Happy 25th, FBA! by Becky Afonso, FBA Executive Director

That's right, the Florida Bicycle Association turns 25 in 2022 – our Silver Anniversary. Here's how it read five years ago in the Executive Director's column:

20 years of Florida bicycling education and advocacy deserves special recognition. This is no easy task and yet our history is filled with accomplishments. It's time to take stock of how solid we are, have been and will continue to be moving forward.

As the Executive Director who wrote that five years ago, I'm proud to still be here, serving this association and its members. Sure, cyclists throughout the state, members or not, benefit from our efforts, and that's OK. The founding of FBA, originally in 1987 and again in 1997, may have started with a few dedicated people, but it had and continues to have the intention of serving the state – the bigger picture. Education and sharing good driving behaviors is a daunting task given the size and population of Florida, but essential as we strive for a transportation system that values human life and is considerate of each user no matter the chosen mode.

Five years ago, we looked back at the association's history. For this anniversary, we are going to focus on the future. But before we look ahead, we need to acknowledge what we have today – our membership. Quite frankly, there would be no FBA without our members. Period. From a humble beginning to where we are today, the extra effort from those individuals and organizations who put their name to FBA membership has made all the difference in the world.

As one of the first 100 members to join this second re-organization of FBA 25 years ago, I get it. Not that I recall the specifics, but it was just a matter of hearing about an organization dedicated to protecting and advancing the interests of cyclists that sold me to become a member of FBA. Now that I'm on the inside, I truly value the support of each and every member. This is work. Good, purposeful work, but still a daunting task with no end in sight. Not that there should be an end; education is timeless. As things change, so does our need to understand and for that, we need good information. I know I'm not alone in striving to make things better and to that end, thankful for each of every one of you who call yourselves members of the Florida Bicycle Association, past or present.

Here's the deal for 2022: we are building our membership. We seek new members and rejoins if your membership expired. Not sure where you stand? Send us an email. As you will see throughout this issue, we are encouraging education and membership with a special edition 25th Anniversary pair of SockGuy socks or a special FBA Buff neck gaiter. Soon our members in good-standing will receive an email with an offer to purchase our newly redesigned FBA jersey kit.

Thank you and Happy 25th, FBA!

Happy Holidays from Florida Bicycle Association

Members Only!

Thank you for supporting the Florida Bicycle Association. To commemorate our 25th Anniversary, we are offering our current members this incredibly stylish kit as a means to represent your cycling community in a responsible manner befitting a member of the FBA!

Set the Right Example – Promote Bicycle Safety When Wearing your FBA Kit
Join FBA Today!

Student/Living Lightly .......... $15
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P.O. Box 2452, Oldsmar FL 34677

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Florida’s Sweetest Spot

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Where Limits Are Leaped Daily.

From rails-to-trails to mountain bike single track, Florida’s Sweetest Spot, Polk County, offers a diverse range of exhilarating options for cyclists to explore. Plan your perfect Florida’s Sweetest Spot biking experience at VisitCentralFlorida.org
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FBA Annual Awards
Nominate those worthy individuals and organizations to acknowledge their significant service and contributions to bicycling in Florida during 2021.

Categories include but are not limited to:
Bicycle/Pedestrian Advisory Committee, Bicycle Club, Off-Road Club or Advocate, Enforcement Officer or Agency, Educator or Regional Trainer, Trail Manager or Promoter, Bicycle Friendly Community or Business, Supporting Agency, Program or Event, Business or Store Advocate, Bicycle Professional, Citizen Bike Advocate, Developer, Elected Official Champion, Volunteer, Special Recognition

Nomination deadline for 2021 FBA Annual Awards is January 31, 2022. Recipients announced March 1, 2022, to kick off Florida Bicycle Month!

Florida Bicycle Association
www.floridabicycle.org • e-mail: Becky@floridabicycle.org • Phone: 813-748-1513

Working Together to
Build a Bicycle-friendly Florida

Our Mission:
- Encourage more people to bicycle through education and advocacy.

Our Vision:
- For bicycling to be safe, accepted and encouraged in Florida.

Our Purpose:
- Protect and advance the interest of bicyclists
- Educate the public about sharing roadways and paths with people on bicycles
- Encourage the creation of great places to ride
- Continue to grow as a financially stable, well-managed organization

Help Us Grow the Base! Give to FBA

The Florida Bicycle Association was founded by people like you who want to make Florida a better place to ride a bicycle. Our projects and programs that benefit bicyclists are made possible primarily through membership and sponsorship to our organization. Simply put, without membership, sponsorship and donations, the Florida Bicycle Association would not exist. Keep bicycle enjoyment alive in Florida and help us in the fight against bicycle fatalities, Join FBA!

Did you know your membership donation to FBA is tax-deductible?
FBA is a 501(c)(3) education and charitable nonprofit corporation. You can join FBA online or download and mail an application from our website, www.floridabicycle.org. You can request an application to be mailed to you by contacting Becky Afonso at 813-748-1513.

Does your place of employment offer matching gifts to non-profits? Think FBA!

Bicycling is one of life’s simple pleasures to enjoy, not fear. Join or donate to the Florida Bicycle Association and let’s ride together for Florida bicycling excellence. Contact Becky Afonso at becky@floridabicycle.org for more information on ways to donate to FBA.

The Florida Bicycle Association (FBA) was incorporated in 1997 for educational and charitable purposes. FBA is a not-for-profit, 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.

To become a member supporter of FBA, join online at www.fbamembership.org

The Messenger is published quarterly as a service to members and advocates for a bicycle-friendly Florida by the:
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Please see the website for rates and specifications or e-mail: Becky@floridabicycle.org. Publishers reserve the right to review advertising content and to reject advertising that, in the opinion of the Association, is neither in the best interest of FBA’s members nor its goals and objectives. Although we carefully review articles and information submitted, FBA is not responsible for the information or opinions contained herein unless explicitly stated as official policy of FBA.

