Punta Gorda Police Department Launches VIP Bike Patrol

Over the past decade, the City of Punta Gorda has continued to grow as a bicycle and pedestrian community. The addition of public spaces such as parks, pathways, a Harborwalk, and a Multi-Use Recreational Trail has greatly increased the ability for people to get around town by biking and walking. Of course, with more bicycles and pedestrians come additional safety concerns and a greater need for education and police presence. The Punta Gorda Police Department has long had bicycle trained officers, however, as the city has grown and officers are spending more and more time dealing with calls for service, there have been fewer and fewer opportunities for officers to get out in the community on bicycles.

Luckily, the Punta Gorda Police Department has been blessed with an amazing Volunteers in Policing (VIP) Program. The VIP Program, which has been an integral part of the police department for decades, is made up of over 80 volunteers who assist with vehicle patrols, marine patrols, the records department, fingerprinting, community events, traffic control, and much more. This is truly amazing in a department of only thirty-seven sworn officers.

While searching for solutions for increasing education and safety for bicyclists and pedestrians, it was discovered that many of the department’s current volunteers had extensive bicycling experience and expertise and that several bicycle savvy members of the community were interested in joining the volunteer program. With the support of Punta Gorda Police Chief Pam Davis, and after a good deal of work, the VIP Bike Patrol Unit officially began patrolling in March of 2019.

The VIP Bike Patrol Unit is allowing the police department to have a much greater presence in those areas of the community most used by cyclists and pedestrians. They patrol city parks and pathways as well as residential neighborhoods and commercial districts where bicycles and pedestrians are common. They patrol in pairs for safety and focus on different areas of the City where they can be of most use on any given day. They wear uniforms identifying them as police department volunteers and are equipped with radios so that they are in contact with the dispatch center directly in order to provide their location and report any issues. Although all members of the VIP Bike Patrol Unit are experienced cyclists, they have undergone additional training in bicycle operations, Florida bicycle and pedestrian laws, and public education. Currently, they patrol about twenty days a month, but they have been receiving a good deal of favorable attention and the hope is that they will soon have enough members to patrol daily.

With the exception of parking enforcement, the VIP Bike Patrol Unit members do not take any law enforcement action. They do not detain cyclists or issue citations for violations they observe. Instead their purpose is to assist the public, provide safety and educational information, and to be the “eyes and ears” for the police department, reporting suspicious activity and potential safety concerns so that officers can respond. They also hope to soon begin holding safety classes for both adults and children in the area. Most importantly, they are an added presence in the community encouraging proper cycling and pedestrian etiquette and courtesy, promoting safety, and giving community members more opportunities to interact with their police department. The VIP Bike Patrol Unit has been an incredible addition to the police department and the community!

Left to Right: Daniel Kain, Officer Joseph Farley, Herbert Leitsch, John Miller, Barry Miller, Ronald Dressler, Lucy Linet, Hank Porten, William Wood, Joseph Goldie, Robert Troise

Punta Gorda Police Department was awarded Punta Gorda Chamber of Commerce 2013 Pinnacle Business of the Year. Lt. Renz can be reached at 1410 Tamiami Trail, Punta Gorda, Florida 33950, (941) 575-5503 Direct.
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<td>Patricia Huff</td>
<td>President</td>
<td>PO. Box 617</td>
<td>239-695-2397</td>
<td><a href="mailto:smookcity@gmail.com">smookcity@gmail.com</a></td>
</tr>
<tr>
<td>Edward Mingus</td>
<td>Treasurer</td>
<td>3393 Mahogany Pointe Loop</td>
<td>863-370-0273</td>
<td><a href="mailto:Emingus@gmail.com">Emingus@gmail.com</a></td>
</tr>
<tr>
<td>Courtney Reynolds</td>
<td>Vice President</td>
<td>100 Myrtle Street, #106</td>
<td>321-439-2784</td>
<td><a href="mailto:careynold2016@gmail.com">careynold2016@gmail.com</a></td>
</tr>
<tr>
<td>John Egberts</td>
<td></td>
<td>PO. Box 118208</td>
<td>352-294-1685</td>
<td><a href="mailto:jegberts@hhp.ufl.edu">jegberts@hhp.ufl.edu</a></td>
</tr>
<tr>
<td>Jim Dodson</td>
<td>Secretary</td>
<td>310 Wildwood Way</td>
<td>727-446-0840</td>
<td><a href="mailto:jim@jwolsonlaw.com">jim@jwolsonlaw.com</a></td>
</tr>
<tr>
<td>Mary Beth Garcia</td>
<td>Ride Leader/Ride Marshal</td>
<td>407-399-9961</td>
<td>813-979-4949</td>
<td><a href="mailto:becky@floridabicycle.org">becky@floridabicycle.org</a></td>
</tr>
<tr>
<td></td>
<td>Program Director</td>
<td>367 Buckhorn Creek Road, Sopchoppy FL 32358</td>
<td></td>
<td><a href="mailto:floridabicyclerf@steelelaw.com">floridabicyclerf@steelelaw.com</a></td>
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Staff

