a new cyclist

by Lyndy Moore and Mark Horowitz

Most of the profile articles have been about school aged children. This time, I asked a dad, Mark Horowitz, to write an article about his son and their challenges in learning to ride a bicycle. I'm hoping that Mark's and Ian's father/son bicycling experience will help motivate other families to find a way to include cycling for all their family members.

Ian is a seven-year-old first grader who began riding at age four. His first bike: a 12-inch Trek. Ian's favorite bike video is "Bicycle Safety Camp" and his favorite book, *Motor Moves Mountains*, serves as a fitting motivator for his biggest cycling challenge: overcoming developmental disabilities.

—Lyndy Moore

CYCLING IS A SPORT OF challenges: traffic, hills, headwinds, finding time to ride and the alone time on a long ride.

Rarely, if ever, do you think of learning how pedaling, keeping your feet on the pedals or paying attention to what is in front of you as a challenge. You just do it.

But to many people these challenges are real. Ian Horowitz is one of those people.

While, by comparison, Ian's disabilities are mild, they do affect muscle control and attention span.

When Ian began riding a tricycle, it became obvious his disability relating to coordination made it difficult for him to keep his feet on the pedals.

Consider: you need to get your feet moving in circles while pedaling in a recumbent cycling position; every push on the pedals changes the steering. It was no wonder he was having problems. Consequently, he simply was not that interested in riding a trike.

After watching him struggle with this, I realized part of the problem was his pedaling position. As a dad with a dream of doing long rides with my son, I was not about to give up.

Ian and I went to buy his first two-wheeler, a fire engine red, 12-inch Trek. By this time, Ian had outgrown his toddler bike helmet and picked out his first youth helmet, embellished with pictures of bicycling dogs.

Anxious to try out his new bike, we fit the helmet, adjusted the seat height and off he wasn't. The new pedaling position helped but he was still having problems keeping his feet on the pedals.

He also did not have enough strength get the bicycle moving on his own or keep it moving for long. Even getting his feet moving in the right direction was a challenge.

Additionally, his attention span was an issue. Once he got the bicycle moving, he would frequently stop. Either he tired too easily or something else caught his attention. Distractions abounded and his progress was slow.

When he outgrew the Trek and moved on to a 16-inch Schwinn, I decided he needed to focus only on the pedaling motion without the distractions of a moving bicycle or being in the street. To do this I developed a trainer that worked with a bicycle with training wheels.

Once he got the pedaling motion down he was ready to ride with his friends—or so I thought. He would look forward to riding with them but found he could not keep up.

He didn't appreciate being called "slow poke," so we went back to the trainer.

He enjoyed riding so much he started using it as an exercise bike. By now, I had added rollers, adjustable so he could pedal comfortably, and I took this time to get him used to both his hand brakes and foot brake.

To help him balance on a bicycle seat, we borrowed some Hippotherapy (therapy on horseback) exercises and did them while he pedaled the bike on the trainer.

We had a couple of other games we played while he used the trainer and eventually his strength increased. At this point he began keeping up with his friends and his favorite ride was now off-road on the nature trail at one of the local parks—not an easy ride with training wheels.

After his off-road experience with training wheels, he wanted them off. We tried a few of times without the training wheels but he just wasn't getting it and he started to fear falling.

So we tried a different method. I removed the pedals and lowered the seat so, seated flat-foot-

ed, he could walk or coast. The hope was that he would coast for an extended length of time and get the feel for how to balance.

This wasn't the magic bullet I hoped for. He didn't coast much but I think it helped him get the idea of how to balance.

Last month we put the pedals back on, went to a nearby vacant parking lot and tried again.

This time we started with him seated on the bike while I held it. I went over how a bicycle steers and that to stay upright you need to make small corrections.

The irony here is that when I was certified as a League of American Bicyclists instructor I had to teach the portion on how a bicycle steers to the class and I remember thinking it was a waste to time.

