



P.O. Box 718, Waldo, FL 32694

# Messenger



[www.floridabicycle.org](http://www.floridabicycle.org)

Vol. 9, No. 3

Summer 2006

*Advocating a bicycle-friendly Florida*

OFFICIAL NEWSLETTER OF THE FLORIDA BICYCLE ASSOCIATION, INC.

## Promotional and training programs begin for Florida Discovery Bicycling Center *by Herb Hiller*

FBA Executive Director Laura Hallam is reserving September and October to speak to BPACs and bike clubs about the new Florida Discovery Bicycling Center.

FDBC launches its inaugural tour November 12. Details are online at the Website, [www.floridabicycle.org/discovery](http://www.floridabicycle.org/discovery).

Hallam will be touring Florida the two months ahead of launch to carry word to the cycling community and to media about Florida's first year-round adult bicycle safety training and touring program.

To arrange dates, contact her by e-mail at [laura@floridabicycle.org](mailto:laura@floridabicycle.org).

Hallam's in-state tour will be part of a national and state public relations and advertising campaign to reach potential registrants

Funds for the campaign have come from grants from Bike Florida and the Heritage Corridor.

Ride leader training will be offered monthly, starting August 26, according to FBA Program Director Lyndy Moore, who will also direct the bicycling center program.

"We want to make sure that ride leaders understand their duties, the riding skills needed and the mission of FBA and FDABC," says Moore.

"We'll train for emergencies and make sure they're knowledgeable about Lake Helen and the River of Lakes Heritage Corridor," she says. "We'll give them trail updates about the area.

"If any candidates haven't yet taken a Road 1 class, we will offer them a class before their ride leader week."

Plans for use of the Cassadaga Hotel as lodging headquarters for the program were confirmed in June when new owners of the hotel backed the existing arrangement worked out by FBA and former owners to house cyclists there.

Lake Helen resident Mike Woods became the second to volunteer to host a social occasion during tour weeks.

Woods, who is transportation coordinator for the Lake-Sumter MPO, spoke about hosting an evening barbecue at his woodland home.

An earlier offer, already accepted, has come from the owner of a lakefront Arts-and-Crafts era home.

Other evening occasions will take place at the Ann Stevens House Bed & Breakfast and



at the Cassadaga Hotel, which plans to re-open its dining room to full public use.

The June meeting of the FDABC steering group set all-inclusive touring rates at \$745 per person double occupancy and \$845 single. This was a drop of \$150 in each category from earlier projections.

Moore and this writer presented the FDABC story at a recent meeting of the East Central Florida Regional Greenways and Trails Work Group. Next meeting of the steering committee will take place 9 a.m. July 26 at Lake Helen City Hall.



for the Lake Helen-based program. That city is a partner with FBA and the River of Lakes Heritage Corridor in the program.

Hayworth Creative is handling the campaign on behalf of the River of Lakes Heritage Corridor.



### Florida Discovery Bicycling Center Tour Guide Training

If you are interested in becoming a tour guide for the newly created FDABC, contact Lyndy Moore ([fdabc@earthlink.net](mailto:fdabc@earthlink.net)) to sign up for a training session.

Once trained, tour guides will ride along with touring cyclists on their daily journeys. To ensure that all guides represent FBA and promote the same ideals, all will be trained in Lake Helen during one of the scheduled monthly training sessions. The first session is August 26, 2006.

The training will include presentations from Lake Helen Mayor Mark Shuttleworth, writer and cyclist Herb Hiller, West Volusia Tourism Advertising Authority Executive Director Renee Tellevast, FDOT District 5 Bike Ped Coordinator Joan Carter and others to provide area advice and information to share with the cyclists.

League Cycling Instructors will conduct the safety portions of the training as well as be the tour guides as the trainees travel from site to site for their training. Each presenter will be at a different location and we'll pedal to them to spend a few minutes gaining information and then pedal to our next destination. Basically, we'll have a moving training session.



Advocating a  
bicycle-friendly Florida

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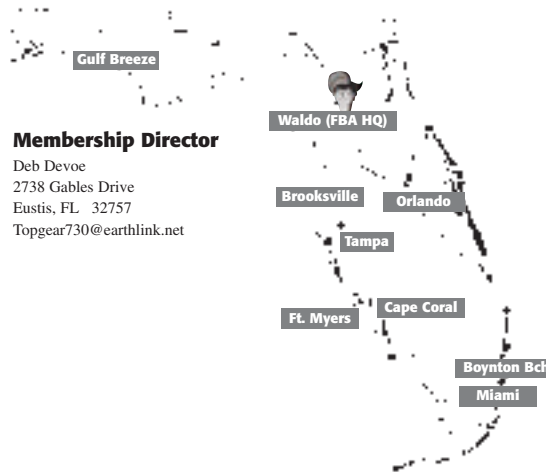
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Use the application form on the last page. Suggested contributions (tax deductible):

Individual	\$25
Family	\$35
Student/living lightly	\$15
Bicycle Club	\$100
Corporate/Agency	\$100

Higher donations are greatly appreciated!

#### Make check payable and mail to:

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P.O. Box 718  
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Bronze Pedals (\$50-\$99)

Membership in FBA includes a subscription to the *Florida Bicycle Association Messenger*.



President's message...

## Learning to share

Mighk Wilson

A Mr. Jake Lancaster recently sent an e-mail to FBA's new Share the Road Website ([www.sharetheroad.org](http://www.sharetheroad.org)) arguing that bicyclists and motorists sharing roadways is the dumbest idea in all of recorded history.

I'd originally assumed that he didn't want to share as a motorist, but his reply to mine showed that his concern came as much from his experience as a bicyclist.

Here are some excerpts.

*"Bikes not riding in the same space with cars has to do with people not getting killed. It doesn't have anything to do with not being willing to share. For your information, my daughter was almost killed riding her bike, legally, in the so-called bike lane, after she was hit from behind from a minivan. She will never ride in the road again, and neither will I. I repeat; it is the stupidest idea of all time."*

It's certainly understandable for such an event to strongly color one's perspective.

Most people do not have access to sound data on how bicyclist/motorist crashes are most likely to occur, and many of those who do get to hear the truth will still put more faith in their emotions.

I can't fault them, it's just human nature and how we (most of us anyway) were taught.

*"By the way, I am an avid bicyclist, too. But I only ride where there is a bike path, clearly out of the way of cars. As you probably know, since you no doubt are one of them, the spandex/bike helmet crowd are among the most arrogant humans on the planet. Why don't you share the bike path with skaters, joggers, etc? Oh, that would be terrible wouldn't it?"*

*It might mean you would have to slow down every now and then, or pass somebody. Instead, you insist on riding in the road, slowing down traffic constantly. Who's really not willing to share? Cyclists!"*

Ouch! There are some kernels of truth in that paragraph. We all know of groups that give roadway sharing a bad name, and we also know how frustrating it is to have to

ride slow on a shared use path (about as frustrating as it is to wait to pass a cyclist when we ourselves drive cars).

*"I'll tell you when it makes sense to bike in the same lane as a car — when you can pedal your bike at the same speed as the cars go. Since bikers average about 15 MPH, that means you should rarely, if ever, be in the road with cars. I'm not talking about what is legal. I'm talking about common sense. Lots of things are legal that are stupid ideas."*

But Mr. Lancaster's base assumption is the key problem here: that bicyclists get run over because they're generally slower than motorists.

Of course this ignores the fact that motorcycling is many times more dangerous than bicycling even though motorcyclists have no trouble keeping up with other vehicles.

This assumption might also lead us to believe that crossing the street as a pedestrian should also be illegal, since it results in far more deaths than cycling legally on roadways.

He clearly supports the cyclist's need and right to get around on public rights-of-way, but believes that the most responsible thing to do is to stay off the roadway and keep to sidewalks and "bike paths," not because cyclists are "in the way," or "don't pay gas taxes," or "don't have driver's licenses," or any other such specious argument, but because it's just not safe.

I agree that road users should choose the safest means possible for getting around.

One might reasonably argue that one shouldn't feel compelled to share space with someone who is not behaving in a reasonably safe manner.

A motorist might not suffer severe consequences in the event of a crash with a cyclist, but it still poses a negative impact that the driver should not have to suffer if he's innocent.

So what's the safest?

On a per-hour of exposure basis, cycling is about half as risky as being a driver or passenger in a motor vehicle, and cycling on roadways is about one-fifth as risky as cycling on sidewalks.

It all comes down to this: Since bicycling legally on roadways is clearly safer than bicycling on sidewalks, motorists have the responsibility to share, and cyclists have the responsibility of making sharing work better, as long as they don't compromise their safety or mobility.

And by the same reasoning, pedestrians are justified in not wanting to share the sidewalks with cyclists.

In order for the Share the Road message to be perceived as legitimate, legal roadway cycling must be understood to be the safest form of cycling. As cyclists we have the strongest say in how cycling is perceived.

If we say legal roadway cycling is dangerous, motorists will agree and see Share the Road as an absurd campaign.

If we say roadway cycling is the safest form of cycling, then discussion begins and we can make our case that our claim is true.

The success of Share the Road depends first-and-foremost on us.

## Executive Director's report...

### Summer vacation?

For many, summer is a time to kick back and enjoy extended daylight hours. For FBA, it means law enforcement and judicial conferences, attending events and finalizing 2006 Florida Department of Transportation Safety Grant programs.

This month, we go into production of the **Group Riding Behavior** public service announcements to be accompanied by print media.

The purpose of this program is to address a growing problem regarding bicyclists who abuse their rights to the road when riding in groups.

Eight 30-second television and radio commercials addressing ethics and issues involved with group riding will be produced or used as a 4-minute stand-alone package.

These materials will be marketed to event directors, bike clubs, bicycle/pedestrian coordinators, metropolitan planning organizations (MPOs) and anyone interested in promoting positive and safe group riding behavior.

Topics to be covered include:

- Bike Laws
- Bicyclists and Pedestrians
- Help Keep Traffic Flowing
- Group Riding Public Perception I
- Group Riding Public Perception II

- Pacelines
- Follow the Leader - Signs and Signals
- Taking the Lane

**The Florida Pedestrian Law Enforcement Guide**, similar to the bicycle guide we already publish, will be integrated with the bicycle guide into one handy publication for law enforcement and the general public.

Pedestrian fatalities and injuries continue to climb and many people do not understand the laws associated with yielding at crosswalks.

This dual purpose reference guide will educate motorists, bicyclists and pedestrians on Florida's traffic laws and we hope will reduce injuries and fatalities as our state continues to grow.

**The Middle School Bicycle Helmet Program** will be introduced into six to eight schools in August and September. A similar program is currently being developed for elementary schools by Drs. Ron Van Houten and Louie Malenfant, authors of the middle school program.

The main difference between the two programs other than the age group is the use of student patrols to encourage fellow students to obey the bicycle helmet law.

Curriculum development director George Martin is putting the final touches on the **Bicycle Law Enforcement Program**. This formal training program to be piloted in Palm Beach County will foster effective and consistent law enforcement and education concerning the laws associated with bicycling in Palm Beach County. Upon completion of the curriculum, the second phase will be program/video/Website development to be accomplished in the next grant year.

The program will be an interactive DVD and web-based program that will give law enforcement officials the tools they need to implement training for their officers and conduct effective education and enforcement operations.

**The Law Enforcement Planning Council**, an organization representing law enforcement professionals from 26 municipalities in Palm Beach County, is reviewing each aspect of the program to ensure it meets their needs and expectations. When the pilot is successful in Palm Beach County, it will be made available to other counties, and ultimately incorporated in the formal training program of the police academies.

Materials developed will be easily adaptable to training programs for bicyclists, pedestrians and motorists. This program will

Laura Hallam



be coordinated with existing training programs to magnify the effectiveness of those educational programs.

Every year, FBA submits a concept paper to the Florida Department of Transportation Safety office to request funds for the following grant year (10/1-9/30). Papers are submitted 3/31 for review and grantees are generally notified in July regarding the status of their requests. The grant year begins October 1.

FBA has been very successful over the years in securing these state funds to administer bicycle and pedestrian programs.

