2019 Florida Bicycle Association Annual Awards

Congratulations to all of our dedicated Award recipients!

Caloosa Riders Bicycle Club
Club of the Year

SWAMP Mountain Bike Club
Off Road Club of the Year

Sarasota Police Department
Law Enforcement Agency of the Year

Hernando/Citrus MPO
Supporting Agency of the Year

Westshore Alliance
Supporting Agency of the Year

Mary O’Brien, State Bicycle/Pedestrian Coordinator, FDOT Roadway Design Office
Bicycle Professional of the Year

Pedal Power Ministries
Program of the Year

Project Hero
Program of the Year

Christian Wagley
Citizen Advocate of the Year

Ashley Hopkins
Citizen Advocate of the Year

The Ride Xperience
Bicycle Business of the Year

City of Inverness
Bicycle Friendly Community of the Year

Friends of Amelia Island Trail, Inc.
Trails Promoter of the Year

Tim Baylie, Volusia County Parks
Trails Manager of the Year

James Shirk
Volunteer of the Year

Senator Wilton Simpson, District 10
Elected Official Champion of the Year

Amanda Beal, Florida Department of Health
Special Recognition of the Year

Rajeeb Das, The Freewheel Project
Special Recognition of the Year

Jim Dodson
Special Recognition of the Year

J. Steele Olmstead
Special Recognition of the Year

Visit floridabicycle.org/annual-awards for more annual award program information and 2019 recipients.
2020 nominations will open in October!
Join FBA Today!
Your membership makes a difference for all bicyclists in Florida.
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RLRM Caloosa Riders
On Saturday, January 25, members of the Caloosa Riders Bicycle Club attended our Ride Leader / Ride Marshal certification class. The information was well-received and FBA has now certified over 300 cyclists.
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Working Together to Build a Bicycle-friendly Florida

OUR MISSION: is to encourage more people to bicycle through education and advocacy.

OUR VISION: is 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.
Drivers heard the message loud and clear across Seminole County this week: yield, stop and remain stopped to allow pedestrians to cross in the crosswalks or get a $166 ticket. Seven local law enforcement agencies teamed up for Seminole County’s first Operation Best Foot Forward (BFF) crosswalk enforcement.

Seminole County’s Operation Best Foot Forward started at 7 a.m. on Feb. 18, in Sanford and rolled out across 22 crosswalks in cities throughout the day. At the Airport Blvd. and Park Ave. crosswalk in Sanford, Rose Arnold stood waiting at road’s edge and watched as car after car sped by without stopping for her sixth-grade daughter to cross the street to her bus stop. Arnold was thrilled to see officers, pulling over drivers who didn’t stop for her daughter or the plainclothes officer.

“It’s a battle every morning just to cross the street,” Arnold said. “I come out here with her, because it’s too dangerous to cross by herself. It’s great that they are ticketing these drivers who won’t stop.”

Participating law enforcement agencies in the county-wide operation included: Seminole County Sheriff’s Office, and Altamonte Springs, Casselberry, Longwood, Oviedo, Sanford and Winter Springs Police Departments. It was the largest one-day Operation BFF in the program’s history.

Managed by Bike/Walk Central Florida (BWCF), partners launched the BFF program in Orange County in 2012 after Smart Growth America’s Dangerous by Design report and the Governors Highway Safety Association named the Orange, Seminole, Osceola counties the deadliest region in the nation for people walking and bicycling.

Last year in Seminole County alone, 147 people were struck by drivers and six were killed while doing something as simple and necessary as crossing the street. An additional 120 bicyclists were struck and two killed. Osceola County launched the program in 2017. With Seminole county now onboard, BFF is the largest grassroots coalition in the nation, aggressively working for pedestrian safety.

Bike/Walk Central Florida began with focusing on changing driver behavior at marked crosswalks as a small piece of the bigger goal of making roadways safer for all users. “If drivers aren’t stopping for people in marked crosswalks, they also aren’t paying attention to bicyclists,” says BWCF executive director Amanda Day.

Next, BFF measures driver yielding behavior at each of these crosswalks. When the program began less than 2% of drivers were yielding at crosswalks with roadway speeds of above 35 mph and about 17% for 35 mph and less. As awareness has increased, so has the number of drivers yielding to closer to 43% and 58% respectively.

Ahead of the first crosswalk operation in a county, partner agencies observe a warning period of 1-3 months, in order to get drivers familiar with the law and enforcement operations. Agencies issued more than 450 warnings to drivers during that time in Seminole County.

On the day of Operation BFF, plainclothes officers and deputies cross the street in the chosen marked crosswalks, giving drivers enough time to stop, as Florida law requires. If drivers don’t stop, uniformed officers pull the driver over and issue a citation or warning. A citation for failing to yield to a pedestrian costs $166 and three points on the driver’s license. Over 8 hours on Feb. 18, officers and deputies issued almost 400 citations.

And more Education …

In addition to the direct awareness law enforcement spreads, the BFF program works to create safer road conditions through community education. Before, during and after every Operation BFF, the BFF community outreach team works to educate local residents. For example, attendees at the Longwood Health Fair were happy to hear that BFF would be enforcing crosswalks there and eagerly listened to information walking/biking safety.

BFF works to garner local media coverage for each enforcement operation. Television, print, online and social media share the message of pedestrian safety to drivers all across Central Florida. For example, attendees at the Longwood Health Fair were happy to hear that BFF would be enforcing crosswalks there and eagerly listened to information walking/biking safety.

BFF offers education and awareness through various mediums like print, online, and social media. They focus on educating and spreading awareness to drivers about the dangers of not yielding and stopping at crosswalks.

Studies show that when you combine Engineering, Education and Enforcement over a prolonged period of time, driver behavior changes. Partners throughout Central Florida realize that the region has a long way to go to change the dangerous situation for people walking and bicycling. The fact that 38 organizations have united to turn the tide brings us hope.
My Journey/Adventure with Bicycle Advocacy

by Henry N Lawrence III – Bicycle Change Agent and 1997 FBA Founding Father

Soon I will be 69 and 2020 marks my 25th year of being involved in bicycling advocacy. My adventure to Decatur, Georgia in the summer of 1995 for Bike Action 2000 led to my first steps into learning about the Bicycle Federation of America, the League of American Bicyclists and the Rails-To-Trails Conservancy who hosted the event. I met Charlie Gandy for the first time - lots of Firsts in my early bicycle advocacy education.