Instead of running along holding the seat, once he got started I would hold his shirt collar, primarily to slow him down when he fell and to give him minimal support.

Once in awhile I would let him fall so he would learn the consequences of not paying attention.

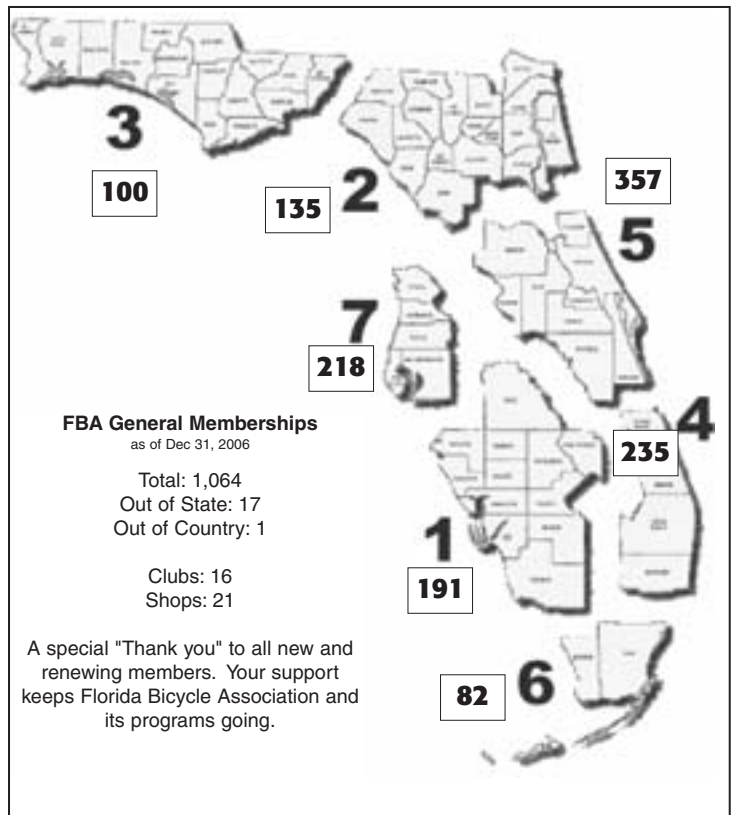
I wish I had a dollar for every time I heard "I'm ok" after a fall. In a few moments he was riding—not very far and not very straight but on his own. He was so excited about his new ability he wanted to ride on the path next to a canal!

The last time out, his confidence was definitely up; he was taking the bike where he wanted, intentionally swerving wide, riding on the grass and in circles.

We still have more work to do but now he is riding well enough to get the feel of the bike and fast enough to scare himself and "make daddy run."

Mark Horowitz is a League Cycling Instructor and Bicycle Coordinator for the Broward County Transportation Planning Division.

**I wish I had a dollar
for every time I heard
"I'm ok" after a fall.**



New FBA board members

from page 5

New board members

Linda Crider, a former board president and last original member of the board, stepped down in December 2001 to devote more time to responsibilities with the Florida Traffic and Bicycle Safety Education Program and Bike Florida.

Dr. Crider is presently a research associate for the U. of Florida Department of Urban and Regional Planning. She coordinates the FDOT statewide Traffic and Bicycle Safety Education Program, a program she has directed for over 17 years. She is currently Executive Director for Bike Florida, Inc.

Linda is currently working with FDOT systems planning office on the Multi-modal Level of Service research project, a major transportation planning initiative.

The "Safeways to School" pilot project, which Linda directed in 1998-99, has culminated in a statewide expansion initiative through a newly organized "Safe Routes to School" program utilizing the "tool kit" that was a product of the pilot research. Dr. Crider has also been involved with a number of statewide grants including the Statewide "Share the Road" awareness campaign and specialty license tag promotion.