The budget for the 2007 concept paper is \$298,000. Combined with an agency match of \$38,000, the total budget for grant related programs is \$336,000.

The concept paper includes the following new and continued programs:

Please see **Executive**, page 4

## Executive Director's report

*continued from previous page*

- ❑ Media production of the bicycle law enforcement training program detailed above.
- ❑ Middle and Elementary School Bicycle Helmet Program in 8 to 10 schools.
- ❑ Development of basic bicycle information for entry level riders including charity ride participants who are often novice riders, and beginning walkers video to encourage more people to get active.
  - Topics would include: how to ride correctly, types of bikes, fit, and physical fitness; family riding, senior riding, children and trailers, tag-alongs and tandems; rules of the road; common mistakes; road analysis (understanding risks), trail analysis, basic searching skills (pedestrians), pedestrian and bicyclist laws and how they apply to sharing the road.
- ❑ Public awareness campaign to promote FDOT and FBA statewide to include press releases, video news releases, and press gatherings to build and expand support, services and funding sources for FBA.
- ❑ Other traffic safety education programs will be continued to educate bicyclists, pedestrians and motorists using videos, pub-

lications and curriculum developed by FBA, League of American Bicyclists and Florida Traffic & Bicycle Safety Education Program.

- ❑ FBA fulfills a statewide communication link via the quarterly newsletter, electronic newsletter, and three Websites. The distribution of traffic safety literature will continue via attendance at special events and through direct mail campaigns to bike clubs and shops.
- ❑ Not all programs are funded by FDOT revenue. Proceeds from the Share the Road specialty license plate, membership, other grants, corporations and private donors support programs like the Florida Discovery Bicycling Center, Pro Bike®/Pro Walk Florida conference, Florida Bicycling Street Smarts booklets and traffic safety speakers and instructors.

Thank you for your continued support of our association. You are helping FBA improve the bicycling conditions in Florida. Every voice counts toward making Florida a bicycle-friendly place to live, work and play. Your membership makes us stronger.

## Pro Bike®/Pro Walk Florida Recap

by Lyndy Moore, Program Director

Feedback continues to be provided about the conference and so far all of it is good.

We had quite the host site at the beautiful Casa Monica Hotel in downtown Saint Augustine. After an enlightening opening session with Mark Fenton (<http://www.pbs.org/americaswalking/series/host.html>), the conference broke into four sessions per hour with speakers from all over the country.

Topics for the three days covered everything from roadway design, traffic calming, trails, landscape architecture, bike and ped issues, safety sessions, helmet usage, law enforcement models and more.

The teamwork, networking and ideas shared during these four days were truly incredible.

Many of the session presentations can be found on the conference Website.

Plans are in the works now for the 2007 conference, which most likely will be held in either Orlando or St Petersburg in late August or early June. More details will be provided as soon as conference space is finalized.

If you know of a group that should participate in the conference, please let us know so that we can add them to the notifications when the details are released.



Thanks to all the sponsors, vendors, speakers and organizers for their support and assistance.

A special thanks to FBA Vice President Dan Moser for his assistance with all the equipment, as well as to Melissa Scott and Robin Turner for being the ever dependable registration helpers and taking care of so many details.

This conference is a great partnership for FBA with FDOT, Office of Greenways and Trails (DEP) and VISIT FLORIDA.

## News to note

### Court says FDOT must document its A1A bike lane decisions

Ruling on a suit filed in Leon County Circuit Court, Judge Terry Lewis said that the Florida Department of Transportation must execute and file formal documentation on its decisions on whether to include adequate bike lanes on SR A1A in Palm Beach County.

The suit was filed by the Boca Raton Bicycle Club, the League of American Bicyclists and Highland Beach bicyclist Bruce Rosenzweig.

*In the Spring 2006 Messenger we mistakenly listed the West Palm Beach Bicycle Club as a party to the suit. We apologize for that error.*

According to a June 17 e-mail from SAFE chairman Jim Smith to FBA's Topica Discussion list [see page 2 for how to subscribe] FDOT has not answered the fundamental questions addressed in the lawsuit.

Smith's sentiment was echoed by attorney for the plaintiffs, Lawrence Silverman, in a Palm Beach Post story by Chuck McGinness. "We have no better idea of what we think their justification is" said Silverman.

According to FDOT the 5-foot bike lanes designated in their own standards for resurfacing projects would up the price by \$50 million and destroy some existing landscaping features.

Bicycle advocates argue that many of these "features" are private homeowner landscaping projects that intrude on the public right-of-way.

Residents of several of the cities along the disputed route have started a fund to pay for adequate representation of their side in the

upcoming meeting with FDOT. By the time you read this much will have changed.

### Florida Vehicle Code change to require 3-ft minimum safe passing distance language

Governor Bush on June 22 signed House Bill 7079 to incorporate language into Section 316.083 of the Florida Statutes designating minimum safe passing distance for overtaking vehicles.

The last-minute resolution was adopted as an amendment to the Senate bill sent to the Florida House of Representatives.

Miami area cyclists had recommended the amendment to District 39 Senator Larcenia Bullard (D) in response to recent area crashes. Senator Bullard, although not a cyclist, brought the amendment to the Senate floor.

The wording is "The driver of a vehicle overtaking a bicycle or other nonmotorized vehicle must pass the bicycle or other nonmotorized vehicle at a safe distance of not less than 3 feet between the vehicle and the bicycle or other nonmotorized vehicle."

Two other states, Arizona and Wisconsin, have similar legislation.

The language is effective October 1.

### MapMuse has nationwide list of bike clubs on Website

MapMuse.com has an interactive nationwide map of cycling clubs on its Website. The direct link to the page is [http://find.map-muse.com/re1/interest.php?brandID=BIKE\\_CLUBS](http://find.map-muse.com/re1/interest.php?brandID=BIKE_CLUBS). Club administrators can add their club to the list by following online instructions at the Website.

### FDOT to consider multi-use trail in US Hwy 17 widening effort

The Office of Greenways and Trails (OGT) recently contacted FDOT to recommend consideration of a multi-use, paved trail as part of the effort to widen US 17 between DeLeon Springs and Highway 40 in Volusia County.

This segment of US 17 coincides with a planned trail corridor that will ultimately link the Orlando area to Palatka, both of which are growing hubs for trails.

Specifically, this trail segment would be the southern portion of the proposed DeLeon Springs to East Palatka trail corridor, which will connect Volusia County's Spring to Spring Trail to Palatka in Putnam County.

This proposed trail segment also lies within a much larger network of existing and proposed trails that will link communities throughout Florida.

Within two weeks FDOT responded with good news regarding this project which includes four 12-foot lanes separated by a 40-foot median and a 5-foot shoulder on the outside travel lanes.

FDOT has directed its consultant for this project to include a reference to a proposed trail potentially along CR 3 as the optimal facility for bicyclists and pedestrians.

The corridor offers a scenic view, away from high speed traffic and numerous large trucks.

The CR 3 trail is under consideration by the Volusia MPO and has been ranked as a priority by the MPO. As part of the Project Development and Environment (PD&E) Study process, a recommendation concerning the multi-use trail has been acknowledged.

FDOT will partner with Volusia County, the Volusia County MPO, the St. Johns River Alliance, OGT, the West Volusia Tourism Advertising Authority and others working within the corridor.

For more information and updates on this project, contact Jim Wood, Assistant Director, FDEP/Office of Greenways & Trails, 850-245-2052.

### Safe Routes to School multimodal report examines school siting

The Florida Department of Transportation has released a report that examines the relationship between multimodal transportation planning, school siting, and Florida's Safe Routes to School Program in order to identify ways to help meet the requirements of Florida's Safe Routes to School legislation and associated legislation.

The report explores various aspects of school transportation as they relate to the safe movement of children to school and the establishment of multimodal transportation districts.

The report offers guidance for legislative and policy development in Florida, based upon best practices within Florida and throughout the country.

To view or print a copy of the report, visit [http://trb.org/news/blurb\\_detail.asp?id=6430](http://trb.org/news/blurb_detail.asp?id=6430) Or get in touch with Martin Gutenplan, AICP, Transportation Planner, FDOT Systems Planning Office, 605 Suwannee St., Tallahassee, FL 32399, 850-414-4906.

# FBA annual awards note contributions by individuals and organizations

*Last issue we gave you the list of 2005 awardees recognized during the Pro Bike®/Pro Walk Florida conference sponsored by Florida Department of Transportation and coordinated by FBA in collaboration with other agencies and sponsors involved with bicycle and pedestrian issues.*

*Here they are again with reasons why FBA felt they were tops in 2005.*

## **Bicycle/Pedestrian Advisory Committee (BPAC): Bay County Bicycle Pedestrian Advisory Committee ~ Keith Bryant, Chair**

As one of the most active Bicycle/Pedestrian Advisory Committees (BPAC) in the panhandle, Bay County has been proactive in getting projects built. They are very active with the Bay County Community Traffic Safety Team and regularly promote bike month during the month of May with special events.

Chair Keith Bryant has championed efforts to build bike lanes on Thomas Drive, a major thoroughfare that connects US 98 to the beaches. This roadway runs past a Navy base and is used frequently for training by Navy Seals among other users. Keith has been very helpful in working with the Department of Transportation and county projects.

## **Road Club: Village Cycling Association ~ Russ Buchanan and Jim Mount, Co-Leaders**

The Village Cycling Association was formed in the late '90s to promote cycling in Florida's largest and oldest planned adults-only community. With a membership of over 400, the club has comprehensive education programs, marvelous mentor programs for new riders and is very socially oriented with almost all rides beginning or ending at restaurants and coffee shops.

The mission of the club is to make the residents young again and the bicycle is the best tool in regaining youth they've found. Co-founders Russ Buchanan and Jim Mount have worked tirelessly to get more people on bikes more often and it is working. The club is now the model for senior cycling in the state and it is well deserved.

The club was recently featured in an FBA Older Adult Activity video to encourage seniors to get active through bicycling and walking. A second club was recently formed to accommodate the rapid growth of senior bicyclists living in The Villages and Lady Lake area.

**Off-road Club: Ocala Mountain Bike Association ~ Renee Blaney, President** John Brigan, Renee Blaney and other members of the Ocala Mountain Bike Association, with the help of Mickey Thomason, have greatly improved an existing great off-road trail system at the Cross Florida Greenway Santos trailhead, south of Ocala.

The Santos trail system has been known throughout Florida as a great place to mountain bike. Recently, with the help of the International Mountain Bike Association (IMBA), OMBA and the Office of Greenways and Trails, they have completed

substantial modifications to the trail system for all types of off-road riders including free-riders, cross country and family riding areas.

These efforts have elevated the Santos trails to one of the premier off-road riding places in the southeastern US. You can check out more great efforts of the OMBA via their Website at [www.omba.org](http://www.omba.org).

## **Educator/Regional Trainer: Mary Anne Koos, FDOT District 3**

Since the early '80s Mary Anne Koos has been leading Florida in a two-wheeled direction. Mary Anne began her career as the bicycle coordinator with the City of Gainesville. She then worked with the Genesis Group designing greenways and trails, mastering the four Es of education, encouragement, enforcement and engineering.

Mary Anne is now with the Florida Department of Transportation (FDOT) overseeing some of the most quickly developing areas of the state and making certain that the bicycle is a welcomed vehicle.

## **Education Program: Michael Frederick ~ City of St. Petersburg**

Michael Frederick has gone beyond his limits to improve the education and enforcement efforts in the City of St. Petersburg. He's implementing outrageously well designed pedestrian signals and leading St. Petersburg to the forefront of both bike and pedestrian design.

Originally from Canada, Michael and his family love being a part of making St. Petersburg the most bike and pedestrian friendly large city in Florida and perhaps the entire nation. Projects include Courtesy Promotes Safety, a pedestrian and driver education program that brings humanity into the equation.

The St. Petersburg comprehensive trail system is currently underway to assure that every resident has safe choices as to how they get around.

## **Enforcement Program: Sheriff Jeffrey Dawsy ~ Citrus County Sheriff's Office**

When it comes to the safety of Citrus County's children, Sheriff Jeff Dawsy takes a decidedly proactive approach and raises the bar for his agency's personnel. In the past, Citrus County's Bicycle Safety Education program was funded by the Florida Department of Transportation under the direction of the Citrus County Health Department.