Not long after that I met Dan Burden who was our Florida Bicycle Coordinator with FDOT in Tallahassee. Then it was Margaret Raynal who taught me my first LAB class in bicycling called Road I, which I had to go to Pensacola to attend. Not long after that I went to Gainesville for my first Greenways & Trails Conference where I saw Margaret and met Linda Crider and so many other very experienced leaders in the Florida bicycle advocacy movement, and got involved with Bike Florida. Within a year I ventured to Mount Dora for their October Bicycling Festival for a meeting with LAB leaders and Florida’s bicycle advocacy activists to lay the foundation for re-establishing the Florida Bicycle Association, which at the time was dormant. I recall Mighk Wilson there as the leader of a group called FORBA, the Florida Off Road Bicycle Association; this was a very extraordinary meeting in Mount Dora for me with all types of bicycling being represented.

I was a total novice at bicycle advocacy but I hit the ground running with all these amazing leaders all around me for encouragement. I was tasked to help create the Share The Road license plate campaign, serving as the chair to the Florida Bicycle Association Share the Road campaign. I used all the history, experience and knowledge that Lys Burden provided me, dating back to 1987 when the original Florida Bicycle Association was formed in Polk County by Joanna Hoot [Editor’s Note: please see our 2017 spring Messenger, page 10 for the FBA Anniversary History Highlight article that covers the origins of FBA, the first of a four-part series]. The license plate idea had started way back then and there was plenty of research on the Share The Road Project, dating back to 1992 and FBA vice president Michael Koenig.

Thankfully my luck was running strong and I was directed to Tallahassee to the Department of Highway Safety & Motor Vehicles (DHSMV) regarding “how to” qualify for a Specialty License Plate. At the time it required, if I remember correctly, an artwork proposal of our tag design, 10,000 signatures of licensed motorists and a down payment towards the cost of the tags; if we collected enough signatures, the amount of $10,000.00 would cover the first run of tags. We also had to get a Bill through both the State House and Senate, so I had to find bill sponsors.

Thankfully Linda Crider was there to help along with countless others like Kathy Oates, Mighk Wilson and hundreds of other bicycle lovers to collect the signatures and help me find a Representative and a Senator to sponsor the Bill (Representative Bob Casey of Gainesville and Senator Donald Sullivan of St. Petersburg). Three years and many, many hours of dedication, devotion and simply never giving up, we had the Share The Road License plate.

FBA and I did not accomplish this task without the help of Bike Florida, Jimmy Carnes, Linda Crider, Lys Burden and so many more amazingly loving, kind and sincere bicycle folks. The reality of our very special license plate – the first Share the Road plate in the nation – was manifested! Just writing this I’m a bit overwhelmed remembering back to those times and how much work was involved, but also how much FUN we had doing it.

I was 43 when this adventure began; I joined the Panama City Flyers Bicycle Club and some how got talked into being the club bicycle advocate. They paid for my trip to Decatur, Georgia back in 1995 for Bike Action 2000, so I owe so many folks for what little success I was able to achieve by representing them and bringing home some political inspiration. This helped move me to restart our MPO Bicycle Pedestrian Advisory Committee once again after serving on the CAC (Citizens Advisory Committee) for a term.

Much has changed since those early beginnings of FBA and I will be forever thankful for all the many wonderful people I’ve met over the years who helped me and helped the bicycle advocacy movement. I made five trips to Washington, DC for the National Bike Summit, 2001-2005, and those summits were extraordinary.

I’ve had two amazing trips to Pro Bike in St. Paul, MN and Victoria, BC in early 2000’s, after a life changing experience with the Thunderhead Alliance, where I met many more amazingly loving, kind and sincere bicycle friends.

Of course, we know our friends at the League of American Bicyclists set aside May as National Bike Month, but Florida prides itself on being different, am I right? So, let’s get the party started now while the weather is better here in the Sunshine State. In fact, let’s just keep on riding now until May and throughout the whole year.

Our website currently features a special Florida Bicycle Month Events page for you to select a cycling challenge, charity ride or just a fun activity to do with your bicycle. From short rides to centuries, March is a great time to ride a bicycle in Florida. Grab a friend and let’s ride together to encourage more folks to give biking a try.

As fun as all that sounds, and it is, we know there’s real work to be done in Florida to make bicycling safe and accepted. Our mission of education and advocacy is a daily, on-going process. This Messenger will arrive as the 2020 Florida legislative session wraps up. We suspect there will be changes in bicycle statutes this year to make room for Electric Bicycle classifications. This initiative is being spearheaded nationally by PeopleForBikes. As much as this initiative seeks to bring consistency to the definition of types of electric bicycles, we know the battle continues throughout Florida for cycling safety and safe places to ride.

As we seek connections in our facilities, be it sidewalks, bicycle lanes, shared use paths or natural surface trails, let us not forget that now, right now, we can connect with each other. Point the finger back at yourself and take responsibility. Communication in the transportation system is easy and doable, be it in a motor vehicle, on a bicycle or simply by walking; make eye contact, use your turn signals (practice if this means taking your hand off the handlebar), give an audible warning when passing as a cyclist and pass at a speed/distance that is non-threatening.

We are all human and as humans, we are in this transportation system together, even when mistakes are made. We can do better and all of us can start improving right now by paying attention and acknowledging the other humans sharing the system. You can make the drive/ride/walk enjoyable by practicing civility and something I like to call CPR: Courtesy, Patience and Respect. Give it a try. I bet the connection brings a smile; like riding a bicycle during Florida Bicycle Month and beyond.

So, it’s not December. It’s March, Florida Bicycle Month! This is when, as you will note from our front page, we celebrate cycling and our cycling champions. From individuals to clubs and organizations to elected officials, Florida is filled with real people doing good for the cycling community.

they were some of the best years of my life.

Thanks to all the amazing people I’ve met then and still meet whenever I join in celebrating our many years as the Florida Bicycle Association. Namaste (peace).
Three Defensive Driving Tools to Avoid Great Impact

by Jeff Hohlstein (Originally posted on 12/17/2019 by Florida Department of Transportation’s Community Traffic Safety Team website)

What do OODA, Three Mississippi’s, and a vehicle’s front wheels have in common? They can all be defensive driving tools that will alert and prepare you for potential conflict situations and avoid a crash.

In another year or so, I’ll enter that age range of 78–85, when most people decide to quit driving. Over the years, I’ve learned some tools that I hope will allow me to drive safely far beyond that range. I’m not a certified driving instructor, so I’ll describe the tools and how I use them. How you choose to use them is up to you.

The OODA Loop: See and avoid trouble

So what’s an OODA? The OODA Loop is a rapid decision-making tool developed by Retired Colonel John Boyd, USAF. In combat, OODA is used to totally confuse and demoralize the enemy. In defensive driving, OODA is a disciplined way of thinking that helps one see and avoid trouble. OODA stands for Observe > Orient > Decide > Act, and then do it again.

It sounds like common sense, doesn’t it? But then there’s a joke—Two crows were sitting in a tree above a cornfield. Crow One said, “Let’s fly down and eat some corn.” Crow Two, “We can’t. There’s a man sitting in a tree above a cornfield. If it was a man, he’d be looking at his cell phone.”