Becky Afonso, Executive Director – becky@floridabicycle.org

Laura Hallam, Administrative Assistant – laura@floridabicycle.org

Mary Beth Garcia, Ride Leader/Ride Marshal Program Director

Marybeth@oridabicycle.org

Advisory Board

Tim Bol, Past Board Member, FBA, tjbol@828@aol.com

Chris Burns, Chair, Jacksonville Bicycle/Pedestrian Advisory Committee, chris@floridacyclinglaw.com

Keri Caffrey, Co-Founder, CyclingSavvy Program Consultant, American Bicycling Education Association, keri@abea.bike

Chris LeDew, City of Jacksonville Chief of Traffic Engineering cledew@comcast.net

Dan Connaughton, Director Florida Traffic & Bicycle Safety Education Program, danc@hhp.ufl.edu

Steve Diez, Hernando County MPO, stevendiez@fastmail.fm

David Henderson, Past President, FBA, Miami-Dade County MPO, david33146@aol.com

Henry N. Lawrence, III, Past President & Founding Member, FBA, hnlbicycle@gmail.com

Laura Minns, Central Florida Regional Transportation Authority (LYNX), lauradel@floridacyclinglaw.com

Dan Moser, Bike/Ped/Traffic Safety Consultant, bikepedmoser@gmail.com

Roger Pierce, Florida Bicycle Touring Calendar, roger@piercepages.com

Paula Saracki, FBA Messenger, paula@impactgrafx.com

John Sinibaldi, Jr., St. Petersburg Bicycle Club, john@js-insurance.com

Lisa Walker, Public Affairs, pedalpusher25@gmail.com

Randall Williams, former Messenger editor, rdubs@828@aol.com

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.

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A Toast to Bike Florida’s Past and Future
By Joy Hancock, Bike Florida Executive Director

25 years ago, a group of visionaries dreamed up the idea of an event with the purpose of raising funds and awareness for cycling in the state of Florida. Following the model of similar tours around the country, the annual Bike Florida Spring Tour had its inaugural ride in the summer of 1994.

Since then this week long bicycle adventure has been championed by a countless number of volunteers, staff and bicycle riders to keep the ride going for 25 years. From those that were there from the beginning, to those that just participated in the Spring Tour for the first time, the love for this tour continues to burn just as bright (if not brighter) than when it began.

But the face of Bike Florida was beginning to change as part of a nationwide trend that began to see that bicycles mean business (in 2017 alone $83 billion of business). Bike Florida therefore decided to measure the financial benefits the Spring Tour brings to its host communities, and in 2011 the economic impact surveys were born.

The results of these reports provided numbers that were beyond our wildest expectations. Revenue generated during each individual event was in the hundreds of thousands of dollars, with this year’s tour bringing in over $900,000 alone. Our cumulative impact as of 2018 is measured in thousands of dollars, with this year’s expecting. Revenue generated during this program and should be encouraged, especially by those of us who enjoy biking, hiking and paddling.

We found these gems in the 1994 Bike Florida scrapbook.

President’s Message...
Biking “Businesses”
by Patty Huff, FBA President

As I sit writing this article and enjoying a healthy sandwich at the Fit & Fuel Bicycle Café in Naples (see photo), I am reminded about how far we (the cycling community) have come in the past 20 years since I started bicycling around this country. Traveling by bike back then, we encountered very few towns that were committed to accommodating cyclists. I have watched, with pleasure, the evolution and acceptance of bike travelers in so many urban towns around Florida. With the inauguration of the Trail Towns by the Florida Office of Greenways & Trails just a year and a half ago, more cities are realizing the benefits of adding amenities that cater to outdoor activities such as biking, hiking and paddling.