With the three-year grant funding due to end on September 30, 2004, Sheriff Dawsy was informed that the program might not be continued under the Health Department because of budget cuts.

Sheriff Dawsy was instrumental in finding the necessary funding within his own agency, and the Bicycle Safety Education program was officially transferred to the Citrus County Sheriff's Office on October 1, 2004.

Under the Sheriff's Office, the Bicycle Safety Education program has been able to expand its school-based initiative by getting into Citrus County private schools that previously had not participated. Beyond that,



*FBA's Board of Directors and staff are (back row, l. to r.) George Martin, FBA Curriculum Development; David Henderson, Board Secretary; Laura Hallam, FBA Executive Director; Dan Moser, Board Vice President; Lyndy Moore, FBA Program Director. (front row, l. to r.) Board member Carol Pulley; Steve Diaz, Board Treasurer; Board member Don Braverman; and Board president Mighk Wilson. Missing from this picture is past president Tina Russo.*

the program has been embraced by some of the home-schooled sector.

To further enhance the program, the Sheriff's Office purchased a number of small tricycles so that essentially all children could now participate. Citrus County officials originally elected to opt out of the Florida bicycle helmet law, but just recently voted to rescind that option.

By doing so, Citrus County joins the majority of Florida counties in enforcing mandatory helmet use by bicyclists and bicycle passengers under 16 years of age. Helmet compliance in Citrus County is on the increase, and educating young riders as well as parents is key. In addition to school-based bicycle safety programs, Sheriff Dawsy's ongoing community-based events help reinforce the importance of wearing a helmet while riding.

Bicycle safety certainly has become more visible since the program moved under the Sheriff's Office. Sheriff Dawsy's commitment to the safety and protection of Citrus County's youth is evident in his Bicycle Safety Education program.

## **Enforcement Program: Chief Clay Walker ~ Manalapan Police Department**

Chief Clay Walker was the inspiration for the Bicycle Law Enforcement Training Program. He recognized the problems from the perspective of the police officer, the cyclist and the motorist. He understands the critical role of the officers in the education and enforcement components of bicycle law enforcement.

As Chair of the Law Enforcement Planning Council (LEPC), Chief Walker initiated contact between the cycling community and the Council, and generated the support to initiate the request to the Florida Bicycle Association to develop a program to address the problems. He has encouraged the LEPC to embrace the concept of a base

level of training for all county officers followed by strict enforcement and education administered in a consistent and coordinated campaign throughout the county.

Chief Walker has been the head of the Working Group for LEPC and has spent countless hours to insure the success of the program. He has recommended a two-day class for training officers so they will be on-scene "experts" to advise and conduct enforcement and educational operations.

Chief Walker's understanding of the problems, the training environment, and the law enforcement profession at the highest levels has given the program an excellent base to build upon.

Because of his innovation and guidance, program development has begun and will result in availability to all law enforcement officers throughout the state by the end of 2007, which will be a major step forward in making the roadways safer and friendlier places to drive, walk and cycle.

## **Supporting Agency: Pat Pieratte, FDOT Safety Office**

Pat Pieratte has spent the past 20 years working with the State FDOT Safety Office, Bicycle/Pedestrian Program, as its "institutional memory" and for the careful shepherding and distribution of the 402 program funds. It has fostered many wonderful efforts in the state of Florida that have led to "cutting edge" programs and projects, and have saved countless lives.

Working with the bureaucracy is a constant challenge, but Pat has continued by getting beyond the frustrations and giving her all to make Florida a safer and better place for bicyclists and pedestrians.

*Please see Awards, page 7*

## Health Matters...

**Beat the heat!**

by Marilyn T. Brady, RN

Responsible hydration cannot be emphasized enough. Your body needs water almost as much as it needs oxygen.

Making hydration part of one's daily regimen and an integral part of one's chosen sport is paramount for healthy living—children and adults alike.

During infancy and the toddler years, fluid intake or lack thereof, is very tenuous for sweating is diminished early on. As young amateur and professional athletes push almost beyond the body's limit, serious implications of fluid balance lurk.

As one approaches middle age, the body's tolerance to high temperature is less efficient. As one approaches later years, the thirst mechanism is not as efficient as at younger ages.

Hydration is defined as the process of providing adequate amounts of liquid to

bodily tissues. By the same token, dehydration is defined as excessive loss of water. It can be brought on by the flu, gastroenteritis, intense sporting events, or just not drinking enough water or eating foods with high water content.

It is common knowledge today that the majority of North America is dehydrated. This in itself is quite alarming since we now recognize the crucial role water plays in our daily life such as:

- regulating temperature
  - detoxifying our body
  - feeding our brain, "the think tank"
  - carrying nutrients and oxygen to muscles and vital organs
  - lubricating joints
  - increasing energy levels
- It's hard to imagine one's body being 60-

70% water. If you're a male, you are a bit more watery than your female counterpart because you generally have more muscle mass; and as a female, you generally carry more fat and fat holds very little water.

Knowing the ratio of water in key areas of the body will make it quite apparent as to the significance of hydration:

- Blood-83% water...**a decrease causes the heart to pump harder plus oxygen and vital nutrients are not driven into tissues and organs adequately
- Liver-96% water....**a decrease causes less efficient flushing out of environmental toxins and ingested toxins; free radicals roam
- Bones-22% water....**a decrease lessens the cushioning effect in joints
- Brain-75% water....**a decrease causes dizziness, lethargy, poor concentration, headaches, fainting and even death
- Muscle-75% water....**a decrease can cause muscle fatigue and injury or cramping anywhere from one limb to the entire body

Doesn't it make you wonder why strenuous activities didn't bother you as much when you were in your teens or 20s?

The explanation is that as we get older, in addition to our sense of thirst being diminished, our muscles hold less cellular water with a loss of 10 to 15 percent by age 65.

The influence of medications and the presence of disease are other factors that affect fluid intake and electrolyte balance.

**Athletes**

Of all nutritional concerns for athletes, the most critical is adequate water intake. The athlete's immediate need for water is to control body temperature and to cool working muscles.

Lack of water, above all other nutrients, can hinder performance and lead to serious complications. For example, fluid loss of only 2 to 3 percent of body weight by sweating indicates that your body is not being fueled adequately and performance is impaired.

Fluid losses of 7 to 10 percent of body weight put you in imminent danger of heat stroke and even death.

Whether you're an elite athlete, a weekend warrior, or just an individual who sweats a lot, you need to know that during heavy exertion, your body excretes more fluids than it is able to osmose (take in).

Athletes have been known to sweat liters of fluid in a short period of time but our cells can only absorb about 16-24 ounces an hour or the equivalent of one sports bottle.

That's why we say HYDRATE before events and you must drink every 15-20 minutes during events—even if you're not thirsty.

If you become thirsty, you've waited too long. Some side effects of dehydration can include:

- Fatigue
- Thirst
- Irritability
- general discomfort
- headache
- weakness

- dizziness
- vomiting
- head or neck heat sensations
- nausea
- chills
- cramping
- extremely dry mouth, lips and/or throat
- high heart rate
- clammy skin or dry, sweat-crusted skin
- decrease in performance.

**Is Water Enough?**

It's a start but it will not replace electrolytes lost during a sporting event.

If you chose to hydrate solely with water, it is important to know that serum sodium levels can drop precipitously in a short period of time and cellular edema will ensue.

Most tissues tolerate cellular edema but it is not well tolerated in the rigid confines of the bony cranium. In severe cases, the brains compensatory mechanism is overwhelmed resulting in brainstem herniation and death.

If you are looking for an electrolyte replacement, be selective and use one that will osmose into the tissues rapidly.

Avoid products high in carbohydrates as they produce an insulin spike followed with a "crash" not to mention delayed absorption into the tissues.

For intense events beyond one hour, a drink containing 6 to 10 percent carbohydrate concentration taken every 15-20 minutes can delay the onset of fatigue.

Electrolytes not only prevent dehydration, but are critical to muscle function, nerve conduction, energy production, and heart function.

For the endurance athlete, a major benefit of electrolytes is that not only will they give you a boost of energy but also help prevent muscle cramps.

Remember The danger lies in the fact that you become dehydrated long before you sense the need to drink.

Need an Xtra Edge? LowOz is a tasty and a true Electrolyte Solution that you will "feel in minutes." It satisfies the criteria for intense sporting events and has been used by 20 athletes in the 2006 Winter Olympics.

A clinical trial with LowOz has recently been completed and results will be available after journal publication.

LowOz has been tested at the Ghent University doping control Laboratory in Belgium. This lab, which is accredited by the World Anti-Doping Agency, is among the most prestigious in the world and is frequently relied upon to provide test results to the International Olympic Committee (I.O.C.)

Laura Hallam has made it possible for you to order LowOz, item 21424 by calling 1-800-864-2489 mention account R45790501.....All profits go to the Florida Bicycle Association (FBA) when using this account number

Archived articles include:

- Osteo Essentials ---cartilage rebuilding (item 4057)
- VISUtein® --- pharmaceutical grade eye-sight protection (item 14634) listed in PDR
- Prostate TLC --- (item 18137)
- BiosLife2Natural --- cholesterol reduction (item 6110) listed in PDR

**LowOz**

The  
GOLD STANDARD  
In Sports Hydration

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

Xtra Xtra Xtra Xtra

**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](http://www.anacus.com/bb.html) or [Amazon.com](http://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*.



## FBA Annual awards *continued from page 5*

### **Program: Robin Butler, Seminole County Community Traffic Safety Team ~ Alternative Transportation Education (ATE)**

The Alternative Transportation Education program is a partnership with Seminole County CTST, FBA, METROPLAN ORLANDO and the Florida Safety Council. This curriculum is designed to educate those with suspended licenses about safe alternatives they have for navigating their communities.

Taught by League Cycling Instructors, it covers bicycling, walking, buses and combinations of these modes so individuals can safely get to work and shopping without driving. FBA had the curriculum but was not able to get the "audience" in the classroom.

Robin has a way of making things happen and was able to get Seminole County's Judge Bravo to mandate the course in January 2006. Since that time, 55 people have attended and approximately 40 others have been mandated to take the course.

Feedback has been positive so far and more judges are interested in the program and are coming on board. This program will, it is hoped, be replicated with other partnerships throughout the state.

### **Bicycle Professional: Ken Bryan ~ Rails to Trails Conservancy**

Ken has worked tirelessly to build bicycling into Florida DOT's major planning efforts. These are the Strategic Intermodal System (SIS) and the Florida Transportation Plan (FTP). Ken has analyzed and presented large amounts of data supporting the inclusion of regional and intrastate trail systems in these areas. With the bulk of FDOT funding being funneled into the SIS, it is imperative to bring bicycling to the table with the other modes.

Though Ken has not found all of the answers he is striving for, he has opened a dialogue for future inclusion of these trail systems in the SIS. As a direct result of Ken's efforts, these trail systems have been addressed in the FTP and the recent statewide bicycle facilities study.

In addition, Ken has been a champion for bicyclists with the Florida legislature. Ken has helped draft and find sponsors and support legislation for Safe Routes to School, Conserve by Bike, and a complete statewide bicycle facilities study. If this were not enough, Ken chairs the statewide Florida Greenways and Trails Council.

All of these activities in addition to his duties as the Director of Florida Rails to Trails Conservancy chapter keep him on the go. Somehow, he manages to ride as well.

### **Citizen Bike Advocate: State Representative Anne Gannon**

Representative Gannon took the lead in a legislative environment often hostile to interests pursuing safety measures for bicyclists in the state of Florida. In recognition of her determined and unwavering pursuit for safer conditions for bicyclists, Anne is a worthy recipient of this award.

### **Volunteer: Earle and Lois Richards, FBA, Kissimmee**

Earle and Lois Richards have been dedicated volunteers for the bike community for quite a few years. They have assisted at Bike Florida, both pre-ride and during the ride, with both staffing and activities.

They are actively promoting the Share the Road tag and have been dependable resources for many other statewide bicycling events. Earle has ridden in so many bicycle events, from the 170 mile (in one day) Cross Florida ride to the six-week Bike South 2000 ride, that he is a walking bike ride calendar and can provide information on almost all bike events in this state.