How many times do we see people who aren’t even observing? And, as we age, we need a conscious, disciplined decision-making tool to drive safely. OODA can be that tool. Let’s start with an easy example.

A vehicle’s front wheels tell a lot.

I was a certified Traffic Cycling Instructor from 2010 to 2016, and I taught that you cannot count on where a driver is looking when it came to cyclists. I taught students to look at a vehicle’s front wheels. I’ve carried that to driving.

Observe—The rotation of the front wheels tells me instantly whether a vehicle is slowing, stopped, or accelerating—before I detect the motion of the vehicle. Where the wheels are pointed tells me where the vehicle will follow.

Orient—Wheels’ rotation is useful at intersections to tell me who’s yielding and who’s not and at cross-streets and with left-turning vehicles in a median to tell me who’s yielding and who’s not. Wheels’ direction is useful at a roundabout to determine whether a vehicle is continuing or exiting the roundabout.

This observation and orientation allow me to decide and act defensively and safely during normal traffic flow. So, let’s get into the tough stuff—stop signs and signalized intersections.

Remember the rule, “Look left, right, left,” before proceeding from a stop sign? It’s inadequate and, as I learned on a bicycle, people do look left because that’s where the threat to them will come. But many only glance right before or as they pull out, then back left.

Approaching an Intersection Using OODA

An intersection is any place that a vehicle, pedestrian or cyclist can enter your lane, creating a conflict—including side roads, driveways and center median breaks. Using OODA, as soon as I’m close enough to properly observe, I scan the entire intersection to orient myself. If I see a potential conflict, I keep it in my scan and decide/act as necessary.

Approaching a Stop Sign

As I approach or stop at a stop sign, I:

Observe—Look right all the way to the sidewalk or, if none, to the road edge. I look for pedestrians and cyclists opposing traffic. Cyclists may legally oppose traffic on a sidewalk, but not on the road, but some do. Then I sweep left, checking cross traffic and the opposite side of the intersection, and finally, look left for my opening.

Now I’m oriented. If there are potential conflicts, I’ve noted them.

Decide, Act—If there are no other conflicts and I have an opening, I go, but as I release the brakes, I look all the way back to the right. Whereas a pedestrian would be picked up in the first sweep, a cyclist may have been too far away. They come upon an intersection almost like from nowhere. If waiting for a traffic break, as it approaches, I again observe and orient right to left. If nothing has changed, as the break arrives, I go.

Yield Signs

Most Yield signs are at signalized intersections. If I already have a green light, as I approach the Yield, I sweep right to left, paying particular attention to the sidewalks and opposing lanes across the intersection, looking for pedestrians, cyclists, left-turning drivers, and continue. If I don’t have a green light, I stop, do a similar sweep, ending left, looking for an opening. As it arrives, I again check the sidewalks and crosswalks and across the intersection for left-turning drivers. Then I look left and go.

Green Lights

Going straight through a green light. President Reagan’s time-worn adage “Trust but verify” applies here. Approaching an intersection, in this order, I look right for pedestrians and cyclists, left for red-light runners, across for left turners, and, as I enter it, right for red-light runners.

Red Light Turns Green

Going straight when the red light turns green. To me, this is the most dangerous time to enter an intersection. Stopped cars can tell a lot. Before the light turns green, I check the cross lanes. If they’re all filled with stopped cars, then a red-light runner isn’t a problem. Before the light turns, I again check for bikers and pedestrians. If I’m first in line, and the cross lanes aren’t filled with stopped cars, as I release the brakes, I check first left for red-light runners and immediately across the intersection for left turners on a red arrow. I have seen as many as three vehicles in a row turn left against a red arrow. As I enter the intersection, I check for red-light runners and right turners from the right.

How to Integrate OODA into Your Driving

You don’t have to use OODA exactly as I do. The fact that you use it to become more defensive will cause you to make faster and better decisions than many other drivers. In the beginning, you’ll have to mentally run through the steps—Observe, Orient, Decide, Act, at each potential conflict. This is called conscious competence. After using it for a while, getting in the vehicle will bring OODA to mind and as you drive, the steps will occur automatically—unconscious competence. If you find yourself becoming distracted, bring it back to your consciousness.

OODA is a great tool for people of all ages, especially for older drivers. But there is more. As we age, we lose strength, balance, and cognitive skills, unless we do something about it. There are many studies that say exercising a few hours a week can benefit all three, regardless of how old you are when you start. Many Medicare Advantage programs offer Silver Sneakers, a free membership to participating gyms. These health-care companies would rather pay for your gym membership than to pay for your illnesses resulting from a sedentary lifestyle.

So, the choice is yours. Do you want to drive more defensively and extend your driving years? OODA is a useful tool, and exercise is the enabler.
East Coast Greenway Summit
by Patty Huff

Last fall I had the opportunity of cycling through the Florida Keys with supporters and staff of the East Coast Greenway Alliance (ECGA). Most cyclists are familiar with the ambitious effort of the ECGA to connect 15 states and 450 cities/towns for 3,000 miles from Maine to Florida in order to have a safe walking and biking route through the country’s most populated corridor.

Now you have an opportunity to learn more about greenway and trail development as leaders and advocates meet in Jacksonville for the

ECGA 2nd Southeast Summit • April 1-4

Wednesday, April 1 – Evening at the Downtown Jacksonville Art Walk that includes more than 15 blocks of art, music and more

Thursday, April 2 – Informative mobile workshops with your choice of all day or morning/afternoon tours by way of walking, biking, kayaking or bus. An evening plenary session by a panel of local leaders will present the “Preservation Project Jacksonville at 20: Activating the Nation’s Largest Urban Park.”

Friday, April 3 – Keynote speaker will be Gil (Guillermo) Penalosa who is known for his inspirational presentations on how to create vibrant cities throughout the world with healthy communities where all people can live happier, regardless of age, gender, ability, or socio-economic or ethnic status. His talk will be followed by 30 plus breakout sessions, roundtables and presentations by greenway/trail professionals on a wide selection of topics ranging from trail planning to design to funding to partnerships. It’s your choice!

Saturday, April 4 – Open streets event with a 5K run along the East Coast Greenway in Neptune Beach.

Event information and registration at www.greenway.org/SoutheastSummit2020

Whether you’re cycling alongside the horses and carriages near Nazareth, PA…

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

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Discover a different side of Florida on our many pristine trails as they wind through friendly, vibrant communities along the magnificent St. Johns River and through our abundant and beautiful parks. One things for sure, when you bicycle here, you’ll experience miles of smiles.