I remember cycling through Clermont in 2000 where my husband and I had planned to stay overnight at a chain hotel until we were told our bicycles were not welcome. Now, Clermont draws attention to many cycling events and in 2018 was designated a Florida Trail Town. It is halfway on the state’s Coast-to-Coast Trail and plans to be a destination that attracts tourists, visitors and event attendees to highlight the center of the trail.

Businesses like Fit & Fuel Bicycle Café that received FBA’s 2018 Bicycle Business of the Year Award (see page 9) are recognizing and supporting the increasing trend in Florida to provide more services to cyclists. When you travel to any of the nine designated Florida Trail Towns, you’ll find shops, restaurants and hotels that are attracting outdoor enthusiasts. Virginia, Kentucky and Pennsylvania have had trail towns for many years and now it is exciting to see Florida acknowledging the value of this program. When more trail towns are on board, more businesses will be established, reaping the economic benefits.

On April 27 my town of Everglades City was officially designated a Trail Town with Eric Draper, Director of Florida State Parks, making the presentation to Mayor Howie Grimm. It was a beautiful day to celebrate along with the Museum of the Everglades’ 21st Birthday and the 91st Anniversary of the Opening of the Tamiami Trail. Over 400 visitors attended the event that included a bike ride around town, music and lunch in the community park as well as other activities at the Museum. Saturday evening several of us enjoyed a sunset cruise around the 10,000 Islands to Fakahatchee Island where we hiked through an old Calusa mound to the family cemetery of the owners of the Everglades Old Timers Charters who hosted the boat tour. This is a new business in our town, one that also recognizes the need to offer unique experiences for nature lovers and takes advantage of the beautiful boating opportunities in our area. Each of the Trail Towns has its own distinct attributes and Florida will only benefit from the growth of this program and should be encouraged, especially by those of us who enjoy hiking, biking and paddling around our state.

Congratulations to Fit & Fuel Bicycle Café and all the other businesses that provide healthy alternatives and services to those who love to get out there and enjoy life by riding.

We found these gems in the 1994 Bike Florida scrapbook.
Executive Director’s Corner...

Texting While Driving Law by Becky Afonso, FBA Executive Director

The year was 2013 when then Governor Rick Scott signed Senate Bill 52 into law; it was known as the “Florida Ban on Texting While Driving Law.” Huh? We have had this law since 2013! Yes, although it had this rather interesting caveat: enforcement as a secondary action. This means another traffic infraction had to take place before law enforcement could cite for texting while driving. (It’s OK if you need to pause a moment to consider how this ‘ban’, at a secondary offense, truly addressed texting while driving.)

Fast forward to today: Governor Ron DeSantis signed House Bill 107 into law on May 17, 2019 (effective July 1, 2019). Although this bill doesn’t have a fancy title as the 2013 “Florida Ban on Texting While Driving Law” Senate Bill 52 did, it does tweak the 2013 measure in a few key ways:

• Removing the requirement that enforcement be accomplished as a secondary action.
• Prohibiting a person from operating a motor vehicle while using a wireless communications device in a handheld manner in a designated school crossing, school zone, or work zone.

Bottom line: 2019 marks the true enactment of the “Florida Ban on Texting While Driving Law” by making texting while driving a primary offense. Say what you will, the bottom line is that as a primary offense, law enforcement now will be able to enforce texting while driving. Period. Florida hasn’t had that. Ever. It took six years, but when it goes into effect on July 1, 2019, we will have what we should have had all along.

It also opens the door, ever so slightly, for a total ‘hands free’ law. We state open the door’ as this bill only applies ‘hands free use’ of a wireless communications device to school crossings and school and work zones. Say what you will, and chances are we are in agreement. Why not hands free all the time? Will it take another SIX YEARS for Florida legislators to pass what we should have had all along – an enforceable law that applies to hands free wireless communications device use while driving at all times?

I can’t answer that, in fact, I’m hoping for less than six years. Meanwhile, FBA has put the wheels in motion for the 2020 legislative session by sending a thank you letter to all the Florida legislators who put their name on House Bill 107 and Senate Bill 76 (72 in total), stating the following:

The Florida Bicycle Association (FBA) wishes to thank all our Florida legislators who put their name on the bill in support of public safety on public roads to Save Lives.