He also has created some catchy rhymes for Burma Shave-style signs to place along bike routes to entertain cyclists as they pedal. Lois deserves an extra award because she is not a cyclist but is always willing to help the cause. As a diabetic, Earle also supports Tour de Cure events.

### **Volunteer: Gary Hoel, OMBA, Leesburg**

Gary Hoel first became involved with the Ocala Mountain Bike Association (OMBA) in the fall of 2004 volunteering to assist with the hurricane clean up efforts for the Santos mountain bike trails. From there, Gary began attending every trail work day that OMBA organized.

Shortly thereafter, he was voted in as an officer of the club. By the end of 2005, Gary had contributed 173 hours toward trail work leading the way for the most hours for the year. In addition to his trail work, Gary has worked as a volunteer at every race and trail event at Santos.

He raises money for the club by collecting donations for parking, working as a trail marshal and helping in race transition areas. Gary also volunteers with races at Razorback in Reddick. Presently, Gary is vice president of OMBA and leads the club's monthly trail work days.

### **Bicycle Friendly Community: Joy Puerta ~ City of Boca Raton**

Boca Raton is committed to making their city a better place to bicycle.

Achievements include a multi-modal Tri Rail Station that is connected by the new T-Rex Trail, an eight foot wide shared use pathway soon to be connected by the extension of the El Rio Trail, a 12-foot wide shared use pathway.

Both trails will directly access the Tri Rail station platforms. Their bicycle suitability map is an excellent graphically oriented representation of the State's bicycle routes and the best streets for bicycling in Boca Raton.

Improved bike trails; a 10 percent increase in bike lanes on arterial roads including A1A and children's safety programs also contributed to the reasons Boca Raton deserves this designation.

Boca Raton is one of three cities in the state of Florida designated by the League of American Bicyclists as a Bicycle Friendly Community, receiving bronze status twice.

### **Trails Manager: Valerie Naylor ~ Office of Greenways and Trails, Sharpes Ferry Office**

The Office of Greenways and Trails hired Valerie about a year ago. During this time,

the Santos bike trails have undergone an amazing transformation. As a reaction to risk management of the bike trails, Valerie worked tirelessly (along with Mickey Thomason, her supervisor) securing IMBA's Trails Solutions Team, hosting the volunteers, and spearheading the huge amount of follow up to IMBA's plan.

It was 24/7 through December and into January. The enormity of this project has been chronicled on the Ocala Mountain Bike Association's Website ([www.omba.org](http://www.omba.org)) and users from as far away as Miami visit the trails every weekend.

On a daily basis, Valerie follows up with the logistics of managing multiple user groups at Santos—horse versus biker versus hiker. She helped develop an entire section of Santos a few years ago that takes full advantage of the unique landscape.

On weekends she is shoulder to shoulder with the club's volunteers and installed a new "yellow" trail that is wonderful and diverts beginner riders from the more risky "reds." Before coming to Ocala, Valerie worked with another terrific off-road club—SWAMP—to help build Alafia trails. Valerie and Mickey have Santos on the cutting edge of trail development and user management.

### **Share the Road Tag Sales: Honorable Dennis Hollingsworth, St. Johns County Tax Collector**

**Share the Road Tag Promotions: Honorable Suzanne Johnston, Flagler County Tax Collector**  
Share the Road Tag awards are presented to the county tax collector boasting the top sales per capita and for promotional efforts.

### **Special Recognition: Mark Shuttleworth, Mayor ~ City of Lake Helen**

Not only is Mayor Shuttleworth an enthusiastic supporter of cycling, as evidenced by his involvement in the Florida Discovery Bicycling Center but he continues to be a stellar example of what a public official should be.

Mayor Shuttleworth keeps the interests of his constituents paramount while at the same time he reaches out to and cooperates with the residents of nearby jurisdictions for the betterment of all. He follows his principles rather than politics.

In the face of unrelenting pressure from special interests and neighboring communities, he continues to stand for appropriate development, opposes sprawl, and represents the viewpoint that bigger is not necessarily better.

His efforts will lead to safer, more accessible bicycling in West Volusia County.

### **Special Recognition: Randall Williams, FBA, Oviedo**

### **Special Recognition: George Martin, FBA, Jupiter**

As former FBA Board members, both individuals were recognized at the 2005 Gainesville Cycling Festival/Share the Road Rally in October for their many years of service to the Florida Bicycle Association.

## Letters to FBA

*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. It goes without saying—but we'll say it anyway—that the opinions offered here do not necessarily reflect those of the Florida Bicycle Association, its officers, staff, board of directors or FBA Messenger editors.*

### **Re: National Risk Analysis Rates (Spring 2006 issue)**

Congratulations again to Mighk Wilson. His article on risk analysis was one of the most lucid I've read on the safety of cycling.

Supported by evidence from a Dutch study conducted some time ago, I've been telling my patients that "helmet or no helmet, cyclists live longer on average than non-cyclists." I'm pleased to see that message reinforced in your publication.

Tom DeMarco, MD  
Whistler, BC Canada

## CYCLING LEGEND PASSES ON

Bob Husky, founder of the West Palm Beach Bicycle Club in 1963, passed away on Tuesday, June 27. He was 90. Bob also was the instigator of the club's Cross Florida Tour, a stage race across Florida from West Palm Beach to Fort Myers/Punta Gorda. That event ran for almost 20 years. A dedicated cyclist, Bob and his wife Ruth traveled the country in the summers, visiting various bicycle rallies. Even after he had to give up cycling 10 years ago, they continued these travels for another five years just to see their friends. After Bob retired as a newspaperman, he opened a bicycle shop. He was always a great asset to the sport of cycling.

## 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](http://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.

# Cyclists Win Central Florida May Bike Month Commuter Challenge

*To demonstrate bicycles are a viable alternate method of transportation, a commuter challenge was held between bicyclists and a motorist on a morning commute.*

The contest was part of Bike Month, an annual Central Florida celebration of bicycling coordinated by METROPLAN ORLANDO.

Two cyclists, Wendy Chioji, WESH 2 News anchor, and Tom Bargnesi, Florida Freewheelers bicycle club vice president, left Lake Lily Park in Maitland at the same time as motorist Fred Mays of METROPLAN ORLANDO.

The participants were allowed to select any route to get to the finish line at Orlando City Hall, but were required to obey posted speed limits, stop signs and traffic signals.

In the challenge, the cyclists beat the motorist to the finish line by five minutes, illustrating that cycling is a reasonable trans-



(From L to R): Motorist Fred Mays talks with cyclists Wendy Chioji and Tom Bargnesi after the car vs. bicycle challenge commute from Maitland to Downtown Orlando.

portation option to driving.

Besides saving at the pump, cyclists also benefit from improved fitness and higher work productivity.

Taking alternate modes of transportation—whether it's cycling, walking, riding the bus or carpooling—can help decrease congestion and help clean the air.

## Florida City and County Management Assoc. president 'rides the ride' to get the message out

by Lisa Garcia, Ron Sachs Communications, Tallahassee

It's all in a day's . . . ride?

William R. Whitson, assistant city manager of Port Orange, often rides hundreds of miles a week on his bicycle for exercise. As president of the Florida City and County Management Association (FCCMA), he chose to make a personal commitment of time and energy to bring an important message to many Floridians.

To promote the profession of city and county managers and its many benefits to Florida's local governments, Whitson rode from Pensacola to Key West. He left on his "Tour de Florida" on December 27, and was scheduled to reach the "Southernmost Point" buoy on U.S. 1 on January 12.

Riding an average of 80 miles per day, he stayed in campgrounds at night, accompanied by friends and colleagues who volunteered to be part of the odyssey. Many FCCMA members also helped to plan events during the "Tour de Florida" and hosted rest and meal breaks for Whitson.

The idea for the ride came from Whitson's desire to engage Floridians in a dialogue about the role of professional city and county management—how professionalism, a commitment to ethics and experience in these important positions make a difference for local governments. This dialogue is one of his top goals for his year as president, along with helping to develop the next generation of public managers.

Whitson also hopes that the FCCMA will find a university partner to create a "Center of Excellence for Local Government Management" in which local governments can sustain a forum for issues facing public-

sector managers in Florida.

Many FCCMA members have achieved a designation of "credentialed manager" through the International City/County Management Association, and Whitson encouraged members to participate in this important credentialing process during his journey.

The fourth purpose of the ride was to raise financial support for the Florida City and County Management Foundation, which was created by the FCCMA to serve as its educational, outreach and training entity. The foundation has a charitable 501(c)3 designation from the IRS. Supporters provided checks along the ride, with a few pledging an amount based upon the miles covered.

In discussing his reasons for the ride, Whitson commented that "this ride is an example of the commitment that we as city and county managers make to our communities. It's an investment in our cities and counties that provides an opportunity for government leaders to maintain their skills for delivering the highest and most ethical quality of public service." He added that the exercise has been a great bonus, and that the trip allowed him to see parts of Florida he had not previously visited.

Whitson also has been very active in helping cities and counties match resources for disaster recovery, and he personally made several trips with fellow FCCMA members, along with officials from other cities and counties across Florida, to Mississippi to provide assistance after Hurricane Katrina. During Whitson's recent bike journey, many local government officials and employees

shared hurricane-recovery stories with him. The FCCMA was created in 1946 and is celebrating its 60th anniversary this year.

Members include city and county managers, their management and professional staff, and those interested in the profession (including students, professors, retired members and corporate members).

## Happy Father's Day

by Michael Levin

My dad was the one who bought me my first "real" bicycle; that's something many of us can relate to. To him, a bike was a thing of beauty; a work of art. He instilled in me a deep appreciation of cycling; a gift that stays with me to this day.

I grew up in a very small town in Connecticut, where bike riding was not just entertainment and exercise, but also essential transportation. Dad used to send us out on rides to the next town over—25-30 mile roundtrips on Saturday mornings; Mom would pack the sandwiches for me and my friends.

As I grew older and began to drive a car, my father continued proudly to wheel in new bicycles for my birthday and holidays. One year, when he wanted me to "show him what I was made of," he scheduled me for my first endurance ride, a month long circle around New England.

Both my parents were extremely supportive of my local involvement with Team in

### Share the Path Etiquette for All Users

Some of us ride paths to work. Some to shop by bike. Sometimes we ride paths just for fun. Here are some simple pointers to help you share paths with others:

1) **Use Open Paths Only** - Paths and back country trails may be closed for a variety of reasons. Path users should respect closures and avoid trespassing.

2) **Leave No Trace** - Be sensitive to the dirt beneath you. Recognize different types of soils and path construction. Wet and muddy paths are more vulnerable.

3) **Always Yield Path** - Yielding means to slow down, establish communication, be prepared to stop if necessary and then pass safely. Bikes yield to others.

4) **Never Scare Animals** - All animals are startled by an unannounced approach, a sudden movement, or a loud noise. This can be dangerous for you, others and the animals.

5) **Plan Ahead** - Know your equipment, your ability, and the area in which you are riding - prepare accordingly. On back country trails, be self-sufficient at all times. Bring enough water and food. Bring a first aid kit and a cell phone.

6) **Educate Others** - Talk respectfully with other path users about proper path etiquette, especially new users. Offer to accompany new users out on the path.

7) **Maintain Paths** - Find a local path maintenance club by contacting city officials and land managers where you ride. Spend a day or more each season giving back to the paths you already enjoy.

Training, and helped me with my fundraising projects. They were thrilled when I told them of my plans to continue my involvement with the TNT program, and to become a certified coach in the future, which I have done.

There will be no Father's Day gifts this year. My dad succumbed to brain cancer last June; my stepmom passed away just months before him, another victim of cancer.

Following their guidance and lessons, I established a charitable project in their honor with the Lance Armstrong Foundation as a tribute to both of their memories.

Their Web page can be viewed at: [www.livestrongchallenge.org/06PA/levin](http://www.livestrongchallenge.org/06PA/levin)

It is my humble hope that friends, family and members of the cycling community will see the importance of this cause and get involved.



Youth Profiles...