Deadlines:
Winter Issue – November 15
Spring Issue – February 15
Summer Issue – May 15
Autumn Issue – August 15

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A copy of the official registration and financial information (ch9008) may be obtained from the division of consumer services by calling toll-free 1-800-435-7352 within the state. Registration does not imply endorsement, approval, or recommendation by the state.
Tribute to Steve Diez by Becky Afonso

Steve, accepting our 2019 Supporting Agency of the Year award on behalf of the Hernando/Citrus Metropolitan Planning Organization. Steve served as the Executive Director of the Hernando/Citrus MPO and in my presentation speech I stated,

As a transportation professional and planner, Steve has been a steadfast champion of long-distance paved trails for many years.

He actively promoted the existing Suncoast Trail alongside the Suncoast Expressway in Hernando and Pasco Counties, and in the process added a critical segment to Florida’s evolving paved trail system.

With the creation of the SUN Trails program in the Florida Department of Transportation (FDOT) in 2015, the Suncoast Trail became a significant part of the Coast to Coast Trail, a corridor planned to link the Canaveral National Seashore on the Atlantic Ocean to the City of St. Petersburg on the Gulf of Mexico.

In fact, it was Steve who first recognized the potential of linking many existing area trails into this regional system.

As Executive Director of the Hernando/Citrus MPO, Steve continues his tireless efforts to link paved trails into a safe and scenic transportation corridor with significant eco-tourism and recreational benefits for both counties. In recognition of his vision of regionally linked trails and his efforts to secure funding support for their development, Steve was nominated to the Honorary Board of the Florida Greenways & Trails Foundation in 2019.

Our cycling community lost a champion, but in my fondest memories of Steve, usually of his dry wit, I am encouraged that his commitment and passion will be a lasting legacy for all to enjoy. At least his memory had me smiling during my last ride on the Suncoast Parkway.

Thank you, Steve, and rest in peace.
Executive Director’s Corner...

Why am I a Member?

by Becky Afonso, Director

usually, the question to me is, ‘Why should I join FBA?’ The answer, quite simply, is that it is the right thing to do.

As stated in the cover story, I am one of the first 100 to join on the second formation of FBA. The short version is that I had no interest in doing the work that the association stood for, but I was willing to support someone else who was and I have been a member ever since. A member of the

I'm trying to make is that this association knows the value of trails, the value of roads and the value of just about anywhere one would bicycle. We know the value, we encourage the use and we represent best practices as best we can at the state and federal level (local for Forward Pinellas because I live in Oldsmar). For 25 years, it's been the right thing to do for this association and its members. I'm proud to be a member of the association, I'm proud of the work the association accomplishes, especially over the last seven years as Executive Director. The work and what this association stands for will continue because members like me believe in doing what is right.

Thank you for your FBA membership. And if you happen to know any of the 145,206 Pinellas Trail users from September that are not members, please get them to join for this one simple reason – it’s the right thing to do.

End of Daylight Saving Bike-Light Give-A-Way!

by Jason Aufdenberg, Daytona Beach, FBA Advisory Council

I can’t remember exactly where I first saw the idea on social media: giving out bike lights at night to people riding by without them. A positive intervention of sorts, meeting an immediate need, helping people on formerly unlit bicycles be seen at night.

I teach on a college campus where students must live on campus the first two years, but after that many move to apartments south of campus along busy State Road 483, Clyde Morris Blvd in Daytona Beach. Regular shuttle bus service has been setup to many of these apartments, however some students also chose to commute by bicycle.

This year, at 6pm on Monday, November 8th, the first Monday after Daylight Saving ends, with a chill in the air, we staked out our usual location on the northwest corner of Clyde Morris Blvd and Aerospace Blvd. Fellow River-to-Sea BPAC member Ted Wendler and a student from Campus Safety constituted the give-a-way team.

This was our sixth annual bike-light give-a-way. We also often hand out the Florida Bicycling Street Smarts guides, bike pins and sometimes tube patch kits. We purchase the lights on eBay, often directly from China. This year the USB rechargeable red rear lights cost a little over $3 each, including shipping, the rechargeable front lights cost closer to $5. They do last, we’ve seen these lights working on bikes months later.

Visit www.drivingdownheartache.org

We will drive safely, save lives and stop the sadness.

When you shop at smile.amazon.com, Amazon donates

cyclingsavvy.org/online-bicycle-education
Giving a Warning Matters by Jim Dodson

How important is it for a cyclist to give the “on your left” warning before passing another cyclist, runner or pedestrian on a multi-use trail? And how important is it for a jogger or pedestrian to make sure no one is approaching from behind before moving to the left to change directions on a trail? If you read on, you’ll find out that both signals and precautions are vitally important.

This is an actual case that occurred in Virginia in 2012 on a popular multi-use trail. Both the cyclist and the jogger were regular users of the trail where the accident occurred in the early afternoon. The cyclist was riding at a reasonable pace on a mountain bike in the same direction as the jogger. The allegation was that the jogger, hearing nothing coming behind him, decided to reverse course. He stepped to his left into the path of the cyclist, and they were both injured.

The cyclist’s helmet cracked when she hit the ground, suffering a significant bleeding and bruising to the brain, which caused a permanent brain injury. The cyclist later sued the runner.

Several issues that emerged during the trial are of interest to anyone who runs or rides.

1. Did the cyclist give an audible warning before passing the jogger? Due to her head injury, she could not remember whether she gave a warning, although she testified it was her habit always to yell “on your left” before passing someone on the trail.

2. The jogger claimed he heard no audible warning. He assumed that since he had heard nothing he could safely turn around.