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Download a Visitors Guide at VisitWestVolusia.com
Florida Trail Town Update

By Doug Alderson

The Town of Winter Garden just west of Orlando was recently recognized as Florida’s newest trail town by the Florida Office of Greenways and Trails, making it the ninth trail town in the state. If you’ve studied Winter Garden in the past few years and witnessed the improved urban landscaping and business areas along the West Orange Trail, the reasons for designation become obvious. Forty years ago, Winter Garden’s downtown was suffering with numerous empty storefronts, but the turnaround began when the West Orange Trail was routed through downtown in 1999. “The trail brought the most critical missing element to downtown—people,” said Winter Garden City Planning Supervisor Kelly Carson. The city then embarked on a $45 million beautification and historic preservation project. Downtown restaurants, retail stores, bike shops, florists, a farmers’ market and a refurbished hotel soon followed, and with more than a million annual trail users, businesses flourished.

“We attracted the right away was the scenic quality of the West Orange Trail through Winter Garden and the town’s dedication to providing an enjoyable experience for trail users,” said Office of Greenways and Trails Planner Donald Monagan, who assisted with the trail town designation process. “With a myriad of spots for stops, dining, lodging, recreation and entertainment, Winter Garden is a quintessential trail town and is certainly a stop that trail users do not want to bypass.”

A town goal is to create more linkages and trails.

“If you’ve visited Winter Garden in the past few years and witnessed the impressive few years and changes, then you’ll see the turnaround continues to shine.”

Inverness

Inverness was designated a trail town a year ago partly based on their efforts in redesigning their parks and Depot District along the Withlacoochee State Trail. This $105 million project is now complete and an in-person visit is highly recommended.

The Trail Town Committee for the City of Inverness has been recognized with the 2010 Regional Award for Excellence in Quality of Life by the Northeast Florida Regional Council during their Regional Leadership Awards event on December 5. Palatka, a trail town, will host the first ever “trail ride” on December 4 and 5, 2021.

If you choose to hop onto the trail at the Berrydale Road location, there are two restaurants just off of Commonwealth Avenue – ‘Polk County BBQ Company and Country Angels’ – as well as a few fast food vendors. Picnic areas can also be found at each trailhead, as well as benches along the trail, but you won’t find a quick bite or restaurant anywhere else along the routes. If you are planning a long ride, make sure you pack plenty of water and energy drinks and something to eat. Bathrooms can be found at the Green Pond, Bay Lake and Polk City trails and approximately half mile north of the City Polk Trailhead.

But did you choose this trail for big city amenities? It’s pristine, old Polk, perfect for a cycling getaway. Old growth trees line the southern end of the connecting Auburndale TECO Trail, where some eagles have nested. You don’t see much of the trail, other than the trees. The bikes may hum, but the birds chirp, but you won’t hear a passing car throughout most of the trail. The most popular stretch for viewing wildlife is the middle of the trail, which goes straight through the heart of the Green Swamp. About five miles north of the Green Pond Trailhead is the best section for alligator spotting, especially from the series of three bridges that span the Withlacoochee River.

While but the trail may seem desolate, help is just a few moments away. Whether you just need some cold water or a ride, bike and all, back to your car, the trail is staffed with park rangers ready to help. And if you see a range along the trail, you are one of a great source of information, from where to observe the unique wildlife in the area to the distance of the next picnic area. In case of an unlikely emergency, the phone number for the rangers – (352) 761-7848 – is posted every five miles. Additionally, bike repair stations – five in all – have been placed along the trail in case of a bicycle breakdown.

For more information, or to learn about other trails and activities in Polk County, go to www.countyflorida.org/bicycling.

Riding out on the Withlacoochee Greenway Trailhead, 7500 Bay Lake Road, Groveland; and 4903 Green Pond Road, Polk City; the Bay Lake Trailhead, 7500 Bay Lake Road, Groveland; and the Sulfadiazine Trailhead, 7585 Green Pond Trail Road, Polk City: the Bay Lake Trailhead, 7500 Bay Lake Road, Groveland; and the Sulfadiazine Trailhead, 7585 Green Pond Trail Road, Polk City.

More information at www.fwp.state.fl.us/lakeapopka.
AAA Bicycle Service is available in Florida, Georgia, Iowa, Michigan, Minnesota, Nebraska, North Dakota, Tennessee, Wisconsin and portions of Illinois and Indiana.

Serving AAA Members, even on two wheels.

Take the worry out of your journey – even when you’re on a bike. AAA now offers roadside assistance for bicycles.

AAA Bicycle Service is a new benefit with every membership, that provides transportation for you and your bicycle if it breaks down on your ride. It’s one more way AAA helps members relax and enjoy the ride!

Not a member? Join today!
AAA.com/Bicycle

Bicycle transportation service is counted toward your allotted roadside assistance service calls per member, per membership year.
AAA will transport you and your bicycle to any point of safety within the limits of your coverage. AAA Bicycle Service is available in Florida, Georgia, Iowa, Michigan, Minnesota, Nebraska, North Dakota, Tennessee, Wisconsin and portions of Illinois and Indiana.

FBA Positive Spin
26th Annual Orange Cycle Garage Sale

On February 1st, despite the misty and rainy conditions, Orange Cycle of Orlando hosted their annual Garage Sale in their parking lot off Edgewater Drive. This event gives area cyclists the opportunity to not only shop for bargains, but to provide bargains, via table rentals, creating a swap-style, garage sale atmosphere.

FBA attended and engaged those willing in a contest of bicycle and pedestrian laws True or False, with winners receiving their choice of prize. Suwannee Bicycle Association members from the 90’s stopped by to share memories of good times in White Springs.

In previous articles we have discussed planning your ride, maintaining your bike and some rules of the road. Today’s article is about some basic safety rules for group rides. Before I get started let me say this, every municipality treats bicycle groups on the road differently. Some say every bike in the group must stop at a stop sign or red light, others say the group moves as a whole and the group is treated as one entity (vehicle) and go through stop signs or lights as a group. So meet with your local law enforcement agency and make sure you know how they view riders as a group.

That being said let’s start. First safety rule: communicate! Talk to the ride captain/leader; find out what they expect and communicate while on a ride, what signals they use and how they expect you to behave. No one likes surprises when it comes to safety. Do not overlap your front wheel with the rear wheel of the bike in front of you; leave some space between you. How much space? That depends on how good of a rider and how much experience you have. I have ridden in groups that only have a few inches between tires and have been in other groups that request/require you to leave between 12 to 18 inches between wheels. No matter how experienced and good you are overlapping wheels is a recipe for a crash. A sneeze, a slight slip in loose sand or debris, a moment of wiping sweat from your face, or grabbing your water bottle, any of these things or more could send you slightly off course or cause you to wobble and then tires hit each other and down you go, and how many others end up in the pile up? Leave SPACE. DO NOT OVERLAP!