# Brendon Parsons

By Lyndy Moore

Recent Wellington High School honors grad Brendon Parsons has a such a passion for the environment and bicycling that he won't be reading this article about himself for at least another month.

He headed for the great northwest after his May graduation to participate in an Outward Bound Expedition.

After paddling a kayak in Puget Sound for 11 days, the group backpacked through the Sawtooth Wilderness for an equal amount of time.

The last day of the expedition found Brendon flying from Seattle, Washington to Great Falls, Montana for a self supported bicycle tour along the Lewis and Clark historical route.

The Adventure Cycling tour group will cover 1,163 miles during the 30 days as they average 51 miles per day toward their destination of Portland, Oregon.

When home, Brendon rides an average of 120 miles per week, commuting 14 miles to and from work at Greenberry's Coffee & Tea Co. in Wellington.

His dedication comes from a love of the environment and concern about the effects of automobile emissions. He even has a business biking people around.

His strong passion for the environment is why he rides his bike rather than drives a car. He encourages others to ride bikes to reduce traffic as well.

He attends local policy hearings on bicycle lanes and traffic control and advises first-time bicycle commuters about equipment choices.

He belongs to the Environmental Defense Fund, the World Wildlife Federations Sierra Club and now, thanks to a graduation gift from FBA and West Palm Beach Bike Club member Linda Leeds, he is a member of the Florida Bicycle Association.

Brendon will major in biochemistry at Harriet L. Wilkes Honors College at Florida Atlantic University. I'm sure we'll see and hear many great things about and from Brendon.



Members of the Lake County Police Athletic League bicycle team (top) show their team spirit. For their participation in the Officer Down Memorial Ride a subset of the team (bottom) sport well-earned trophies.

## Lake County PAL bike team

by Lyndy Moore & Lake County Deputy Tom Brown

This year's Officer Down Memorial Ride, held on April 9, was part of the Bike Across Florida event. The weekend began with event check-in and dinner in Titusville.

As FBA advisory board member and police officer Paul Casazza and I passed out FBA Law Enforcement materials, I noticed a few youth filled tables.

While at the FBA booth, I learned from LCSO Deputy Tom Brown that they were part of the Lake County Police Activities League (PAL) Bike team.

Deputy Brown and Lou Rossi were a delight to chat with and do a great job with the bicycling program.

They left with the usual booth items—Florida Bicycling Street Smarts, Law Enforcement Guides AND some of our blue flashing lights that we save just for our law enforcement partners.

Sunday morning dawned dark and rainy and after the racers departed, followed by the Cross Florida riders, those of us riding to benefit fallen UCF Officer Mario Jenkins

headed out to Winter Springs under precarious conditions.

The Lake PAL team was easy to spot with their blue FBA flashers and with so many of them on the road.

The students were riding predictably, signaling and communicating as we navigated puddles, tracks and debris in the road. They completed the 38 miles and had much cause to celebrate as they received their medals at Tijuana Flats, where their bus awaited them.

I had failed to get contact information for the team, so Lou Rossi saved the day again and forwarded this article to me. Here's the REAL Youth profile article written by Deputy Brown:

The PAL is a very old, nationwide program, linking youth with police officers. Lake County's Police Activities League is one of the newest in Florida, and our first major effort is a juniors cycling program.

Sheriff Chris Daniels has been totally supportive and the PAL program would not succeed without his full support. More detailed info about our team, as well as contact info, can be found at our Website: [www.lakecountypal.com](http://www.lakecountypal.com). click on the CYCLING tab.

We have had several events with Lake County youngsters, girls and boys, ages 8-13. A good deal of our effort has been on "training."

We needed to get our youngsters ready for our two big, upcoming events. Our "biggest" was riding the "Officer Down Memorial Ride," Titusville to Winter Springs, in April.

The Lake County PAL won the trophy for the largest bicycle-team: 4 Lake County Deputies, 2 adult volunteers, and 7 juniors, all on bikes, plus several supporters.

Our kids were, youngest-to-oldest, Chris,

Lexie, Tristan, Mikayla, Trevor, Taylor and Mark.


Then, in May, four of our youngsters entered their first real USCF bicycle race, the "Ferndale Circuit Race." All did very well.

With that much success under our belt, we decided to sponsor our own special bicycle racing event, for kids only, at Lake Louisa State Park, slated for August 19, 2006. Info on this event can be found at our Website (See page 14 for more information.)

This is a special kids-day for all young bicyclists, from all over Florida. It will be 100% free for youngsters. We are hoping to attract newcomers to the sport of bicycling, and every youngster will have a great day, whether this is their first effort ever, or they have been racing for awhile.

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## Gainesville church sets Network Bicycle Pedestrian Community meeting

by Ted La Combe, UCG Action Network Coordinator

Last year, the United Church of Gainesville (UCG) joined the ACTION Network, a coalition of local congregations working to improve living condition in our community.

After interviewing over 125 of our church members, we found that many of us were concerned about issues of bicycle and pedestrian safety. We then met with more than a dozen local experts and decision-makers to learn more about the problems and possible solutions.

Finally, on Feb 28 we invited local decision-makers and held a community meeting to report our findings and ask that specific actions be taken within the next three months. In front of an audience of 150 in our church sanctuary, we received the following commitments:

GPD Sergeant Anthony Ferrara agreed to set up traffic enforcement actions at several intersections around campus where bicycles and cars are having recurrent conflicts, partly due to speeding and motorists failing to yield the right of way.

UPD Sergeant Hank Spurlin agreed to work with GPD to coordinate the traffic enforcement actions we requested on the perimeter of campus. He also agreed to work with County Court officials to allow those cited for bicycle traffic offenses off campus to attend UF's Bicycle Traffic Safety School.

SBAC P.E. Coordinator Charley Wise agreed to help county elementary school P.E. teachers who are not currently doing so, create a plan to provide at least two days of bicycle safety instruction to their students.

City Public Works, Traffic Engineer Phillip Mann agreed to respond promptly to requests for repairs and maintenance of sidewalks and bike lanes along city roadways.

The members of the UCG ACTION Network team will be meeting with our guests over the next few weeks to learn what they took away from the meeting and how they plan to implement the commitments they made to us.

## Handicap—or lack of it—is an attitude thing

by Clark Getz

Recently, while riding with the [Orlando] Florida Freewheelers cycling club, I saw that the last remaining mile of a 21-mile Saturday morning casual circuit had morphed into a seven-rider race back to the parked cars.

I had not raced head-to-head with other cyclists since about 9th grade. What an exhilarating feeling, laced with gasping for air and burning thigh muscles.

During the drive back home, I realized that once again I had accomplished a physical feat that I thought was not attainable for this bilateral, below the knee amputee.

That, in itself, reveals how often we mentally limit ourselves as to what is possible or not possible with our physical being.

It was about six months after my original prosthetic fitting that I once again attempted to straddle the old Schwinn.

Keeping my balance was not a problem, although getting my feet to stay on the pedals took some practice, considering I have no ankle flex in any direction.

One of the first things I had to take care of was the seat height. I had to find a compromising height that provided the best knee extension while allowing me to put my toe-pointing-resistive foot to the ground in a stopped position.

Beyond that, it was just like the old saying "once you've learned to ride, you never forget." So I astonished myself by how well I was able to power the bike, relying on those quads just as everyone else does.

Within a few weeks, a good friend of mine was patient enough to let me follow along as he began an inaugural training program for the Leukemia Century ride.

Having a riding partner provided encouragement and confidence I needed to pass through the levels of cycling performance. At some point in everyone's cycling development, there is a "thrill of victory" at the end of 11 miles.

Often, though, I rode solo, wanting to come up to speed at my own pace and not wanting to be the flat tire in a group of protoplasmic-footed persons.

For more than three years, I have enjoyed the physical conditioning and soul regeneration that riding provides. My level of riding has been pretty much the same during this period, rolling out 25 to 30 miles in 3-hours on a Trek 7500 hybrid; although the 66 and 50-mile trips at the recent Freewheelers Safari ride challenged me to reach even further.

I have recently test driven road bikes at the urging of some inner force to advance my station, but I find the wider handlebar on the hybrid gives me that extra sense of control I feel I need to compensate for lack of foot reaction.

But then again, I'm probably limiting myself by not taking that leap to the next step of a higher performance, thus joining in the ranks of faster-farther flyers.

I like to think that cycling is an excellent sport for leg amputees, as it presents no noticeable impact to the remaining limb. In fact, I think my walking abilities are better because of the strength of my quads.

There are challenges: mastering stand-up pedaling, poor torque going up-hill if you haven't mastered stand-up pedaling, gaining the courage to lock those stiff feet into a clips mechanism (I'm not there yet and am not sure it's really necessary), and the real issue of inadequate heat dispersion due to loss of body surface combined with the added covering of the thigh and foreleg being encased in prosthetic liners.

But these challenges are overcome by perseverance as well as encouragement found in riding with groups like the surprising last minute competitive dash at the end of a sauntering trip.

I rarely think of myself as a handicapped person since my trauma accident about 6 years ago.

I pretty much go about my life as normal. I am able to wear my prosthetics 17 hours a day and I typically do. I don't have special problems like pain, vascular conditions, difficult fitting or other medical situations that prevent comfortable and lengthy usage of my legs.

In addition, I am grateful to have a pioneering prosthetist that sees the value in having me lead a productive and normal life.

For some, I can imagine there are other factors that might make my experiences seem too simplistic.

But I believe the ultimate root of my success is an attitude of moving forward as best as one can.

It is not unusual for me to take on a challenge, possibly more so because, or in spite of, my condition. As I see it, each day is a gift from God, so take hold of it and get pedaling.

## Operation Lifesaver Reminds Cyclists to Bike Safely



Alexandria, VA—Operation Lifesaver (OL), urges bicyclists to ride safely when at railroad crossings or near train tracks.

Last year, more than 880 people were killed or injured in the U.S. while illegally walking, bicycling, or otherwise playing on railroad tracks or property.

Says Gerri Hall, president of Operation Lifesaver: "We urge all bicyclists to be as careful at railroad crossings as they are when cycling along busy streets."

### OL reminds bicyclists that:

Bicycle wheels can get caught in rails. To minimize catching wheels in the rails, always try to cross at a 90 degree angle to the tracks, and if your approach is at less than a 45 degree angle, dismount and walk your bike across.

You should not rely on your own senses to second-guess warning signals. It is a misconception to believe track vibration or train noise will warn of a train's approach.

Further, one train may have passed but another could be behind it, or coming from the opposite direction on the next track.

You can't accurately gauge the speed of a moving train. An optical illusion makes trains appear to be farther away and slower.

Trains are wider than their tracks. To ensure safety and to ensure that you are not struck by anything hanging from the train (or dragged by anything hanging from you),

keep yourself and your bike at least 15 feet from the tracks and behind any gates or "stop lines" marked on the pavement.

It is not only dangerous, it is illegal in the U.S. to go around railroad crossing arms, whether on foot, in a car, or on a bicycle. It is also dangerous and illegal to bicycle on railroad tracks and on most gravel or green space beside railroad tracks.

Operation Lifesaver offers a free flyer with these and other tips for bicyclists. Write to general@oli.org or call 1-800-537-6224.

### About Operation Lifesaver

Operation Lifesaver is a national, non-profit safety education group whose goal is to eliminate deaths and injuries at railroad crossings and along railroad rights of way.

The program's 3,000 certified presenters throughout the U.S. and Canada are trained to give free safety talks to community groups, schools, school bus drivers, truck drivers and community organizations to raise safety awareness of the need for caution around railroad tracks and trains.

More information can be found on our Website: [www.oli.org](http://www.oli.org).

To schedule a free Operation Lifesaver Presentation or for information about becoming an OL volunteer, contact your state coordinator through our web site. Marmie Edwards, APR, [medwards@oli.org](mailto:medwards@oli.org) 800-537-6224.