3. Posted rules on the trail required the runner to “travel in a predictable and consistent manner.” Other rules gave the right-of-way to pedestrians and required cyclists to announce before they passed.

So how did all this work out? The jury believed the cyclist gave the required warning. They found the jogger turned without looking or being aware of what was coming from behind him. The cyclist was awarded over $300,000 for her injuries.

There are some valuable safety lessons for all of us here.

Jim Dodson is an experienced bicycle accident lawyer, cyclist, former FBA Board Secretary and bicycle safety advocate who has been representing accident victims for over 25 years. His primary office is in Clearwater and he represents injury victims throughout Florida. He is the author of the Florida Bicycle Accident Handbook which answers commonly asked questions by injured cyclists. If you have questions about a Florida cycling accident this valuable resource is available for free at www.jimdodsonlaw.com.

Legal information is not legal advice. Nothing in this article may be considered legal advice. If you have specific questions for Jim Dodson, simply call his office at 1-888-340-0840. There is never a charge to talk about your case.

Ride Like MADD Florida by Larry Coggins

I spent twenty-five years in law enforcement right here in Florida. As a State Trooper, and later the Trooper’s Public Information Officer, I had my fair share of being involved in fatal crash investigations, many of which involved a cyclist. At those instances, I often would think about my friends Bruce, Chris and Jim, but more about them later. Our focus at the crash scene was on the families left behind, how this happened and most importantly; how do we prevent these cases from happening again.

Later in life I revisited my past love for running and cycling (at the recommendation of my cardiologist) and I entered the very full “40-year-old male” category at local runs and triathlons. I figured that I needed to challenge myself in this huge group of mid-life crisis guys, so I set my sights on a full Iron Man, and carved out the time and patience to make training for that event a part of our life for my wife, son and myself. The miles and hours in the saddle opened my eyes to the life of a cyclist like never before. Vehicles, animals, pot holes, curbs, visibility, you name it, made it clear to me just how difficult a ride can be. My eyes were really opened on the bike portion of Iron Man where a careless vehicle seriously injured a couple of my fellow competitors who, like me, were on a “safe” and closed course out in the Florida panhandle. This just further supports the fact that our hobby can be dangerous to us anywhere we ride.

Today, I am the State Executive Director of the National Organization of Mothers Against Drunk Driving. While I am responsible for an entire team of awesome people across the Sunshine State, I stay acutely aware of our Victim Services department that provides advocacy and support to hundreds of victims and survivors of impaired-driving crashes, many of which involved a cyclist who was killed or injured by a suspected impaired driver. It reminds me of the fatal crash scenes in my past life, how much work we have left to do, and of those three guys I mentioned earlier. Florida Highway Patrol Lt. Bruce Doras and Trooper Chris Wells, along with Winter Park Police Department’s Officer Jim Whitman ride annually in the Florida Tour de Force from North Miami Beach to Daytona Beach Shores in honor of Florida’s fallen heroes.

MADD Florida will host the inaugural Ride Like MADD Florida in May 2022 in honor of the many cyclists in Florida who have been killed or injured by impaired drivers and to bring awareness of the fact that all must work together to create a Florida of No More Victims. Keep an eye out for more information on our upcoming event in May and ride safe!

SAVE THE DATE: MARCH 27-30, 2022 ONLINE & WASHINGTON, DC

Federal legislation has passed that will put millions of more dollars into Transportation Alternatives programs across the country. Local and state advocates will be essential to putting those dollars into action for safer, more accessible biking for everyone. FBAs own Executive Director serves as the state coordinator for Florida – join Becky in making a difference!

About the 2022 National Bike Summit:

The 23rd Annual National Bike Summit will take place Sunday, March 27 - Wednesday, March 30, 2022. At the 2022 National Bike Summit, attendees will convene around the theme of Choosing Our Future. As 2021 has presented individuals and institutions with a host of transformational opportunities, there are many choices ahead about how the bike movement can shape the future for the next generation, from climate change to racial equity. With anticipated big wins for investments in biking infrastructure ahead, now is the time to do the work of engaging with new partners, uplifting underserved communities, and ensuring we build networks on the ground and among movements.

The 2022 National Bike Summit will be a hybrid event, with online content and in-person programming available. All keynote speeches, plenary sessions and panels will be online and accessible only through our virtual platform on Whova. In person in Washington, DC, Summit attendees will be able to attend the virtual sessions, while also participating in workshops, bike rides and other networking events. Lobby Day at the Summit will include virtual House of Representatives meetings for all attendees and in-person Senate meetings for in-person attendees.

Attending the 2022 National Bike Summit in-person will require being vaccinated against COVID-19 and other precautions.

Register today by visiting the League of American Bicyclists website: https://bikeleague.org/summit
From our very first steps, walking has been a symbol of independence. And for most of us, a bicycle was our very first mode of transportation. Yet every year there are thousands of crashes involving pedestrians and bicyclists in Florida.

Even more alarming is that 75% of all fatal pedestrian and bicyclist crashes occur after dark.

Motorists often say they never saw them. But why?

WHAT WILL IT TAKE TO SEE THEM?

Headlight covers that are faded or yellowed can reduce nighttime visibility by up to 80%. Make sure yours are checked and cleaned routinely.

Carry a light when walking at night. Walk in well lit areas and always cross in the crosswalk.

Use lights and reflectors on your bike and always obey traffic laws.

Slow Down! Pedestrians and bicyclists are the most vulnerable people on the road. You can reduce the risk of a crash by reducing your speed and focusing on the road.

Let’s all be:

RIDE LEADER / RIDE MARSHAL

PROGRAM

Whether you are leading a community ride, a club ride or a major charity bicycling event over multiple days, FBA has the cycling education program for you; modular in approach to allow comprehensive focus on what is most relevant for ride leader/ride marshal development.

SAVE THE DATE
In Person RLRM Certification Returns!