We look forward to working with you during the 2020 session to continue positive efforts for Florida transportation. Here are a few items FBA would like to address:

• Expand the current Move Over law to include PEOPLE.
  – This protection will protect first responders and other people (pedestrians) working in our roadways. It will also replace the current 3-Ft passing law for bicyclists, deemed unenforceable by numerous law enforcement agencies.
  – Reinforces the importance of drivers to pay attention while driving.
• Clean up statutory language with regards to definitions of sidewalks, crosswalks, lane position of bicyclists and other related matters.

  – The Florida Department of Transportation, through the Pedestrian and Bicycling Focused Initiative (Alert Today Alive Tomorrow) safety coalition has developed simplified language for better understanding of Statutes that does not change laws.
• Clean up statutory language concerning seat height, use of bells and whistles for bicyclists and an outdated expiration date for helmets.
  Yes, we are thankful for what Florida legislators gave us this session and we move on with our other initiatives including Move Over. Do you need a more tangible approach to the legislative process? The Florida Bicycle Association will have its annual membership meeting on Saturday, July 27 from 1PM – 4PM at the St. Petersburg main library (see announcement on page 15). We welcome all members and soon-to-be members to attend and share with us your cycling concerns face-to-face as we continue to educate and advocate as your voice in Tallahassee.

The next Florida legislative session will start on January 14, 2020. Much like the December holidays, it will be here before we know it. Thankfully, FBA, with your help and membership support, is on it.

Ride Leader/Ride Marshal Public Session

Saturday, June 22
11:30AM – 4:30PM

Center for Urban Transportation Research (CUTR)
CUT100 University of South Florida • 3800 USF Alumni Drive, Tampa, FL 33620
$20.00 FOR FBA MEMBERS • $35.00 FOR NON-FBA MEMBERS
Deadline to register is Wednesday, June 19 - don’t miss out!

THE 5-HOUR CERTIFICATION INCLUDES:

• Bike safety and Florida Bicycle and Pedestrian laws and cyclist rights on the road.
• Preparation from bodies to bikes, helmet fitting, and nutrition; all participants bring their personal bike helmets to the workshop.
• Communication from hand signals to how to give great pre-ride tutorials, on the ride coaching and how to brand your club or organization through cycling professionalism.
• Advanced cycling skills for 17 mph group rides like paceline etiquette and how to control skill with speed.
• Accident and rider down tips and preparation.
• Community and family ride leader skills (if applicable).
• Completion and passing of written test required for certification.

Light snacks and beverages will be provided. More information on our website: https://floridabicycle.org/fba-ride-leader-ride-marshal-program

Naturally Good-Natured

by Patty Huff

Bicycling is a friendly sport. It’s a way to meet people whom you may not normally stop and talk to unless you’re walking or on a bike. This happens whether I’m cycling with all my gear in a new city and strangers stop to ask questions about where you’re from or where you’re going, or just biking around town running errands to the post office or grocery store. You meet neighbors who are walking their dogs, tourists who stop and ask for directions or just new people in town. Every few weeks I bike to our restaurants and motels distributing FBA information and brochures about cycling in the Everglades. This week I started a conversation with another cyclist that I had seen riding around town with buckets attached to his bike. He said he was currently living on a boat in town and had ridden his Wal-Mart seven-speed Schwinn over 3,000 miles traveling around the U.S. from Canada to Everglades City, carrying everything in his buckets with a tarp cover. He has lots of stories to tell of his adventures. Naturally.

FBA Request

Sometimes, the FBA request is to be a guest, and FBA was a guest to the recent Trail Town designation in Everglades City. The event included Florida State Parks Director Eric Draper, Florida Office of Greenways and Trails staff, the Mayor and proud residents of the town known as the gateway to Ten Thousand Islands.

The day included a bicycle tour of the area (led by FBA president and Everglades City resident Patty Huff) in addition to the 21st birthday celebration of the Museum of the Everglades, live music, an antique car show and an appearance of the FBA table of goodies at the art and crafts show.

By Patty Huff
Finding the Wild in Florida’s Wilderness – An Off-Road Cycle Across South Florida

The next morning, I set off from the Vahnelet Memorial and continued west. The levee had ended so the obvious way forward would be to ride the paved shoulder of US 41. Satellite maps, however, had revealed a faint double track between US 41 and the canal. This wispy of a track disappeared entirely at times leaving no choice but to ride on stiff grass that sucked up every pedal stroke and brought speeds down into the single digits. This would prove to be the slowest and most tiring portion of the entire journey. A quick stop at the Miccosukee gas station on US 41 for fluid replenishment was prudent as that turned out to be the last available stop for the day.