## 'Orlando Area Bicycle Guide' available in print

The Orlando Area Bicycle Guide is now available in local bicycle shops. This 50-page guide includes maps of Orange, Seminole, and Osceola Counties, plus tips on making cycling both practical and safe. The maps have been available on the sponsoring agency, METROPLAN ORLANDO's Website ([www.bikeorlando.org](http://www.bikeorlando.org)) for quite some time, but now you can get them in a convenient 4" X 8" booklet. The practical and safety tips are now also available on the Web at the same site. The guides are currently available for purchase at Bike Works, David's World Cycle, and Orange Cycle. METROPLAN ORLANDO hopes other shops will carry them soon. METROPLAN ORLANDO is the metropolitan planning organization (MPO) for Orange, Osceola and Seminole counties.

# Selected State-wide Contacts

Here's whom to call about your bicycle/pedestrian/transportation concerns.

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

AREA	NAME	TELEPHONE	SUNCOM	E-mail
Central Office				
State Ped & Bicycle Coordinator	Dennis Scott	850.245.1527	205.1527	dennis.scott@dot.state.fl.us
State SRTS Coordinator	Pat Pieratte	850.245.1529	205.1529	pat.pieratte@dot.state.fl.us
Asst. State Coordinator	Dwight Kingsbury	850.245.1520	205.1520	dwright.kingsbury@dot.state.fl.us
Traffic Safety Specialist	Trenda McPherson	850.245-1528 fax 850.245.1553	205.1528	trenda.mcperson@dot.state.fl.us
District 1	Kenneth Broas	863.519.2695	557.2695	kenneth.broas@dot.state.fl.us
Charlotte County	Gary Harrell	941.639.4676		harrell@ccmpo.com
Collier County	Russ Muller	239.403.2462		russmuller@colliergov.net
Lee County MPO	Julia B. Davis	239.338.2550x219	748.2550	jdavis@swfrc.org
-Transportation Dept	Andy Getch	239.479.8510	726.8510	getchaj@leegov.com
-DOH bicycle & ped program	Dan Moser	239.332.9514	743.1514	dan_moser@doh.state.fl.us
Manatee County		941.749.3070x6859	527.6859	
Polk County	Ryan Kordek	863.534.6558	569.6486	ryankordek@polk-county.net
Sarasota County	Michael Short	941.861.0931		mshort@scgov.net
District 2	Holly Walker	904.360.5629	824.5629	holly.walker@dot.state.fl.us
Gainesville area	Dekova Batey	352.334.5074		bateydt@ci.gainesville.fl.us
Jacksonville	Elizabeth DeJesus	904.306.7505		edejesus@fcmpo.com
-DOH Injury Prevention	Stephen McCloskey	904.630.3300x2308	853.3300	stephen_mccloskey@doh.state.fl.us
District 3	Mary Anne Koos	850.638.0250x547	767.1547	maryanne.koos@dot.state.fl.us
Panhandle MPOs		800.226.8910x215	695.8910	zieglerm@wfrpc.dst.fl.us
Tallahassee metro area	Peter Koepfel	850.891.8090	280.8090	koepfel@talgov.com
District 4	Daphne Spanos	954.777.4483	436.4483	daphne.spanos@dot.state.fl.us
	Jeff Weidner	954.777.4670	436.4670	jeff.weidner@dot.state.fl.us
Boca Raton	Joy Puerta	561.416.3410		jpuerta@ci.boca-raton.fl.us
-Traffic-bicycle safety educator	Lori Wheeler	561.620.6056		lwheeler@ci.boca-raton.fl.us
Broward County	Mark Horowitz	954.357.6641		mhorowitz@broward.org
Delray Beach	Scott Aronson	561.243.7286		aronson@ci.delray-beach.fl.us
Fort Lauderdale	Adrienne Ehle	954.828.5798		aehle@fortlauderdale.gov
Indian River County		772.226.1689	224.1689	
Martin County	Felix Castrodad	772.419.4081	239.4081	fcastrod@martin.fl.us
Palm Beach County		561.684.4163		
St. Lucie County		772.462.2528		besseyv@stlucieco.gov
District 5	Joan Carter	386.943.5335	373.5335	joan.carter@dot.state.fl.us
Brevard County	Barbara Meyer	321.690.6890		bmeyer@brevardmpo.com
-Brevard Traffic Ed program	Kim Smith	321.690.6890		ksmith@brevardmpo.com
Lake County	Michael Woods	352.253.4982	253.4982	mwoods@co.lake.fl.us
Ocala-Marion County	Jeff Shrum	352.629.8529	654.8529	jshrum@ocalafl.org
Orlando (City)	Malisa McCreedy	407.246.3347		malisa.mcCreedy@cityoforlando.net
Orlando metro area (MPO)	Mighk Wilson	407.481.5672x318	344.5672	mwilson@metropolianorlando.com
Seminole County	Cindy Matheny	407.665.2095	355.2095	cmatheny@seminolecountyfl.gov
Sumter County	Robbie Rogers	352.793.0270x2351		rrogers@bocc.co.sumter.fl.us
Volusia County	Jean Parlow	386.322.5160x34	380.5160	jparlow@co.volusia.fl.us
District 6	Ken Jeffries	305.470.6736	429.6736	ken.jeffries@dot.state.fl.us
Key West	Jim Malcolm	305.293.6495		jmalcolm@keywestcity.com
Miami Beach	Christine Leduc	305.673.7080x6768		cleduc@miamibeachfl.gov
Miami-Dade County	David Henderson	305.375.1647	445.1647	davidh@miamidade.gov
Monroe County	Jose Papa	305.289.2514	494.2514	papa-jose@monroecounty-fl.gov
District 7	Michelle Greene	813.975.6411	512.7768	michelle.greene@dot.state.fl.us
City of Tampa	Jan Washington	813.274.8303		Jan.Washington@ci.tampa.fl.us
City of Tampa (Grwys & Trls)	Mary Helen Duke	813.231.1332		Mary.Duke@ci.tampa.fl.us
Clearwater	Felicia Leonard	727.562.4852		leonard@clearwater-fl.com
Hernando County (MPO)	Steve Diez	352.754.4057	669.4057	stevend@co.hernando.fl.us
Hillsborough County	Deborah Carreno	813.307.1852		carrenod@hillsboroughcounty.org
Hillsborough County (Parks/Rec)	Charner Reese	813.276-8388		reese@hillsboroughcounty.org
Hillsborough County (MPO)	Gena Torres	813.273.3774x357	543.5940	torresg@plancom.org
Pasco County (MPO)	Doug Uden	727.847.8140x8230		udend@pascocountyfl.net
Pinellas Park	Ron Hull	727.541.0704	969.1256	rhull@pinellas-park.com
Pinellas County (MPO)	Brian Smith	727.464.8200	570.8200	bsmith@co.pinellas.fl.us
St. Petersburg	Michael Frederick	727.893.7843		mjfreder@stpete.org
PROGRAM COORDINATORS UNDER FDOT CONTRACT				
Fla Trfc & Bike Sfty Educ Prgm	Linda Crider	352.392.8192	622.8192	lbcridr@aol.com
Assistant				safetyed@ufl.edu
Fla Schl Crossing Guard Prgm	Leigh Matusick	386.943.5600	373.5600	leigh.matusick@dot.state.fl.us
Leigh's cell		386.747.2590		
Assistant	Carol Dunn	386.943.5601	373.5601	carol.dunn@dot.state.fl.us
FDOT & other state & federal agencies				
FDEP Ofc Greenways & Trails	Jim Wood	850.245.2052	205.2052	jim.m.wood@dep.state.fl.us
FDOE Dir Student Transportation	Charlie Hood	850.245.9924	205.9924	charlie.hood@fldoe.org
FDOT ADA Coordinator	Dean Perkins	850.414.4359	994.4359	dean.perkins@dot.state.fl.us
FDOT CO Policy Planning	David Blodgett	850.414.4815	994.4815	dave.blodgett@dot.state.fl.us
FDOT CO Policy Planning	Melanie Weaver Carr	850.414.4817	994.4817	melanie.carr@dot.state.fl.us
Florida Tech Transfer Center (T2)	Janet Degner, Nina Barker	352.392.2371x227	622.2371	jdegnd@ce.ufl.edu
FDOT CO Roadway Design	Gladys Griggs	850.414.4321	994.4321	gladys.griggs@dot.state.fl.us
FDOT CO Systems Planning	Martin Guttenplan	850.414.4906	994.4906	martin.guttenplan@dot.state.fl.us
FDOT CO Transit Planning	Amy Datz	850.414.4239	994.4239	amy.datz@dot.state.fl.us
FDOT Dist 1 Safety Engineer		863.519.2913	557.2913	
FDOT Dist 2 Safety Engineer	Holly Walker	904.360.5629	824.5629	holly.walker@dot.state.fl.us
FDOT Dist 3 Safety Prgm Mgr	Ray La Fontaine	850.638.0250x534	767.1534	ray.lafontaine@dot.state.fl.us
FDOT Dist 4 Safety Prgm Mgr	Gilbert Soles	954.777.4358	436.4358	gilbert.soles@dot.state.fl.us
FDOT Dist 4 PD&E Mgmt Engr	Beatriz Caicedo-Maddison	954.777.4336		beatriz.caicedo@dot.state.fl.us
FDOT Dist 5 Safety Engineer	Anthony Nosse	386.943.5334	373.5334	anthony.nosse@dot.state.fl.us

## Building a Better Bicycle Network Workshop

August 31, 2006 — 6-9 PM

Co-sponsored by FBA and Bike Florida, and hosted by Alachua County Bicycle Alliance.

Florida Community Design Center, 300 E. University Avenue  
(Chamber of Commerce Building), Gainesville, FL,

### Who is this workshop for?

Local Elected Officials; City and County staff; parents/guardians who want to make it safe for children to bicycle to school, parks, other places; local organizations that aim to improve the local/regional bicycle network.

### What is the purpose of the workshop?

To support improvement of the local/regional bicycle network to increase bicycle transportation and recreation opportunities in coordination with new development, in-fill development, land trusts, neighborhood/community programs, and energy consumption reduction programs.

#### Herb Hiller

Presentation: "Bicycling and a Broader Florida Vision"

#### Robin Turner

Presentation: "Office of Greenways and Trails -  
Opportunities Maps: What They Are & How They Are Used"

#### Martin Gold

Presentation: "Bicycle Master Plan Addendum:  
Conceptualization & Map: Overview & Priority Projects"

Discussion w/viewing of the overlaid map: Current Gaps in the Regional and Local Bicycle Network; Question: Are the Priority Projects Prioritized in a Way that Will Close the Gaps in the Bicycle Network?; Next Steps: Steps toward creating the links, e.g., Martin Gold's Fall studio and new LDRs.

#### Honorable Commissioner Mike Byerly

Presentation: "LDRs and New Development in Unincorporated Areas"

Got *your* plate yet?

## Start Your Collection Today!



*Get yours before they're all gone.*

*Florida has changed the design laws for specialty license plates. This may be your last chance to purchase your own Center Design "Share the Road" tag.*

### **Hurry, supplies are limited!**

And when they're gone, they're gone and you will have missed a dedicated collectables enthusiast's opportunity of a lifetime.

Plus, you'll be making a powerful statement by helping FBA and Bike Florida in their bicycle safety education efforts, benefitting bicyclists statewide. Your local tag agency is waiting. Do it now.

## Florida Safe Routes to School Coordinator Named

FDOT recently announced the appointment of Pat Pieratte to this new position. She officially began her new role on July 14, but had already been wearing her "grantees" and training the two employees who will split her job until a new FDOT employee is hired.

SAFETEA-LU, the new federal transportation bill that provides \$286.5 billion in funding through September 2009, became law on August 10, 2005.

It includes a \$612 million appropriation for a new national Safe Routes to School program that will provide benefits in all 50 states.

Each state has to have a SRTS coordinator to oversee the funding and programs under this bill. Communities will use this funding to construct new bike lanes, pathways, and sidewalks, as well as to launch Safe Routes education and promotion campaigns in elementary and middle schools.

Federal law specifies that "eligible recipients" for program implementation include "state, local, and regional agencies, including nonprofit organizations, that demonstrate

an ability to meet the requirements of this section."