Saturday, February 26, 2022 • 11AM – 4PM

Lake Parker Park/Osprey Pavilion
820 E Robson Street/Gate 4
Lakeland, Florida 33805

$20 FBA Members
$35 Non-Members

PLEASE VISIT OUR WEBSITE FOR MORE INFORMATION AND TO REGISTER:
https://floridabicycle.org/fba-ride-leader-ridemarshal-program

25th Anniversary Membership Drive

We want everyone to celebrate with us, especially our current members. And if you get four of your friends to join FBA as new members, we’ll send you a special FBA Buff.

Look on our website for the 25th Anniversary page for more details and a link to the form. Let’s get this party started!

Merry and Bright
The 2021 Tour de Femme = Smiles, Smiles and more Smiles!

by Mark Schiefer, FBA, Board of Directors

It all started as a small idea, conceived, tested and finally executed on February 21st. The idea? To assemble a team of riders from the Gulf Coast Velo Cycling Club (GCV) in 2021 as a charity ride to encourage雌性 cycling skills to come out and ride for health. Having experienced the Tour de Femme (TDF), a ride that is exclusive to women, and with the support and encouragement of the Florida Bicycle Association (FBA), the Gulf Coast Velo Cycling Club (GCV) came together to form a team to participate in the 2nd annual Tour de Femme (TDF). The purpose of both the GCV and TDF was to encourage ladies and at the same time contribute to the charitable efforts of the Florida Bicycle Association (FBA).

FBA President and Executive Director, Courtney and Becky, were the driving force behind the idea. They wanted to have an all-female ride, so they called the ladies and they all said yes! So, the plan was set in motion.

The TDF was an enormous success. The atmosphere was so positive, a few of the men said they had more fun than the ladies! The GCV men enjoyed volunteering and working to make the TDF a great experience for everyone. All the smiles we saw on riders faces made volunteering a real pleasure. The mood and atmosphere were that of a women’s ride, for the few of the men said they had more fun than the ladies!

What a great success story – thanks to all of the cyclists who came for a great time and left contributing over $8,000 for two charities. Feedback from the 2021 TDF was over-the-top positive and everyone involved in this year’s TDF event. Thank you all for participating in and supporting this event.

So here’s a huge thanks to our volunteers, sponsors and everyone involved. The GCV men enjoyed volunteering and working to make the TDF a great experience for everyone. All the smiles we saw on riders faces made volunteering a real pleasure. The mood and atmosphere were that of a women’s ride, for the few of the men said they had more fun than the ladies!

The 2021 Tour de Femme was founded and developed by the Gulf Coast Velo Cycling Club (GCV) in 2019 as a charity ride to encourage females in the transportation industry, and the awards have become a standard of public relations excellence among state departments of transportation.

Congratulations Billy Hattaway!

Florida Pedestrian and Bicycle Safety Coalition recognized the man who started the movement towards zero pedestrian and bicyclist fatalities - who works diligently every day to improve the safety of people who walk and bike - with a special Advocacy Award during the October 26th meeting at Florida Department of Transportation District 7 office.

When Billy Hattaway returned to FDOT in the fall of 2011, he said he “came back to make a difference because making a difference motivated him.” Billy’s efforts culminated in Florida’s first-ever statewide pedestrian and bicycle strategies, as well as the Florida Pedestrian and Bicycle Safety Coalition, emphasizing a coordinated effort to increase awareness and physical interactions and enable Florida residents to engage in Mobility Week activities.

FBA Positive Spin

وفلاورا، أميركية، أسلوب-resolution، لجنة، الشبكة، الشفافية، الشفافية، الشفافية

Florida Bicycle Association

Autumn 2021

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Cycling in the Everglades

by Patty Huff

It's that beautiful time of year again when we all feel compelled to get out and ride! Our hot summer months are over although our rainy season continues for several months.

In October, the Friends of the River of Grass Greenway resumed their free monthly guided bike tours through the Everglades. Because of the pandemic, we suspended the 2020/21 tours until this fall. Now we look forward to inviting everyone back on the trails!

Our first ride welcomed cyclists from all over south Florida to experience historic Everglades City and Chokoloskee, starting in the center of town near the original Collier County Courthouse, now our Everglades City Hall. We cycled through neighborhoods before biking along the riverfront lined with restaurants and stone crab boats (‘tis the season!). Continuing along Storter Avenue, participants learned more about Barron Collier’s company town as we rode through the historic district with homes that date back 100 years.

We stopped in front of the famous Rod & Gun Club and the Bank of Everglades building which was recently donated to the local historical society to renovate as our new Visitor Center and Trail Town Headquarters (learn more at www.saveBoE.com). Heading west on Broadway to the river, we cycled on Riverside Drive where newer homes have replaced several of the historic homes after Hurricanes Donna, Wilma and Irma. It is a great location to enjoy the beautiful sunsets over the Gulf.

Leaving Everglades City, we passed by the small airport and the Gulf Coast entrance to the Everglades National Park before cycling the three miles to Chokoloskee, once inhabited by the Calusa Indians. Before the causeway was built in the 1950s, the island was the home to descendants of the early pioneers. Going back in time, we visited the historic Smallwood Store before having a delicious Cuban lunch at Havana Café. Fun day with great memories!

For more information about future rides, visit www.evergladesrogg.org/events.

Hope to see you in my part of the world!

Sanford’s Bike to Work Day (continued from page 4)

Florida Department of Health in Seminole County Health Officer Donna Walsh (front) participates in Sanford’s Bike to Work Day on Oct. 29, 2021. (continued on page 14)

SHARE for SAFETY 2022 marks our 25th Anniversary - time to celebrate!