The tire sucking grass continued for nearly eight miles before solidifying into a solid double track. Another couple of miles brought me to the start of Loop Road. Running south of US 41, Loop Road cuts off a large bend in Tamiami Trail. The east seven miles are paved while the west is well-groomed gravel. I am not going to add the pavement on Loop Road to my pavement total as there are no cross roads and only sparse traffic (my ride, my rules). I found the graveled portion to be in good condition with minimum wash-boarding making for a fast ride over 24 total miles. My best gator sightings were on the east end of Loop Road suggesting Loop would be a less crowded alternative to Shark Valley if you want to show out of state visitors the real Florida.

Loop Road terminates at Monroe Station, an off-road vehicle (ORV) parking area off US 41. From there, ORV trails run north into Big Cypress National Preserve. Maps of Big Cypress show double-track roads going north and west all the way to Turner Road and the outskirts of Ochopee, my destination for the night. From prior trips into Big Cypress, however, I knew that many tracks are flooded entirely or heavily rutted with deep pools of water. I reluctantly turned west on US 41 to start what would be by far the most terrifying portion of my trip.

It’s not just the high-speed traffic along this stretch of road that is so disturbing, it is the combination of a narrow shoulder, frequent bridges with no shoulder and parked cars left by tourists looking for alligators. Further, while the shoulder was by no means wide when originally laid down, it has become even narrower from neglect with grass growing over the underlying pavement in many places. I turned on my rear flasher and rode this section as fast as possible. Most drivers were courteous and moved over; others seemed to come even closer, whether intentionally or not, I do not know.

Fortunately, I made the 11 miles to my stop for the day unscathed. The Official Skunk Ape Headquarters may not seem like an obvious stopping point for a multi-day ride across Florida, but the neighboring Trail Lakes Campground certainly does. Roasting the only hot showers in the area, this campground provides both tent sites and cabin rentals. The friendly staff were helpful, and I was quickly checked-in to my small cabin which I had reserved to avoid having to carry camping supplies. I also learned a bit about the Skunk Ape and was assured sightings had occurred but not recently. Although no food is available other than small sundry items in the gift shop, Joanie’s Blue Crab Café is only one mile further west on 41 and offers an excellent lunch menu. I was not lucky enough to see a Skunk Ape during my stay, but I did spend a comfortable evening in my cabin under a sky full of stars.

I set out early the next morning and pedaled an easy mile back along a thankfully quiet US 41 to Turner River Road. After a quick check for gators along the boardwalk at the HP Williams Roadside Park, I headed north on Turner and then crossed west, south and west again on Wagon Wheel Road all the way to State Road 29. While certainly adding miles by going north then south, this route avoids a good stretch of US 41. Unfortunately, on this trip both Turner and Wagon Wheel were heavily wash-boarded, extremely so in some areas, making for rough going.

Emerging on State Road 29, I headed south towards Copeland and the entrance to Fakahatchee Strand Preserve, a Florida state park. I logged 1.5 miles on 29 which was quiet that morning. Taking a right on Janes Scenic Drive I pedaled another mile to the park entrance. After paying the modest entrance fee, I continued northwest on Janes’s Scenic, a well-maintained gravel road. While I saw little wildlife, I found the surface to be excellent and a relief from the harsh corduroy of Turner & Wagon Wheel. Eleven miles passed quickly, and I arrived at Picayune State Forest.

Picayune is a failed planned development — one of the “swampland in Florida” scams — that was eventually purchased by the state. The forest offers a mix of gravel roads, sandy double-track and some potential for single-track riding, although flooding and fires change conditions almost yearly. The roads are generally rough, much rougher than Janes’s Scenic, with softball sized gravel, broken pavement, large craters, sand pits and seasonally flooded roadways.

Entering the forest on the far east side of Stewart (also called 100th Avenue), there is no pay station, so you are on your honor to pay the small user fee on the way out. This area is often flooded but the lack of any significant precipitation over the preceding weeks left only large puddles that were easily avoided. After riding west for six miles and traversing several deep sand traps, I arrived at Miller Boulevard and took a right to continue north. Miller is still mostly paved but large craters have formed over the years that have been filled in with varying amounts of sand and gravel. Although progress north was quick, I had to keep a sharp eye out to avoid putting the front wheel in a hole and going over the bars.