Even if you are in a group and going at a good pace you still must stop for stop signs and red lights, and no you cannot just make a right turn on red in one flowing motion without stopping, expecting other vehicles to compensate or adjust for your wrongful actions. Remember when you ride on the roadway you are considered and treated as a vehicle, and no you cannot cut the corner by going onto the sidewalk and back onto the roadway. Yes, I have seen it done, and no the results are not pretty. It usually results in a crash in some shape or way either bicycle vs car or truck, bicycle vs pedestrian or vehicle vs vehicle as oncoming traffic attempts to adjust to your unexpected, illegal maneuver. And on that subject, no one on a bike should ever block traffic at an intersection so that a group can ride through. That is one of the most dangerous and risky things I have ever seen. DO NOT DO IT. Your body and an 18lb bicycle is not a barricade or a big enough shield to protect you from 2000lbs of an oncoming car or truck.

If you are in the lead or are going to give up the position you are in, first communicate your intention via signal. With the group I ride with, it is tapping...
How To Know The Right Settlement For Your Bicycle Accident Claim

The strength of your case

The strength of your case is often a key component in obtaining a full settlement. Insurance companies take you more seriously when you have a lawyer who is prepared to go to trial. In many cases, settlement offers improve dramatically even after mediation. A good lawyer knows that preparing your case for trial doesn’t mean it will go to verdict, but it does mean you are positioning yourself to seek the best result.

In your bicycle accident case, choosing a settlement can mean getting your compensation much quicker and with a bit less stress. But the settlement process can be pretty tough, too.

Insurers, their loss adjusters and other at-fault parties will play hardball. They’re likely to try to under-settle the case, if they agree to settle at all.

If you’re going to maximize the value of your case, you need to have an accurate picture of what you’re worth. This is where the problem often lies, especially if you try to settle the case without a lawyer.

A good bicycle accident lawyer has done this countless times and either already has a good idea of what your case should be worth or can find out quickly. However, this can be more difficult for you.

How does a settlement work?

A settlement is an alternative to litigating a case to verdict, or it can be used to avoid filing a lawsuit altogether. When a case is settled, it means that you and the person who caused your bicycle accident, or their representatives, agree to close the case as soon as they pay you a negotiated amount of money.

Settlement usually occurs after a written request with supporting materials is sent to the insurance company, often in the context of a mediation that is supervised by a neutral third party.

The settlement is a binding agreement for both sides, and it prevents you from going back to the court or the insurance company to ask for more money. Once you accept the settlement, it’s final.

This is why settlement should never be rushed into. You need to understand what your case is worth before you accept a settlement offer or even start negotiations.

Determining the right settlement amount

To calculate a fair settlement, you need to take several factors into consideration:

The expenses you have incurred

This includes the initial cost of treatment, physical therapy, replacing lost property, possibly repairing your bicycle or any temporary arrangements you must make. You need to be adequately reimbursed for these initial expenses.

If you may need future treatment, you should consider that cost as well. Ideally, you should wait until you’re either fully healed or as healed as you’re going to be, before you round off these expenses. In the most serious cases, a life care planner should be retained to itemize future medical expenses.

You are also entitled to claim as damages the wages you have lost due to your injury. Future loss of earning capacity can also significantly enhance the value of your claim. In some cases, an economist or vocational expert may be necessary to prove these damages.

The impact on your life

This basically covers all the ways in which the accident has profoundly affected your life and reduced its quality. You can include this loss in your determination of an appropriate settlement amount.

This kind of loss includes permanent deformity even if it does not affect your ability to work, pain and suffering, profound lifestyle changes and depression.

While there’s no real way to quantify what you may be losing here, it is possible to assign a dollar amount using various methods.

The fault of the other party

The other party’s level of fault can also be a big factor in determining your settlement amount. If their fault level is very high, then the insurer has less room for negotiation and your settlement figure can be higher.

High fault level situations include accidents that were caused intentionally or due to recklessness, intoxication or a deliberate attempt to break traffic rules.

On February 13, 2020, Alert Today Florida and Scott Lagasse Jr. presented the 6th Annual Champion’s Ride for Bicycle Safety. From professional race car drivers to professional athletes and amazing law enforcement partners, the best of the best showed up to help increase awareness, humanize the cyclist and share important safety messages. Thank you to everyone who participated in the ride. You are truly leading by example.
Launch a “Bicycle Revolution” In Your Community

by Hugh Aaron

We have a small group of seriously engaged bicycle advocates here in Florida. However, if we want to really make Florida a safe and comfortable place to ride our bicycles we need to get a lot more people engaged in our advocacy efforts. Fortunately, Professor Paul Steinberg and his team at Harvey Mudd College have provided us with an easy, low cost way to engage our communities in bicycle safety advocacy.

Professor Steinberg and his team have produced a movie titled “Bicycle Revolution.” You can rent or buy the film for a nominal fee on Vimeo.

The film documents the experience of 15 students in a one-of-a-kind college course that takes place entirely on bicycles. The film documents Professor Steinberg’s efforts to show his students how easy it is for “regular people” to engage with their local government in order to bring about meaningful change in their communities. Along the way, the students meet with mayors, city council members, community activists and city staff to discuss ways to make their communities more bicycle friendly.

Professor Steinberg and his team have launched a nationwide effort to get people to use the film as a community engagement event. Their website, https://thebicyclerevolution.org, provides all the resources needed to host a showing of the film in your community. Those resources include sample press releases and recommended discussion questions.

Bike Walk Indian River County, Inc. recently hosted a showing of Bicycle Revolution at our local theatre here in Vero Beach, Florida. While Vero Beach is a very small town, with a modest amount of promotion, we had over 100 people show up to join the Bicycle Revolution. Immediately after showing the film (which is about 45 minutes long), we held a panel discussion moderated by the community engagement editor of our local newspaper. I served on the panel as a citizen advocate and was joined by a county commissioner, the city planning director and a senior planner with the local metropolitan planning organization.

One of our local recreational bicycle riders who attended the event commended afterwards that he had never spoken to a local government official about bike safety and was really surprised to see how open and approachable they are. Professor Steinberg would no doubt give him an “A+” as that is exactly the message of the film.

In Your Community

Launch a “Bicycle Revolution”

Isn’t it time you launched a Bicycle Revolution in your community?

Hugh is the co-founder and president of Bike Walk Indian River County. He is a past recipient of the FBA’s Advocate of the Year award and currently serves on the FBA’s Advisory Board.

Group Riding

(continued from page 10)

your right hip/bottom with your right fist. Then you move out of the packs’ way to the LEFT - Never, ever to the right unless you are in a double pace line and on the right side. Then as the pack passes you, take up the rear position of the pack. Do not attempt to cut into the pack. Riding in a group is a great experience and with a group to ride with you will be more likely to stay riding and ride more often than you would if you stayed solo. So enjoy, find a group that you like, or start one of your own. Just remember to stay safe, obey the law and enjoy your ride.