FBA members in good-standing can score a pair of socks during our “SHARE for SAFETY” campaign. Take one of our online Bicycle Safety Quizzes, take a selfie with your Gold Certificate, send to FBA and FBA will send you a pair of our special edition 25th Anniversary FBA SockGuy socks! Email your selfies (and sock color preference) to becky@floridabicycle.org (photos may be used for future social media campaigns).

While supplies last!
Measured Causes, Measured Risks by Mighk Wilson

“When my information changes, I alter my conclusions.
What do you do, sir?”
- John Maynard Keynes

When two factors correlate, most of us understand that those two things aren’t necessarily related.

When two factors correlate, most of us understand that those two things aren’t necessarily related.

But things get trickier when the two things do share some reasonable relationship. So when a bike facility is installed and the crash rate (number of crashes divided by the number of bicyclists) goes down, we reasonably assume the bikeway was the cause of the reduced crash rate. And typically that assumption goes further, crediting the reduction in crashes to improved motorist behavior ("protecting" the bicyclist) rather than improved bicyclist behavior. But a reasonable assumption may not be a correct one. As the old saying goes, "correlation does not imply causation."

In a study I recently completed for MetroPlan Orlando, I explored this relationship between bicycle facilities and crash risk. For many years we’ve had good data on how and where crashes happen between cyclists and motorists; what we’ve lacked is good count and behavioral data for bicyclists. New technology has finally made that possible, with video camera systems that allow us to discern bicyclists from pedestrians, and record the position (travel lane, bike lane, sidewalk or path) and direction (with or facing traffic). This system also allowed us to calculate average bicyclist speeds on different facility types.

When we combine the exposure and observed behavior data with the behavior data we’ve gleaned from official police crash reports we finally get a much clearer picture of the relationships between bikeways and crash risk.

The new MetroPlan Orlando study looked at ten streets with bike lanes, comparing them to ten comparable streets without bike lanes, with ten years of crash data. Five shared use sidepaths were also studied, also with ten years of crash data.

Some common assumptions that are turned around (or at least tweaked a bit) by this research:

“Bike lanes make bicycling safer because they reduce overtaking motorist crashes.” While it’s true that the risk for overtaking motorist crashes goes down with bike lanes, that’s a reduction for each individual, not for the whole cycling population. The bike lanes we studied had ten times as much bike traffic as regular travel lanes on comparable streets (mostly because some sidewalk cyclists shift to the bike lanes), so the total number of overtaking crashes was higher on the bike lane streets. Overtaking motorist crashes only accounted for 2% of all the motorist-caused crashes, and 16% of those involving a cyclist on a travel lane or bike lane.

“Bike lanes and paths make bicycling safer because they draw fewer crashes to bike lanes.” Bike lane cyclists are slower on-average than travel lane cyclists, and sidewalk riders are slower still. (Average cyclist speeds: travel lane 14.5; bike lane 11.9; sidewalk 9.3) The slower cyclists need much less stopping distance to avoid a crash with the crossing motorist.

“Dedicated paths next to the road are safer than regular sidewalks because they are designed for bicycling.” I did find that overall, sidepaths had significantly lower crash rates. But not all of them. The paths that had fewer conflicts with intersections and commercial driveways had much lower motorist-caused crash rates; that’s because 93% of all motorist-caused crashes occur at those conflict points. The paths with higher numbers of intersections and driveways had higher crash rates than regular sidewalks, mostly because path users are faster than sidewalk users (11.7 mph versus 9.3 mph). So simply adding a sidewalk to a street with lots of intersections and driveways is unlikely to reduce crashes.

“There’s a "safety in numbers" correlation showing that as the numbers of bicyclists increase, the crash rate goes down, and the reason is because motorists get more cautious.” While that correlation may be true (which is debatable), the assumption about the cause of that correlation had no supporting data. What I found was the opposite. Streets with the highest numbers of bicyclists had the lowest rates of bicyclist-caused crashes. The rates of motorist-caused crashes did not change. That’s more, the motorist-caused crashes did not improve over time, even on the streets with bike lanes.

“You have to be fast to ride in the road and use lane control.” What this data shows is the inverse. While any cyclist can benefit from lane control, the faster you ride, the more important it is that you use lane control. Since the vast majority of motorist-caused crashes involve drivers crossing your path from the front or side, your crash risk goes up with your speed. Lane control increases the time and distance you need to react to a motorist error, and gives those drivers a better view of you as you move. Moving to a bike lane, sidewalk or sidepath without reducing your speed will not reduce your risk, and will likely increase it. And this finding leads me to the last assumption, which is...

“Novice cyclists who ride on sidewalks are the ones most in need of traffic cycling training, like CyclingSavvy or Smart Cycling.” Based on this data we can make some rough risk calculations for different types of cyclists. A novice cyclist who rides at about 9-10 mph on sidewalks for about 500 miles per year might get into a motorist-caused crash once every 35-45 years (but if that sidewalk cyclist only rode on the right side sidewalk, with the flow, that would increase to more than 200 years!). An experienced cyclist who typically rides solo on roadways for about 1,500 miles per year at about 18 mph -- but who doesn’t use lane control -- should experience a motorist-caused crash once every 20 years. And because that cyclist is going faster, he or she will likely suffer a more serious injury.

For a deeper dive into this study, go to MetroPlanOrlando.org, then Programs & Resources, then Safety, then Bicyclist Safety. There you can download both the full report and an executive summary. You can also view a presentation I made to one of our MetroPlan Orlando committees on YouTube by searching on MetroPlan Orlando TAC Virtual Meeting - 06-26-2020. My presentation starts at the 33-minute mark.

Mighk Wilson is a Senior Transportation Planner for MetroPlan Orlando, life-long transportation cyclist, and co-founder of the Florida Bicycle Association and the American Bicycling Education Association.

Join FBA Today!
Your membership makes a difference.
Add your voice for the future of all bicyclists in Florida.