Linda first became involved in bicycling policy issues at the state level during her employment in the governor's office. At that time, (1979) she gained the support of Governor Bob Graham to begin a bicycle program in the Florida Department of Transportation and hire a full time bicycle program coordinator.

Linda became the first chairperson for the statewide citizens advisory committee that advised the governor and FDOT secretary on bicycling matters. She has remained over the

past 29 years in a major role for supporting the needs and interests of the bicycling community.

She holds a League Cycling Instructor certification from the League of American Bicyclists and has conducted safety education training for educators, law enforcement officials and citizens throughout Florida. Linda's Ph.D. in Educational Administration has brought her interests in children, safety education and cycling together in a unique synergy of talents and passion.

Linda resides in Palatka on the mighty St. Johns river where she enjoys rowing, canoeing, kayaking and cruising on her pontoon houseboat. She will soon retire, to finish her cabin in Cordova, Alaska, play more bluegrass music, and learn to fish.

Scenes from Bike Florida 2007

More than 700 riders and volunteers participated in the March 17 through 23 ride, which originated and ended in DeLand with stops in Flagler Beach, Daytona Beach and New Smyrna and a pause in Lake Helen for refreshments of several kinds.

Riders had all the fun and all we got was these pictures.

Below: Earle Richards (Kissimmee) and Phil Salvanti (Missouri) prepare to pedal around the Daytona track on a tandem trike recumbent. Stoker Earle (75) is a long time volunteer for FBA and Bike Florida.



Caught up in the romance of another Bike Florida adventure, these riders couldn't resist a little face time on the porch of a Lake Helen Pizza parlor. Or maybe it was the salad dressing...

Below right: The REST STOP QUEEN (a.k.a. FBA executive director Laura Hallam) keeps a watchful eye on the M&Ms as Bike Florida riders chow down at a rest stop. Go back to page 7 to understand the temptation.



Doggie does duty as captain while stoker does all the work on this innovative tandem for beast and best friend.

Photographer Jim Harris shot this. You can see more of his pictures from Bike Florida at www.biketourphoto.com. This was the dog's first tour in the specially made bike—they had been riding together for only a week before.



Last day boost: Bike Florida participants stop for coffee and smoothies in Lake Helen on the last day to have one last sit and sip with friends before heading home. Bike Florida started and ended in DeLand about 7 miles from the Lake Helen Coffee and Tea Shop.



**Add your voice
for the future
of bicycling
in Florida.**

**JOIN FBA
TODAY**

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the FBA Messenger!

Name: _____ E-mail: _____

Address: _____

City: _____ County: _____ State: _____ Zip: _____

Tel (H) _____ (W) _____

Bike Club Affiliation(s): _____

Member Category: \$15/student/living lightly \$25/individual \$35/household \$100/club/corporate/agency

Ride Preferences: On-road Off-road Touring Racing Commuting

I have taken a Road I (formerly Effective Cycling) class Yes No; Approximate year taken: _____

I have taken a Road II class Yes No; Approximate year taken: _____

I am a League cycling Instructor (LCI) Yes No

May we contact you about volunteer opportunities? Yes No

List any special skills or interests: _____

Charge my Visa MasterCard

Card No: _____ Expires: _____

Signature: _____

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And LISTEN to the tags out there!

The mission of the Florida Bicycle Association (FBA) is to inspire and support people and communities to enjoy greater freedom and well being through bicycling.

The Florida Bicycle Association was incorporated in 1997 for educational and charitable purposes. FBA is a nonprofit, tax-exempt corporation under Section 501(c)(3) of the Internal Revenue Code. Donations, including membership dues, are tax deductible. A copy of the current financial statements may be obtained by contacting FBA, P.O. Box 718, Waldo, FL 32694. To join FBA complete the form below and send with your dues.

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I'm sorry Mr. Smith, that's an impressive bicycling mileage figure, but the standard mileage deduction is for *motorized* vehicles only.



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