Where My Ride Takes Me

FBA Executive Director recently attended the 7th annual Safe Streets Summit in Fort Lauderdale. The Summit is a collaborative effort between the Miami-Dade Transportation Planning Organization, the Broward Metropolitan Planning Organization as well as the Palm Beach Transportation Planning Agency to provide a local yet regionally connected approach to prioritizing and implementing Complete Streets throughout southeast Florida.

The theme for the 2020 Safe Streets Summit was “Vision 20/20”, bringing a focus on building and implementing a collective regional vision for better streets, better communities, and a better life for all residents.

Join FBA Today!

Your membership makes a difference.

Add your voice for the future of all bicyclists in Florida.

Name __________________________________________________________________________

Gender: □ Male □ Female

Business/Club/Agency _____________________________________________________________

Address ________________________________________________________________________

City __________________________________________________________________________

State _____________ Zip __________________________________________________________

Phone __________________________________________________________________________

Email ____________________________________________________________________________

Membership type:
□ Individual ($25)          □ Family ($35)
□ Student/Snowbird ($15)    □ Supporter ($50)
□ Club/Busines/Agency ($100) □ Benefactor ($100)
□ Champion ($250)           □ Legacy ($500)
□ 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
Questions about the laws related to bicycling?

**Ask Geo @ FLBikeLaw.org**

*by George Martin*

As part of the Bicycle Law Enforcement Program, FBA maintains FLBikeLaw.org to provide a place to ask questions about the laws. Questions come direct to FBA via the “Contact FBA” form from floridabicycle.org as well as other sources. Herein is a very limited sample of questions and answers found on the site. Go online for more.

### Bicycles on Private Roads

Q Christy asked: We live in a townhouse-style condominium. The president of our association recently told us that our kids are not allowed to ride their bicycles and scooters in the courtyard. (Two of our kids are too small to ride on the street yet.) Today she informed us that NO ONE can ride bicycles or scooters on the STREETS, either. She says it’s private property and they can do that, and if we “let people ride” on the streets, we’ll lose our insurance coverage and have to have a huge assessment. A bicycle is defined legally as a vehicle, so it would seem that they can’t do this. What is your advice?

A There are differences between roads on private property and public roadways. One definition under Streets and Highways applies to private roads. It refers to permission of the owner for vehicular travel.

s. 316.003 – Definitions

(53) Street or Highway

(b) The entire width between the boundary lines of any privately owned way or place used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

(33) Private Road or Driveway – Except as otherwise provided in paragraph (53)

(b), any privately owned way or place used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

Owners of private property can control vehicular travel within the boundaries of that property.

Even if it is private property, a municipality may exercise jurisdiction over private roads under some circumstances.

s. 316.006 – Jurisdiction

Jurisdiction to control traffic is vested as follows:

(2) Municipalities

(a) Chartered municipalities shall have original jurisdiction over all streets and highways located within their boundaries ....

(b) A municipality may exercise jurisdiction over any private road or roads .... located within its boundaries if the municipality and party or parties owning or controlling such road or roads provide, by written agreement approved by the governing body of the municipality, for municipal traffic control jurisdiction over the road or roads encompassed by such agreement.

4. The board of directors of a homeowners’ association .... may .... elect to have state traffic laws enforced by local enforcement agencies on private roads that are controlled by the association.

If a homeowners association does cede traffic control jurisdiction to local enforcement agencies, they are electing to have state traffic laws enforced. In that case, state laws permit bicyclists use of the roads, as they would any other roadway.

A condominium may have different rules, and they are controlled by directives that are beyond the scope of this website. However, the same principles would seem to apply.

Scooters are prohibited from public roadways.

s. 316.2065 – Bicycle Regulations

(12) No person upon roller skates, or riding on or by means of any coaster, toy vehicle, or similar device, may go upon any roadway except while crossing a street on a crosswalk.

**Flashing Bicycle Lights**

Q Dave asked: I use a front white flashing light as a daytime running light. Do state/city rules prohibit flashing white lights after dark? (I also have flashing amber side lights and red rear lights)

A Bicycles can be equipped with lights in addition to those required. The statutes do not specify what those additional lights can be except possibly as follows. Those in this statute do not seem to be applicable to your question unless they are considered clearance lamps, which must be certain colors.

s. 316.224 – Color of Clearance Lamps, Identification Lamps ….

1. Front clearance lamps, identification lamps, and those marker lamps and reflectors mounted on the front or on the side near the front of a vehicle shall display or reflect an amber color.

2. Rear clearance lamps, identification lamps, and those marker lamps and reflectors mounted on the rear or on the sides near the rear of a vehicle shall display or reflect a red color.

3. All lighting devices and reflectors mounted on the rear of any vehicle shall display or reflect a red color.

The statutes do not specify what those additional lights can be except possibly as follows. Those in this statute do not seem to be applicable to your question unless they are considered clearance lamps, which must be certain colors.

s. 316.224 – Color of Clearance Lamps, Identification Lamps ….

(1) Front clearance lamps, identification lamps, and those marker lamps and reflectors mounted on the front or on the side near the front of a vehicle shall display or reflect an amber color.

(2) Rear clearance lamps, identification lamps, and those marker lamps and reflectors mounted on the rear or on the sides near the rear of a vehicle shall display or reflect a red color.

(3) All lighting devices and reflectors mounted on the rear of any vehicle shall display or reflect a red color.

Clearly, blue lights and red lights visible forward of the vehicle are not legal, but there is seemingly no prohibition to the use of other color lights.

s. 316.2397 – Certain Lights Prohibited; Exceptions

(1) No person shall drive or move or cause to be moved any vehicle or equipment upon any highway within this state with any lamp or device thereon showing or displaying a red or blue light visible from directly in front thereof except for certain vehicles hereinafter provided.

(2) It is expressly prohibited for any vehicle or equipment, except police vehicles, to show or display blue lights.

Until 2012, flashing lights (blinkies) were technically prohibited but commonly used. The FBA initiated legislation to change that. Flashing lights on bicycles are now permitted.

s. 316.2397 – Certain Lights Prohibited; Exceptions

(7) Flashing lights are prohibited on vehicles except:

(c) For the lamps authorized under subsections .... s. 316.2065 (Bicycle Regulations) .... which may flash.

### Roadway Debris

Q Howard asked: In the North, property owners may be legally liable for ice and snow on the sidewalk in front of their property if someone slips and falls. Are property owners in Florida liable if gravel, sand or dirt from their driveway spills into the bike lane and causes a bicycle accident?

A The bicycle lane is part of the roadway, which is part of the highway. The state statute, which applies to all roadways, is clear.

s. 316.2035 – Injurious Substances Prohibited; Dragging Vehicle or Load; Obstructing, Digging, etc.