Name ____________________________
Gender: [ ] Male [ ] Female
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[ ] Family ($35)  [ ] Benefactor ($100)  [ ] Other/additional donation

Membership includes a FREE subscription to the FBA Messenger!
Please mail check to: Florida Bicycle Association, PO Box 2452, Oldsmar, FL 34677
Or go online to: www.floridabicycle.org
The Best Places to Hit the Trails in West Volusia

by David Swanberg, West Volusia Tourism

Discover a different side of Florida as you experience the scenic trails of West Volusia County. Conveniently located in Central Florida between Orlando and Daytona Beach, West Volusia County offers visitors the opportunity to enjoy the outdoors. West Volusia features pristine, natural beauty, and some of the best ways to view this beauty is to get up-close and personal. Whether you’re looking to explore the great outdoors, experience scenic vistas or marvel at natural treasures, West Volusia’s world-class bike trails can lead you there.

Trails Recap

Before we send you off to hit the trails, you should know what trails you’ll be hitting! More than a million people visit our parks and trails each year to view nature’s beauty and to participate in recreational programs, but which trails exactly cross West Volusia?

Moss-draped oaks line the more than 20-mile Spring-to-Spring Trail that’s ideal for hikers, bikers and runners eager to explore a variety of the area’s natural springs. It’s also home to an array of Florida birds, from herons and ospreys to the iconic bald eagle.

While you’re in the area, head out to the longest multi-use paved loop trail in the Southeast, the St. Johns River-2-Sea Loop. At nearly 260 miles, the Loop passes through the communities of Osteen, DeLand, Enterprise, DeBary, Orange City, Deland, and DeLeon Springs, providing access to countless scenic parks and springs along the way on the trails in West Volusia.

When completed, the Coast-to-Coast Trail will link communities between St. Petersburg and Titusville, providing a “safe, scenic and sensational” multi-use trail allowing residents and visitors to explore Central Florida by bicycle and on foot.

Now, onto those trailheads! Below is a list of them and what they feature.

DeBary Hall Historic Site

DeBary Hall is a magnificent Victorian 1800s hunting estate of wine importer Frederick deBary, beautifully restored to its early glory with period furnishings, award-winning exhibits and interactive programs. Today, the Mansion also serves as the Trailhead to the three trail networks that cross through West Volusia County: The Spring-to-Spring Trail, St. Johns River-2-Sea Loop and Coast-to-Coast Trail.

Getting on the Trail at DeBary Hall, you are presented with two options, east towards Deltona (a designated Florida Trail Town) and Green Springs Park, which we’ll mention later, or west towards Gemini Springs and Lake Monroe Park, with connections to Sanford, FL and their newly completed RiverWalk Trail.

Whichever you decide, you are in for a fantastic ride along what many call the best part of West Volusia’s trails.

Green Springs Park

Green Springs is one of Florida’s few green sulfur springs and has been an important landmark throughout the history of Volusia County with many Native Americans, including the Mayaca and Seminoles, considered the land sacred because they thought the sulfur water in the springs had healing properties.

Green Springs serves as one of the Trailheads for the Lakeshore Loop. At almost a mile in length, Deltona’s Lakeshore Loop follows the north shore of Lake Monroe, linking the City’s Thornby Park with the County’s Green Springs Park. These two nature-based parks, and the Lakeshore Loop as a whole, are situated on the longer St. Johns River-2-Sea Loop and Spring-to-Spring Trails. The Lakeshore Loop Trail is lined with a centuries old oak tree canopy, home to wildlife which includes many birds on the life-lists of avid and casual birders.

Green Springs is also a fantastic point to continue East towards Osteen and Titusville along the combined St. Johns River-2-Sea Loop and Coast-to-Coast Trails.

Lake Beresford Park

DeLand’s Lake Beresford Park is highlighted by a 1.8-mile multi-use trail that follows the perimeter of the park. This park also connects to the Spring-to-Spring Trail and St. Johns River-2-Sea Loop, which allows patrons to walk, run, skate or bike three miles down to Blue Springs State Park. The trail also extends another half mile north where a new trail segment is currently being designed.

Orange City Trailhead

While we’re on the subject of Blue Spring State Park, the Orange City Trailhead provides easy access to the State Park on days where it may be at capacity. Located at 385 Magnolia Ave, Orange City, this trailhead is located right near a pedestrian bridge that crosses over the railway line.

Now that you have some background information on what trails are home to West Volusia, and where you can access the Trailheads, you’re ready to venture out and begin your journey into Old Florida!

Where My Ride Takes Me

FBA's Executive Director
took in the Hancock and South Lake Trail systems on her Trek S20 prior to the Bicycle Best Practices Workshop in Clermont.

More information on West Volusia County can be picked up in our Visitor Center located at 116 W. New York Avenue in Downtown DeLand, FL or can be found online on our website at www.visitwestvolusia.com. Please call 386-734-0162 for more information.

Mom and Sebastian riding bikes on the trails in West Volusia.
POLK COUNTY NEWS

Auburndale Cycling by Jack Cormier, Communications Specialist Central Florida’s Polk County Sports Marketing

More than just a crossroads in the middle of Florida, the city of Auburndale in Polk County offers cyclists rolling topography, quiet roads, more than six miles of paved bike path and a downtown so throwback you wouldn’t be shocked to see Barney Fife and Aunt Bea walking along the streets lined with mom-and-pop shops.

Rails to Trails

Stretching from Lake Myrtle in Auburndale to the General James A. Van Fleet Trail in Polk City nearly seven miles away, the TECO Auburndale Trail offers plenty of shade and smooth surfaces just a short jog from civilization. It is isolated enough that you might see a bald eagle or even an alligator along the route, but still close enough to retail establishments that you can pedal over to buy a soda. It gets plenty of use by joggers, cyclists and skaters, but rarely feels busy.