The timing for program implementation will likely vary from state to state, as each State Department of Transportation will be responsible for issuing a "call for applications" and for reviewing, evaluating, and awarding the funds. Additional information can be found at:

<http://bikesbelong.org/page.cfm?PageID=249>

Pat Pieratte has spent the past 20 years working with the FDOT Safety Office, Bicycle/Pedestrian Program, as its "institutional memory" and for the careful shepherding and distribution of the 402 program funds.

This program has fostered many wonderful efforts in the state of Florida that have led to "cutting edge" programs and projects, and has saved countless lives.

Working with the bureaucracy is a constant challenge, but Pat has continued by getting beyond the frustrations and giving her all to make Florida a safer better place for bicyclists and pedestrians.

## Bike rental query results in international connection

People often contact FBA via email for bicycling information, from rentals to good places to ride. We're happy to help in any way we can. It's all about helping make Florida even more bicycle friendly.

Recently, Jim McBrierty, whose family hails from in and around Edinburgh, Scotland, e-mailed executive director Laura Hallam about bike rental possibilities in the Orlando area.

Laura directed Mr. McBrierty to several shops listed on FBA's bike shop Web pages and further recommended a source of area

maps for rides.

Subsequent e-mail exchanges revealed that both McBrierty and Hallam share Scottish and Irish roots (as does this newsletter's editor).

So in flagrant recognition of the dubious honor of having both Scottish and Irish blood coursing through our veins—and, no doubt, the veins of many of FBA's members—we publish a wee bit of style from the old country and hope the Jim McBrierty family had enjoyable bicycling adventures in Central Florida.



*Recent Florida guests and avid cyclists Jim McBrierty (rt.), son Craig and daughter Amy showing off some traditional Scottish attire. Of course this raises the age-old question: "Do Scotsmen wear kilts on bicycle rides?"*

## 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](mailto: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/](http://www.floridabicycle.org/fbtc/).

### August

#### August 12-13 *Suwannee R. State Park Dog Days Pedal & Paddle*

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/Withlachochee 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. Contact Bill Willis for more information. Suwannee Bicycle Association, PO Box 247, White Springs, FL 32096. Email: [billw@mail.co.leon.fl.us](mailto:billw@mail.co.leon.fl.us). [www.suwanneebike.org/](http://www.suwanneebike.org/).

### September

September 2-4, 2006 *Sebring*

#### Tour of Sebring

24th Annual. Presented by the West Palm Beach Bicycle Club since its inception, this event is now produced by the Kenilworth Lodge. Take a Labor Day Weekend mini-vacation. Daily 62, 30 and 12 mile rides, plus the traditional Bok Tower Century on Sunday. Discover the natural beauty of the rolling hills, citrus groves, cattle ranches, small towns, and lakes of scenic Highlands County. This event is designed for riders of all levels, whether they prefer to speed along winding roads and finish the rides in record time, or cycle through at a leisurely pace, taking in the wonderful scenery. Road riders will especially enjoy the low-traffic back roads. Fully supported with well-stocked rest stops, sag vehicles, and great road markings and maps. Continental breakfast and full mid-day meals are included each day. Key West Poolside Party on Saturday night. Linda Leeds, Event Director, 561-683-2851. Hotel reservations at 1-800-423-5939. Email: [lindamarie7@juno.com](mailto:lindamarie7@juno.com) <http://www.kenilworth.com/rec.html> Active.com Online Registration

September 10 (Sat) *St Augustine*

#### The 4th Annual Patriots Memorial Bike Ride

91.1 km departs Nease High School in Northern St. Johns County (Ray Road at US 1, 1 mile south of CR 210) at 7:15 a.m. on 9-10. This ride will be in St. Johns County only, utilizing some four lane highways and some scenic rural county roads. This ride is suggested "for experienced road riders" as we will have no official rest stops (numerous convenience stores on the route). Please use comfort stations prior to grouping for the ride. Motorized safety provided by the Safety Escort Riders of North Florida. SAG services provided by ABC, Champion and Open Road. Commemorative T-Shirts are provided, however, pre-registration is required to receive a T-Shirt. Any proceeds after expenses will be donated to the fund raising efforts of the Cody's Challenge

MS150 Bicycle Team. Updates regarding the ride will be via Email: [pelley@codyschallenge.com](mailto:pelley@codyschallenge.com) [www.codyschallenge.com/patriots.htm](http://www.codyschallenge.com/patriots.htm) Active.com Online Registration

September 11 (Sun) *Baldwin*

#### Endless Summer Watermelon Ride

The North Florida Bicycle Club presents back road bicycling at its best. Starts in Baldwin, Florida and includes distances to suit riders of all abilities. The 25 mile loop is ideal for families and newer cyclists. 47/72/100 mile routes for more experienced riders. The routes cover rural Duval and Nassau Counties; and even parts of Georgia! The roads are mostly flat, with traffic being very light. Cyclists who choose to do the century, will ride past the Okefeenokee Swamp and travel to Folkston, Georgia. We have the well stocked sag stops by which all others are judged. Ride fees are \$30 for non club members and \$25 for members. You may also register on the day of the ride for \$35 (same fee for members and non-members and a t-shirt is not included). 904-389-2782 (9to5). See our website for a complete program and registration form. Email: [dbglasscock@comcast.net](mailto:dbglasscock@comcast.net) [www.nfbe.us](http://www.nfbe.us) Active.com Online Registration

September 16-17 *St Augustine*

#### PGA Tour MS 150 Bike Tour "Cycle to the Shore"

150 mile/150 kilometer/Century/One Way Option. Join over 2,000 riders as we travel over the beautiful back roads of North Florida, and along the Atlantic Ocean as we cycle to Daytona Beach. Wake to the sunrise over the ocean the next day and ride back north to the finish line celebration! (904) 332-6810 E-mail: [mona.hover@fn.nmss.org](mailto:mona.hover@fn.nmss.org) [www.nationalmssociety.org/MSBike-Florida.asp](http://www.nationalmssociety.org/MSBike-Florida.asp)

### November

November 11 *Lake Helen*

#### Red, Bike and Blue

Celebrating Veterans Day and the Inaugural FDBC Tour. Rides from Lake Helen Blake Park. 5 - 100 miles. More information coming soon at [www.floridabicycle.org/discovery](http://www.floridabicycle.org/discovery) email: [fdbc@earthlink.net](mailto:fdbc@earthlink.net) Lyndy Moore

### December

December 8-10 *Sebring*

#### Highlands Bicycle Festival

9th Annual. Daily 62, 30 and 12 mile rides, plus Highlands County Century on Saturday. Get away from the pre-holiday bustle and enjoy a mini-vacation during the cooler fall weather, discovering the natural beauty of the rolling hills, citrus groves, cattle ranches, small towns, and lakes of scenic Highlands County. This event is designed for riders of all levels, whether they prefer to speed along winding roads and finish the rides in record time, or cycle through at a

leisurely pace, taking in the wonderful scenery. Road riders will especially enjoy the low-traffic back roads. Fully supported with well-stocked rest stops, sag vehicles, and great road markings and maps. Continental breakfast and full mid-day meals are included each day. No excuses - do some great rides and get your holiday shopping done in the unique shops "on the circle." Linda Leeds, Event Director, 561-683-2851. Hotel reservations at 1-800-423-5939. Email: [lindamarie7@juno.com](mailto:lindamarie7@juno.com) <http://www.kenlodge.com/rec.html> Active.com Online Registration

### February 2007

Feb 25, 2007 *Tour de Cure Orlando*

Rides of 12, 25, 50, 100 miles. Ride headquarters will be Fort Christmas Park in East Orange County. Registration & details coming soon! For information until the website is updated; please contact Sara Prevost at [SPrevost@diabetes.org](mailto:SPrevost@diabetes.org)

### March 2007

March 24-25, 2007 *Sebring*

#### Sebring Tandem Weekend

11th Annual. Traditionally held in mid-January, this event has been changed to March, as the weather has been dreadful the last several years in January. Daily 62, 30 and 12 mile rides. Discover the natural beauty of the rolling hills, citrus groves, cattle ranches, small towns, and lakes of scenic Highlands County. This event is designed for riders of all levels, whether they prefer to speed along winding roads and finish the rides in record time, or cycle through at a leisurely pace, taking in the wonderful scenery. Road riders will especially enjoy the low-traffic back roads. Fully supported with well-stocked rest stops, sag vehicles, and great road markings and maps. Continental breakfast each day and a banquet on Saturday night, a tradition at most tandem rallies. Lots to do in town. Linda Leeds, Event Director, 561-683-2851. Hotel reservations at 1-800-423-5939. Email: [lindamarie7@juno.com](mailto:lindamarie7@juno.com) <http://www.kenlodge.com/rec.html> Active.com Online Registration

### Upcoming Brevets

Sat, Aug 5, 200km ACP Brevet, "Tour de Guava," Tampa

Sat, Sept 9, 200km ACP Brevet, Indian Harbour Beach

Sat, Oct 14, 200km RUSA Brevet, "Lake O' Lark," Clewiston

Sun, Nov 12, 200km RUSA Brevet, "Tour de Lee," Cape Coral

Sat, Dec 2, 200km RUSA Brevet, "A-1-A," West Palm Beach

Contact Joe Arnold (850-622-1165 at Big Daddy's Bikes E-mail: [flabrevet@hotmail.com](mailto:flabrevet@hotmail.com))

### Florida League Cycling Instructors

James Nash . . . . .Bellevue  
Jeffrey Lynne . . . . .Boca Raton  
Steve Diez . . . . .Brooksville  
Michael Grussemer . . . . .Cape Coral  
Janine Campbell . . . . .Clermont  
David Henderson . . . . .Coral Gables  
Leigh Matusick . . . . .DeLand  
Dan Moser . . . . .Fort Myers  
David A. Marshall . . . . .Ft Lauderdale  
George Quinn . . . . .Ft Pierce

Dekova Batey . . . . .Gainesville  
Linda Crider . . . . .Gainesville  
Benjamin Fein . . . . .Gainesville  
Amanda Hall . . . . .Gainesville  
Stephen Perz . . . . .Gainesville

Carol Pulley . . . . .Gulf Breeze  
Kristen Reinhard . . . . .Inverness  
George Martin . . . . .Jupiter  
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Tammy Horvath . . . . .Orlando  
Carrisa Johns . . . . .Orlando  
Eric Larmer . . . . .Orlando  
Helena Mariano . . . . .Orlando  
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Keith Owen Evans . . . . .Polk City  
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Nancy Heinrich . . . . .Sarasota  
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David Dyer . . . . .West Palm Beach  
Leonard Handel . . . . .West Palm Beach  
Daniel Smith . . . . .West Palm Beach

James Krzeminski . . . . .Winter Park

# P.A.L. ANNOUNCEMENT

August 19, 2006

## INAUGURAL Lake Louisa Junior Classic Hosted by: Lake County Police Activities League Cycling Team

Junior Races: 8:00am - Noon  
Ages: under 9, 10-13, 14-15, 16-17

Details To Follow On PAL & Sommer Sports Websites

**ALL EVENTS ARE FREE TO JUNIORS**

USCF License Required ages 10 and above

One Day Passes Available On Site

On-line Registration: [www.sommersports.com](http://www.sommersports.com)

On-site Registration: Friday - August 18, 2006

4:00pm - 8:00pm

LAJORS - Lance Armstrong Junior Olympic Racing Series



\$1,000  
in prizes to juniors in USCF races  
Bicycle Equipment  
Separate Prizes for Girls & Boys  
in all age groups



## The biggest group ride in history

by Dwight Kingsbury



One of the most successful invasions in history used bicycles to speed its advance.

On 8 December 1941, at about the same time they attacked Pearl Harbor, Japanese imperial forces launched an invasion of the Malay peninsula. Their objective was Singapore, the mighty island fortress city at the southern tip of the peninsula.

Beyond Singapore, the Japanese sought to capture the oil fields of Sumatra and Borneo in the Netherlands East Indies.

Singapore's 15-inch guns faced to south, to defend against sea attack. No guns faced to the north, across the narrow Johore Strait, because the British had considered that no attacking force would care to penetrate the Malayan jungles and mangrove swamps. Only a single through road ran the length of the peninsula.

Japanese military planners considered otherwise. Early in the morning of the 8th, convoys landed 27,000 troops on both sides of the Thai-Malay border.