(3) It is unlawful to obstruct .... any street or highway.

It is also possible that this criminal statute might apply.

s. 861.01 – Obstructing Highway

Whoever obstructs any public road or established highway by .... willfully causing any other obstruction in or to such road or highway, or any part thereof, shall be guilty of a misdemeanor of the first degree ....

There may also be a county or municipality ordinance concerning obstructing the roadway. One such county ordinance indicates that it is unsafe to place residential waste materials within three feet or as near as safely possible.

This county ordinance indicates that it is unsafe to place the cans too close to the roadway, so carried a step further, it must be unsafe to place them in the roadway. Although not stated, the implication is clear, that any closer (or in the roadway) would be unsafe.

(f) Placement of residential waste materials and recyclables. .... All consumers shall place residential waste materials and designated recyclables within three (3) feet, or as near to the paved or improved roadway abutting the consumer’s property as safely possible.

Your county or municipality may have a similar ordinance.

### With or Against Traffic?

Q Robin asked: Is there a law re: whether a cyclist rides with or against traffic?

A A bicyclist is operating a vehicle and must follow the same laws as other drivers except as noted in the Bicycle Regulations. State law requires bicycles to travel in the direction of other traffic on the roadway.

s. 316.2065 – Bicycle Regulations

(1) Every person propelling a vehicle by human power has all of the rights and all of the duties applicable to the driver of any other vehicle ....

s. 316.081 – Driving on Right Side of Roadway; Exceptions

(1) Upon all roadways of sufficient width, a vehicle shall be driven upon the right half of the roadway ....

That law was enacted after numerous studies that showed that bicycle travel against the flow of traffic was unsafe.

*DISCLAIMER: The purpose of this column is to inform about bicycling laws. The material provided here and through other means is for general informational purposes only and shall in no way constitute or be construed as legal advice by the officers, directors, agents or employees of the Florida Bicycle Association. If your experience in a court of law or on the streets differs from that presented, we want to know about it, but George Martin and FBA are not accountable for a ruling contrary to our interpretation of Florida Law or other consequences of cycling. You should seek legal advice on a particular situation.*
Touring Events in Florida

**MARCH**

- **March 20-22 (Fri-Sun) Tallahassee**
  Tallahassee Trail Festival 2020 & Spring Meeting
  Starts at Tom Brown Park, 443-557 Easterwood Dr, Tallahassee. Various distances throughout event. [eventbrite](https://www.eventbrite.com/e/tallahassee-trail-festival-2020-tickets-6798828905)

- **March 21 (Sat) Inverness**
  Clean Air Ride
  Starts at 7:00 a.m. at Inverness Trail Head, 1270 N Apopka Ave, Inverness. 14, 28, 48 & 100 mile options. [signup.com](https://www.runsignup.com/Race/FL/Inverness/CleanAirRide)

- **March 22 (Sun) San Antonio**
  Gran Fondo Florida
  Starts at 8:00 a.m. at Vo2max Cycles, 3207 Pennsylvania Ave, San Antonio. 36, 55 & 96 mile options. [florida-gfn](https://www.florida-gfn.com)

- **March 22 (Sun) Hallandale Beach**
  Gran Fondo Garneau Ride
  Starts at 8:00 a.m. at Gulfstream Park Racing and Casino, 901 S Federal Hwy, Hallandale Beach. 31 & 62 mile options. [velosportevents.com](https://tickets.velosportevents.com/event/GARNEAU-2020)

- **March 22 (Sun) Palm City**
  Riding For Heros
  Starts at 7:30 a.m. at Justin Wilson Memorial Park, 2050 SW Mapp Rd, Palm City. 40, 58, 80 & 100 mile options.
  [raceroster.com](https://raceroster.com/events/2020/28009/riding-for-heroes?aff=OCWS4&aff=OCWS4)

- **March 28 (Sat) Fort Myers**
  Pan-Florida Challenge
  Starts at Florida Gulf Coast University, 10501 FGCU Blvd S, Fort Myers. 10, 31, 62 & 200 mile options. [secure2.convio.net](http://secure2.convio.net/panfl/site/TR?fr_id=11080&pg=entry)

- **March 28 (Sat) Palm Coast**
  Up with Down Bike Ride
  Starts at 8:00 a.m. at Mezzaluna Pizzeria, 101 Palm Harbor Pkwy, Palm Coast. 10, 20, 62 & 100 mile options.
  [raceroster.com](https://raceroster.com/events/2020/27924/up-with-down-bike-ride?aff=OCWS4&aff=OCWS4)

- **March 29 (Sun) Lake Nona**
  Tour de Cure Lake - Nona
  Starts at 7:30 a.m. at Lake Nona Town Center, 6900 Tavistock Lakes Blvd, Orlando. 10, 25, 50, 63 & 101 mile options.
  [main.diabetes.org](http://main.diabetes.org/site/TR/TourdeCure/TourAdmin?pg=entry&fr_id=12949)

**APRIL**

- **April 4 (Sat) Gainesville & Flemington**
  Ride to Remember 14
  Starts at First Magnitude Brewing Company, 1220 SE Veitch St, Gainesville & Flemington
  [diabetes.org](https://secure2.convio.net/panfl/site/TR?fr_id=1080&pg=entry)

- **April 5 (Sun) Cocoa Beach**
  Cross Florida Ride
  Starts at 7:00 a.m. at Shepard Park 200 E Cocoa Beach Causeway, Cocoa Beach. 77, 90 & 167 mile options.
  [velosportevents.com](https://tickets.velosportevents.com/event/GARNEAU-2020)

- **April 5 (Sun) St. Petersburg**
  Tour de Cure Lake – Greater Tampa Bay
  Starts at 7:30 a.m. at Albert Whitted Park, 480 Bayshore Dr SE, St. Petersburg. 10, 25, 40, 65 & 101 mile options.