It’s a far cry from the days when this stretch was a bustling railway hauling citrus. When CSX Transportation abandoned the 46-mile rail line between Auburndale and Coleman in Sumter County, trail advocates envisioned a statewide trail network – the Rails to Trails initiative – that would crisscross the state. Fast forward nearly 20 years, and while the statewide network hasn’t quite materialized, the trails are still one of the most sought after destinations for barbecue in Polk County. Family owned and operated since 1947, Peebles is storied in this part of the state. Scholars who break down barbecue into regional styles – think Kansas City or Carolinas – seek out this Central Florida favorite for its genre-busting flavors. Of course, Peebles offers ribs, sandwich plates and their own array of sauces, but don’t miss out on the sausages or the sides, including the made-from-scratch macaroni and cheese.

Once Around the Lake

A quick trip across busy Berkeley Road at Denton Avenue will lead you to the best kept cycling secret in the area – Lake Ariana. While it doesn’t go all the way around the lake, the aptly named Lake Ariana Boulevard takes you not only alongside the lake but also downtown no matter which direction you go. Head off to your left and it is roughly 2.5 miles to the city, or if you go to the right a little more than 2.1 miles. Both routes offer scenic views of the roughly 1.5 mile wide body of water. It isn't uncommon to see all types of water fowl and the occasional alligator along the lake. The other side of the road, stately homes keep watch over the water. Traffic around the lake is usually light, but the road can be tight.

Downtown Auburndale might be the Florida definition of bucolic. The tree lined city district gives you access to the numerous downtown dining options. There’s a Beef ‘O’ Brady’s in the center square, as well as Ike’s Eats and Treats, an old-fashioned ice cream and sandwich shop. Just off the downtown is Sweet Magnolias Tea Bistro. While the teas are outstanding, locals stop in from 11 a.m. to 3 p.m., Tuesday through Saturday, for a light lunch. Just a few streets over – and nearly across from each other – are Sal’s Pizza and Pizza Connection. Both have loyal followings that claim the better pie. Ximena’s Tacos offers diners one of the most authentic Mexican experiences in Central Florida – there aren’t too many places with lengua or caberizo on the menu.

Still more cycling options

If you still want more cycling, hop on Polk City Road off of Lake Ariana Boulevard. From there, you can bike around Lake Van by using Lake Mattie Road to Adams Barn Road. Or, if you go even further, you can circle back on C. Fred Jones Boulevard to Berkley and back down. Either way, on the weekends neither road is very busy, and both offer a surprising amount of topography for Florida.

Where My Ride Takes Me

FBA’s Messenger newsletter editor, Paula, visited her hometown of Buffalo, NY in October and took a bike ride along the Tonawanda Creek on the Erie Canalway Trail with her brothers Jerry and Mike Miranda.
Upcoming Bicycle CAAM Events in Florida

**JANUARY**

January 22 (Sat) Palatka
**Etoniah Gravel & Social Rides**
Starts at Coventry Oaks Farm, 104 Springside Cutoff Road, Palatka. Various options. https://caamevents.com/event/etoniah-gravel-social-rides/?instance_id=3106

January 29 (Sat) Sanford
**CAAM 200k**
Starts at 7:30 a.m. at Sanford Pizza Company 350 E Seminole Blvd, Sanford. 27, 54, 84, 100, 128 (200k) miles options. https://caam200k.raceroster.com

**FEBRUARY**

February 5 (Sat) Arcadia
**Ride for Tiny Town**
Starts at 7:30 a.m. at Arcadia All-Florida Championship Rodeo 2450 NE Roan St, Arcadia. 10, 31, 45 & 60 miles options. https://raceroster.com/events/2022/48184/ride-for-tiny-town?aff=0CWS4

February 20 (Sun) Orlando
**Tough Biker**
Starts at Ace Café, 100 W Livingston St, Orlando. 62 miles. https://caamevents.com/event/tough-biker/?instance_id=3095

February 26 (Sat) Sanford
**Mardi Gras Pizza Fondo**
Starts at 7:30 a.m. at Sanford Pizza Company, 350 E Seminole Blvd, Sanford. 28, 55, 83, & 100 mile options. https://mardigraspizzafondo.raceroster.com

**MARCH**

March 12 (Sat) Dunedin
**Up With Down Bike Ride**
Starts at 8:00 a.m. at Mezzaluna Pizzeria, 101 Palm Harbor Pkwy, Palm Coast. 20, 58 & 100 mile options. https://raceroster.com/events/2021/33184/up-with-down-ride?aff=0CWS4

March 20 (Sun) Palm City
**Riding for Heroes**
Starts at 7:30 a.m. at Justin Wilson Memorial Park, 2050 SW Mapp Rd, Palm City. 40, 58, 80 & 100 miles options. https://raceroster.com/events/2022/47501/riding-for-heroes?aff=0CWS4

March 26 (Sat) Plant City
**Dean’s Ride**
Starts at Keel Farms, 5202 Thonotosassa Rd, Plant City. 9, 20, 34 & 60 mile options. https://deansride.raceroster.com

March 26 (Sat) Palm Coast
**Up and Down Bike Ride**
Starts at 8:00 a.m. at Mezzaluna Pizzeria, 101 Palm Harbor Pkwy, Palm Coast. 20, 58 & 100 mile options. https://raceroster.com/events/2021/33184/up-with-down-ride?aff=0CWS4

**APRIL**

April 2 (Sat) Cocoa Beach
**Cross Florida Ride**
Starts at 7:00 a.m. at Shepard Park, 200 E Cocoa Beach Causeway, Cocoa Beach. 167 miles. https://caamevents.com/event/cross-florida-ride/?instance_id=3031

Sanford’s Bike to Work Day (continued from page 10)

When asked, what motivates you to be an FBA RLRM? responses included:
- Standardized training
- The more you know, the safer you can be. Knowledge can prevent problems.
- The RLRM program is a great program.
- Learn to be consistent with pre-ride briefings.
- Learn strategies to be safe.
- Passion and wanting to stay current with best practices that have safety in mind.