British and Indian ground forces made a spirited defense of the Kota Baharu airfield, but superior Japanese aircraft operating out of Indochina quickly put it out of operation, and the British began retreating.

The Japanese divisions had brought 18,000 bicycles. Where the British sought to block the highway, the Japanese were often able to detour onto back roads that connected the vast rubber plantations, outflanking the British.

The Japanese had sold many bicycles in Malaya before the war, and were able to get parts and repairs in the small towns and villages they came to.

Although their supply lines were critically stretched, the Japanese were able to help

themselves to great quantities of food, transport and munitions abandoned by the British forces as they retreated.

When Japanese troops could no longer repair the tires of their bicycles, they rode on the rims. When they came to unbridged streams, soldiers threw the bikes over their shoulders and waded across.

Where the British had blown larger bridges, Japanese engineers quickly constructed temporary bridges on which their bicycles, tanks, and trucks could proceed (contrary to the notion conveyed to millions of Western readers and viewers of the book and movie version of *The Bridge on the River Kwai*, Japanese engineers were more than equal to their tasks).

On the night of 31 January 1942, the last British and Australian forces marched out of Malaya across the causeway to Singapore. The British then blew a 50-meter gap in it.

In 54 days, the invaders had covered the length of the Malay peninsula—about 550 miles. Most of them had come on foot or on bicycle. They were tired. Nevertheless, they proceeded to take Singapore in a two-week battle.

## ECG Markers to Blaze the Trail

East Coast Greenway trail markers being posted along our Maine to Florida route are making the Greenway more visible and easier to follow. Markers are already posted in eight states and hundreds more will go up over coming months in most of our 16 Greenway states.

ECGA started marking the route in the mid-'90s, using a map graphic that then served as the ECG logo. While a compelling image, it did not read well as a trail marker.

In 2002 the ECGA secured a grant from the Robert Wood Johnson Foundation and contracted with Pentagram Design, Inc. of New York City to "rebrand" the Greenway. The result was the distinctive blue, green and white "two trees" graphic, which now serves as the Alliance's logo.

The map "logo" has been phased out but continues to be used as a graphic on some ECGA literature.

Installing ECG route markers is a key element of a 2006 goal of making the entire route more accessible to the American public. Funding for this work has been provided by REI, Inc., the New Jersey Department of Environmental Protection's Recreational

Trails Program, and individual donors.

Trail markers may not be installed without agreement of the agency responsible for managing a given trail section. This means that marking the Greenway can be a lengthy process, requiring approval of local officials and agencies and the patient commitment of local ECG volunteers and staff.

The Alliance is sensitive to the need to respect local trail identities by keeping its own signage discreet and fitting into local signage schemes. But local trail supporters typically have been proud to spread the word that their local trail is part of the bigger vision for a Main to Florida multi-use trail.

A marker with the word "interim" is available for use along the 80% of the route that is still on road.

In historic districts or where sign density is a problem, the ECG trail marker may be incorpo-

rated into other signage. This has already happened on the River Street promenade in historic Savannah, GA.

Getting signage along the National Mall in Washington, DC is a special challenge.

The ECGA has found the National Park Service to be very cooperative in developing a plan for signing the National Mall.

A site for placing a Mid-Point Marker in Washington, DC is also being explored.

End-point markers were installed in Key West and Calais, Maine in 2000.

In New Jersey, along the D&R Canal trail, ECG markers will soon be posted at all of the entry gates. This section of the Greenway was the first to be designated and is one of the most scenic sections—remarkable given its closeness to urban Newark, New Brunswick and Trenton.

Further north, ECGA volunteers in Maine have been working with officials to develop a plan for marking the route through the City of Portland.

New signs will also be installed to Boston along the

Charles River Bikepath and in New York City along the Hudson River Greenway.

A signage manual to help those involved in getting signage installed should be available on-line by July.

Visit [www.greenway.org/signage.htm](http://www.greenway.org/signage.htm) for more information on ECG route markers or to be a donor.

For more information on the East Coast Greenway contact Eric Weis at [eric@greenway.org](mailto:eric@greenway.org) or 401-789-4625.

### About the East Coast Greenway

The East Coast Greenway (ECG) will be the nation's first long-distance, city-to-city, multi-modal transportation corridor for non-motorized users. ECG will connect existing and planned trails that are locally owned and managed to form a continuous, safe, green route - easily identified by the public through signage, maps, user guides, and common services.

The ECG will link with a host of trails being developed within the region, forming a comprehensive network functioning like the interstate highway system.

The Alliance is a multi-stage effort to get the greenway on the ground. It is largely a volunteer organization, bolstered by a small staff and partnering with a host of agencies and organizations.



# Teaching kids to ride

## Start 'em young

by Kash (San Francisco Bicycle Coalition, used with permission)

Your children look up to you and have fun doing things with you. The best way to teach a child to ride is to do it yourself and bring them along, in a child seat, in a trailer, or on the front of a push scooter.

The habits of leaning into turns and good road sense, especially if you make an effort to point out signage and how you negotiate traffic, will be learned early and well.

Before teaching your child to ride—even if you think you know what you're doing—take a road skills class. (The things we're most adamant about are also often the things we're most wrong about—and poor instruction could get your child hurt.) [Editor's Note: FBA administers Safe Cycling for Adults and Road 1 workshops. These are just the type workshops you need to get the right skills for riding and teaching your kids.]

### Starting Out

Tandem type trailers or "tag-alongs" are great, but they're single-use devices. If you want to pull your kid to the park and then let them ride on their own, you're stuck.

Several manufacturers make drawbars that connect a complete bike to your seat post; Trail Gator is one brand. This way the two of you can go out for a ride and when they get tired and cranky you can hitch them up and pull them home quickly.

Training wheels prevent children from learning to balance on two wheels by preventing them from leaning through turns. They also tip over when one training wheel hits an obstacle. They are generally counterproductive. Don't use them.

Skip tricycles; get a toy bike that has pedals attached to the front wheel. Remove the training wheels and hacksaw off the cranks

and pedals, then lower the seat so that the child can sit comfortably with both feet flat and knees bent. The foam tires have enough rolling resistance that the child will not be able to coast very fast as long as you stay away from steep hills. When out walking, shove a stick into the space behind the seat and you can roll them along almost as easily as in a stroller. [This is a good time to begin "training" them to wear a helmet—required by law for kids under 16 whether on sidewalk, road or trail. Ed.]

### Their First Real Bike

Once you're ready to buy that first "real" bike, too small is better. Kids' bikes are cheap at the thrift store that you can buy one small enough for your child to sit on the seat and easily put both feet on the ground, then trade it in once they get their balance.

A bike that is too big is intimidating and you don't end up saving anything if they're scared to ride it until they've grown a few inches. On a small bike your child can paddle along, learning more about steering and

keeping a bike upright.

When they start lifting both feet to glide, put on the pedals.

When choosing a bike, the one that your child will spend many hours on, a BMX bike

is tempting, but be aware the sport has diverged into two completely different branches and most shops stock only freestyle bikes, weighing over 40 pounds and meant for acrobatics on ramps.

Harder to find are the ones designed for dirt track racing. The "mini" and "micro mini" sizes are appropriate for small bodies.

These weigh so much less that a six year old can carry one up a flight of stairs unassisted. Adding a front brake, rack and fenders (Planet Bike, Dahon and other folding bike manufacturers sell these) will make it road worthy. Ask your local bike shop for help finding a dirt track BMX bike.

### Teaching Balance

Practice in a wide, flat area, not a long, thin strip. Bikes don't actually ever go in a straight line and while learning to balance, a child shouldn't also have to worry about running off the path. Let them loop and swerve until they get their balance, then start to work on going in a specific direction.

If you've started them off with two wheeled toys they've already internalized this, but if starting from scratch, make sure they understand that a bike does not have a steering wheel. It stays upright by maneuvering the bike under the rider after they start to lean.

A child who tries to initiate a turn by twisting the handlebars ends up steering the bike out from under themselves. Instead, a successful turn starts by leaning, then resisting the handlebars' tendency to over steer.

### Road Safety

In recent years helmets have been oversold as safety devices to the point that many parents believe that wearing one is sufficient protection for any bike crash. This is not so. Most deaths come from being hit by a car, the situation in which a helmet is least likely to be effective.

A helmet protects one body part in a fall. Good technique prevents both falls and impacts from cars. Teaching technique can start years before the child rides. While walking or riding, talk about what you are doing and why; explain how to watch for traffic, where a driver's blind spots are, and how parked vehicles obstruct a driver's view, especially of a short rider.

## Biking with Baby

by Ted Tilles

(Reprinted from Tube Times, bi-monthly publication of the San Francisco Bicycle Coalition, used with permission)

While my wife Naomi stopped my plan to take my two-day-old daughter Isabel home

from the hospital by bicycle trailer—who wants to start off life in a car?—I was determined to get the youngun' behind me on a bicycle as soon as possible.

While some daring souls advised me that as soon as a baby can hold its head up it can ride, our actual first foray was a short ride in suburban Massachusetts when she was seven months old. We borrowed some friends' bicycles and put Isabel on the back in an ill-fitting Styrofoam toddler's helmet.

Through the fifteen minutes of constant screaming I surmised my first lesson: It is all about the helmet.

Spend as much as you can on your child's helmet. Get every bell and whistle. Spend every dime to get it as light as possible. Don't buy the next size up so they'll grow into it.

Trust me, I'm extremely frugal but I wouldn't hold back a cent on this. Isabel has rarely refused her pink beauty.

As for carrying method, in metro areas I'm in the "no child left behind" school. I suggest keeping the kid as close as possible in a bike-mounted child seat. A trailer seems too far back for the kind of agility you might need in the city. I wouldn't be too concerned on what type of seat you get—plastic is plastic. We've never used the lean-back feature on the seat we bought.

Any rider knows that mechanical problems or being too tired to ride aren't any fun, but having a child on your bike makes these possibilities extra problematic, so I suggest always have a Plan B in case your ride doesn't work out as planned. The plan may be staying close to home, going out with another rider, staying close to bike-friendly bike transit (limited in Florida), and/or having an on-road repair kit.

To avoid needing a Plan B in the first place, give your kid something to do, drink, eat, hold, anything. Looking at your behind for an extended period of time isn't as interesting as you think. Also, make sure your bike is mechanically sound and with reasonably flat-resistant tires.

Add your voice for the future of bicycling in Florida.

JOIN FBA TODAY

Membership includes 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

May we contact you about volunteer opportunities?  Yes  No

List any special skills or interests: \_\_\_\_\_

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## Tallahassee area planning department votes to end bicycle advisory committee

The June meeting in Room 4F of Tallahassee's City Hall was the end of the road for the local Bicycle Pedestrian Advisory Committee.

The planning department staff lobbied heavily to end the BPAC in its current form. A non-quorum of the three committee members present voted 2-1 to go along with the recommendation and kill off BPAC.

BPAC has existed since 1990. It formed two years after Tallahassee hired its first Bike-Ped Coordinator in 1988. All of the bike lanes, trails and other bike facilities in Tallahassee owe much to the hard work of BPACs and committed full-time Bike-Ped Coordinators over the past 16 years.

Actually, the Bike-Ped coordinator position hasn't existed for nearly two years, having been renamed and morphed by the same

staff into a part-time job for cycling issues. The senior staff member who has been the architect of this dismantling of traditional cycling input into local government has said he thinks cyclists shouldn't get any special treatment over other transportation modes.

A new committee to replace BPAC will be formed and be called the "Multimodal Committee." It will have 16 members and include representatives from StarMetro, Commuter Services of North Florida, FSU and FAMU, Gadsden County, Wakulla County, Midway, Quincy, Havana and the remains of the former BPAC.

The spin from the staff is that combining more modes will somehow help cyclists "End siloing." "End bifurcation."

*—abridged from a local and state bicycle mailing list blog.*

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.

The *Florida Bicycle Association Messenger* is published quarterly as a service to members and advocates for a bicycle-friendly Florida by the Florida Bicycle Association, P.O. Box 718, Waldo, FL 32694.

www.floridabicycle.org;  
e-mail:laura@floridabicycle.org;  
Phone: 352-468-3430.

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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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