- **April 18-19 (Sat-Sun) Key Largo**
  Bike MS: Breakaway to Key Largo
  Starts at Homestead-Miami Speedway, 1 Speedway Blvd, Homestead. Two day event with various distances.
  [nationalmssociety.org](https://secure.nationalmssociety.org/site/TR/Bike/FLSBikeEvents?pg=entry&fr_id=30911)

- **April 18 (Sat) Indian Harbor Beach**
  Cycle Jam for the Kids
  Starts at 7:00 a.m. at Gleason Park, 1233 Yacht Club Blvd, Indian Harbour Beach. 19, 41, 64 & 100 mile options.
  [raceroster.com](https://raceroster.com/events/2020/28004/cycle-jam-for-the-kids)

- **April 18-23 (Sat-Thu) Live Oak & Cherry Oak**
  40th Florida Bicycle Safari
  Starts at 12:00 p.m. at the Suwannee County Fairgrounds, 1302 11th St SW, Live Oak. Various distances throughout event via 3-day & 6-day options.
  [florida-bicyclesafari.com](https://www.florida-bicyclesafari.com)

**MAY**

- **April 19 (Sun) Sarasota**
  Ride 2 Remember
  Starts at 7:30 a.m. at Gold Coast Eagle Distributing, 7051 Wireless Ct, Sarasota. 10, 31 & 62 mile options.
  [florida-tourdeforce.org](https://www.imathlete.com/#/legacy?url=%2Fevents%2FEventReg%2FEventReg...SelectType.aspx%3Ffeid%3D73116%26new%3D1%26source%3Dmain&eventview)

- **April 19 (Sun) Newberry**
  Strada Bellamy Sportif
  Starts at 7:30 a.m. at Public Super Market at Steeplechase, 14130 W Newberry Rd, Newberry. Various distances on paved and unpaved roadways.
  [facebook.com/events/1137739099735406/]

- **April 20-24 (Mon-Fri) Miami**
  Florida Tour de Force Bicycle Ride
  Starts at Denny's, 1450 NE Miami Gardens Dr, Miami. Various distances throughout the event.
  [floridatourdeforce.org/registration/]

- **April 25 (Sat) Minneola**
  Team C2C Hilly 50 Mile Spring Ride
  Starts at 8:30 a.m. at Minneola Trailhead Park, 315 Madison St, Minneola
  [2019.teamc2c.org/spring-ride/]

- **April 26 (Sun) Venice**
  Sharkey's Ride the Beaches
  Starts at 7:30 a.m. at Sharky's On the Pier, 1600 Harbor Drive South, Venice. 15, 35 & 70 mile options.
  [raceroster.com/events/2020/29524/sharkys-ride-the-beaches]

- **April 26 (Sun) Tallahassee**
  The Champions Ride
  Starts at 8:00 a.m. at Lawton Chiles High School, 7200 Lawton Chiles Lane, Tallahassee. 13, 37 & 63 mile options.
  [bikereg.com/champions-ride--criterium]

- **April 26 (Sun) St. Augustine**
  Tour de Forts Classic
  Starts at 7:30 a.m. at Solomon Calhoun Community Center, 1300 Duval Street, St. Augustine. 24, 40, 55, 70 & 100 mile options.
  [raceroster.com/events/2020/26321/tour-de-forts-classic]

**JUNE**

- **June 6 (Sat) Chiefland**
  Tour de Melon
  Starts at 7:30 a.m. at Charles Strickland Recreational Park, 2340 Old Fannin Rd, Chiefland. Various distances on paved trail & roadways.
  [raceroster.com/events/2020/24396/tour-de-melon]

- **June 13 (Sat) Spring Hill**
  Crankin' Out Cancer
  Starts at 7:30 a.m. at Evom Lounge, 14251 Powell Rd, Spring Hill. 30, 42 & 61 mile options.

- **June 27 (Sun) Clermont**
  Tour de Clermont
  Starts at 7:30 a.m. at Clermont Victory Pointe, 938 Victory Way Clermont. 10, 31 & 66 mile options.
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, 863-519-2562
FBA Member Bicycle Clubs: Caloosa Bicycle Club, Naples Velo, Bonita Bay Bicycle Club, Coastal Cruisers Bicycle Club, Manatee Bicycle Club, Gulf Coast Velo, Club, Sanibel Bicycle Club, Sarasota-Bicycle Club, Peace River Riders Bicycle Club, Highlands Pedalers Bicycle Club, Gulf Coast Velo, Bonita Bay Bicycle Club, Coastal Cruisers Bicycle Club, Naples Velo
FBA Member Bicycle Shops: Acme Bicycle Shop, Fort Myers Schwinn Cyclery, Pedelec SQB LLC Electric Bicycles, Road & Trail Bicycles, Bicycles International, Naples Cyclery, Bike Route Naples

District 2
Cities: Gainesville, Jacksonville, Lake City, St. Augustine
FDOT Bike/Ped Coordinator: Derek Dixon, 904-360-5653; FDOT Bike/Ped Safety Specialist: Jennifer Graham, 904-360-5636; FDOT SUN Trail Coordinator: Barney Bennett, 386-961-7878
FBA Member Bicycle Clubs: Gainesville Cycling Club, North Florida Bicycle Club, Suwannee Bicycle Association

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: Olen Pettis, 850-330-1543; FDOT Bike/Ped Safety Specialist: Michael Lewis (Interim), 850-330-1266; FDOT SUN Trail Coordinator: Olen Pettis, 850-330-1543
FBA Member Bicycle Clubs: Capital City Cyclists, Emerald Coast Cyclists
FBA Member Bicycle Shops: The Great Cyclist, Emerald Coast Cyclists

District 4
Cities: Fort Lauderdale, Fort Pierce, Palm Beach, Stuart, Vero Beach
Counties: Broward, Indian River, Martin, Palm Beach, St. Lucie
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, Conté’s Bike Shop (Boca Raton, Boynton Beach, Ft. Lauderdale), Bike Tech, Wheels of Wellington

District 5
Cities: Cocoa Beach, Daytona Beach, Kissimmee, Melbourne, Ocala, Orlando
Counties: Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter, Volusia
FDOT Bike/Ped Coordinator: Stephanie Moss, 386-943-5734; FDOT Bike/Ped Safety Specialist: Chad Lingenfelter, 386-943-5336; FDOT SUN Trail Coordinator: Heather Garcia, 386-943-3077
FBA Member Bicycle Clubs: Florida Freewheelers, Sumter Landing Bicycle Club, Spacecoast Freewheelers Bicycle Club, FBA Member Bicycle Shops: Village Cycles (2 locations), Orange Cycle, Fox Firestone Bicycle Shop, The Ride Xperience, Adrenaline Bike Works

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.

Meet and Greet with FBA
You are invited and encouraged to attend these upcoming Board of Directors meetings:
Saturday, April 24, 1PM – 4PM
Northeast Dade-Aventura Branch Public Library
Saturday, July 25, 1PM – 4PM, Annual Membership Meeting
St. Petersburg Public Library Main Branch
Saturday, October 24, 1PM – 4PM, Jacksonville
If you are in the area, please join us. If you would like to assist with coordinating the meeting, comprised of a Friday evening social, Saturday morning Board business meeting and Saturday afternoon meeting for regional presentations, please contact Becky@floridabicycle.org. Details for these upcoming meetings will be posted on the FBA Facebook page once finalized. We look forward to seeing you soon!
If so, spin down to Central Florida's Polk County—your hub for some of the best and most diverse cycling experiences in Florida. Road, mountain, single track, rails-to-trails, bikepacking— with some surprisingly heart-thumping elevation changes.

Why not stay here and ride them all? Plan your velo-escape at ChooseEverything.com

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