We appreciate everyone’s patience as we continue to grow the program. We learned over the past year that in-person and virtual certifications each have their challenges. Although virtual certification offers the ease of learning from your home, it does require a commitment of three-to-four consecutive Saturday afternoons whereas the in-person certification is completed on one Saturday.

For the first part of 2022, we are hosting two in-person certifications in central Florida, with our first offering on Saturday, February 26 (see page __). The Lake Parker Park location in Lakeland will utilize an outdoor screened pavilion. It is our hope that this location will be a good hybrid facility. We realize this could be a drive for some in south Florida or the panhandle, but one could consider making a weekend of it by staying in the area and exploring areas to ride such as the General James A. Van Fleet State Trail (length of 29 miles and considered the most rural or remote trail in Florida).

Meanwhile, FBA is planning to host three additional RLRM virtual listening sessions in addition to offering virtual modules of continued education to cover such topics as Trail Etiquette, Family & Slow Rides, Crashes and E-Bikes. These sessions will be scheduled in the first part of 2022 (if not sooner) and available to our current certified RLRMs.
FDOT Statewide Bicycle/Pedestrian Coordinator: Mary O’Brien, 850-414-4283
www.floridabicycle.org/resources-by-the-f-dot (for more FBA member club & shop info.)

FDOT Districts

District 1
Cities: Bradenton, Fort Myers, Naples, Sarasota
Counties: Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, Sarasota
FDOT Bike/Ped coordinator: Deborah Chesna, 863-519-2562; Bike/Ped Safety Specialist: Mengya (Amy) Ao, 863-519-2510; SUN Trail Coordinator: Deborah Chesna, 863-519-2562
FBA Member Bicycle Clubs: Caloosa Riders Bicycle Club, Highlands Pedalers Bicycle Club, Peace River Riders Bicycle Club, Sanibel Bicycle Club, Sarasota-Manatee Bicycle Club, Gulf Coast Velo, Bonita Bay Bicycle Club, Coastal Cruisers Bicycle Club, Naples Velo, Village Idiots Cycling Club
FBA Member Bicycle Shops: Acme Bicycle Shop, Fort Myers Schwinn Cyclery, Pedelec SQB LLC Electric Bicycles, Road & Trail Bicycles, Bikes International, Real Bikes International, Real Bikes

District 2
Cities: Gainesville, Jacksonville, Lake City, St. Augustine
FDOT Bike/Ped Coordinator: Derek Dixon, 904-360-5653; FDOT Bike/Ped Safety Specialist: Interim Nick Hope, 904-360-5634; FDOT SUN Trail Coordinator: Stephen L. Browning, 386-961-7455
FBA Member Bicycle Clubs: Gainesville Cycling Club, North Florida Bicycle Club, Florida Free, Scooters . Every cyclist deserves to discover

District 3
Cities: Destin, Panama City, Pensacola, Tallahassee
Counties: Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa Rosa, Wakulla, Walton, Washington
FDOT Bike/Ped Coordinator: Zeke Hayes, 850-330-1487; FDOT Bike/Ped Safety Specialist: Michael Lewis (Interim), 850-330-1266; FDOT SUN Trail Coordinator: Maria Showalter, 850-330-1550
FBA Member Bicycle Clubs: Capital City Cyclists, Emerald Coast Cyclists, Bike Pensacola
FBA Member Bicycle Shops: The Great Bike Shop

District 4
Cities: Fort Lauderdale, Fort Pierce, Palm Beach, Stuart, Vero Beach
Counties: Broward, Indian River, Martin, Palm Beach, St. Lucie
FDOT Bike/Ped Coordinator: Larry Wallace, 954-777-4208; FDOT Bike/Ped Safety Specialist: Satya Pinapaka (Interim), 954-777-4344; FDOT SUN Trail Coordinator: Wibet Hay, 954-777-4573
FBA Member Bicycle Clubs: Boca Raton Bicycle Club, Vero Cycling Club, South Broward Wheelers Bicycle Club
FBA Member Bicycle Shops: Orchid Island Bikes and Kayaks, Wheels of Wellington

2019 Florida Bicycling Street Smarts CyclingSavvy Edition
The traffic laws section reflects 2019 Florida Statutes including the addition of Micromobility Devices and Motorized Scooters. Every cyclist deserves to discover the joy of riding confidently, legally and safely. John Allen’s classic work has been updated to incorporate best practices for easy bicycling, wherever you ride. This edition is replete with strategies for handling today’s multiple roadways and bikeway configurations and packed with illustrations by CyclingSavvy co-founder and FBA Advisory Board member Keri Caffrey.
Get yours from Florida’s Pedestrian & Bicycling Safety Resource Center @ www.pedbikesrc.ce.ufl.edu/pedbike/ or @ FBA by using the Contact FBA form at https://floridabicycle.org/contact-us/
Whether you’re cycling along side the horses and carriages near Nazareth, PA…

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EXPLORE SHOPPING, DINING, ARTS AND HISTORY.
Or, just relax and spin your wheels.

Discover a different side of Florida on our many pristine trails as they wind through friendly, vibrant communities along the majestic St. Johns River and through our abundant and beautiful parks. You’ll definitely experience miles of smiles.

CONVENIENTLY LOCATED BETWEEN DAYTONA BEACH AND ORLANDO.
Download a Visitors Guide at VisitWestVolusia.com

…or strolling along the ancient roadways in Jerusalem, Israel…

…it’s a small world when it comes to the common courtesy of SHARE THE ROAD.

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