Three miles or so on Miller brought me to the east end of Sabal Palm (also labeled 78th Avenue) and the homestretch. I turned left and headed west towards Naples. For the most part, Sabal Palm rides well and would classify as a typical gravel road except for a horseshoe shaped detour heavily rutted with large softball sized rocks and loose sand. At the terminus of the horseshoe, Sabal Palm continues west for another uneventful mile to the Sabal Palm hiking trailhead which would be a natural start or end point for this trip (don’t forget to pay the “iron ranger” in the parking area). Stopping the odometer at the Sabal Palm trail parking lot, I logged a total of 145 miles over three days.

Reviewing my notes, I calculate 15.7 miles of road riding to cross the entire state of Florida. We’ll call that 11% of the journey. Finding a passable route through

High Visibility Law Enforcement

On May 17, the Town of Kenneth City Police Department celebrated National Bike Month by hosting a Bike Safety event for other local law enforcement agencies. According to Chief Kevin Riley, he invited the other agencies so that they could see firsthand how the Florida Department of Transportation’s High Visibility Enforcement program works.

The two-hour event at RaceTrac on 66th St N gave law enforcement agencies from Pinellas Park, Gulfport, Largo, Treasure Island and the Florida Highway Patrol the opportunity to engage the community one-on-one on bicycle safety tips and rules of the road while offering great giveaways (RaceTrac provided Free ice cream) to enhance safety education. Chief Riley’s goal was to have everyone work together to increase awareness of and compliance with traffic laws in an effort to reduce pedestrian and bicyclist crashes, fatalities and serious injuries on all our roadways. Outreach that uses a positive, proactive approach with one-on-one contact can make a difference in reducing injuries and crashes.

Alert Today Florida spokesperson NASCAR driver Scott LaGasse, Jr, along with representatives from the Florida Law Enforcement Liaison Program, the Center for Urban Transport Research at USF (CUTR) and Florida Bicycle Association assisted with educational outreach.

The event was followed directly by an actual high visibility enforcement detail (HVE) funded through a contract with the Institute for Police Technology (IPTM), in partnership with the Florida Department of Transportation (FDOT).

For more information on High Visibility Enforcement for Pedestrian and Bicycle Safety, please visit the Alert Today Alive Tomorrow website at www.alerttodayflorida.com/hve.html.

Kenneth City police briefing prior to engagement with Scott Lagasse and Mayor Wanda Dudley.
On Saturday, May 4, the City of Tallahassee Planning Department, in partnership with Joyride Bicycle Collective of Tallahassee, hosted the 3rd Annual Tour de Farm. FBA was invited to attend and did so only to discover this is a real food bicycle tour. The group met up at Cascade’s Park and traveled to the Downtown Tallahassee Farmer’s Market, the Frenchtown Farmer’s Market and then to Lake Ella for their Saturday Market. The premise of this annual event is to learn great bike routes connecting all these areas of the city so that one can visit a farmer’s market by bike anytime during season. The tour lasted all of three hours and gave everyone time to shop and socialize. City planners on the ride gave insights on infrastructure current and future while Joyride Bicycle Collective members kept the ride safely flowing through Tallahassee. If you are interested in the Tallahassee area bicycle infrastructure, visit www.talgov.com/place/planning. If interested in shopping by bicycle but missed the tour, contact Joyride Bicycle Collective via Facebook.

Our mission at FBA is to encourage more people to bicycle through education and advocacy. Our free presentations are available to the public. Contact becky@floridabicycle.org for more info.

FBA business member Angco Striping of Longwood recently shared, via email, a video link of their work – they install green bike lanes (among other treatments). Here are a few photos of their work in progress. To learn more, attend our Annual Membership Meeting on July 27 (see page 15) to meet business owner Steve Mitchell.

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

…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.

Scearce, Satcher & Jung, P.A.
CERTIFIED PUBLIC ACCOUNTANTS
Kenneth L. Scearce, CPA
David A. Satcher, CPA
Carla M. Hansen, CPA
(407) 647-6441 Office  (407) 645-0099 Fax
1030 W. Canton Ave., Suite 210, Winter Park, FL 32789
The Sarasota-Manatee Bicycle Club (SMBC) is dedicated to bicycling for recreation, fun, exercise, sport and transportation. The club is also committed to bicycling education and safety.

Members receive safety information via email on a monthly basis. Videos are posted on the website and ride leaders are present at every club ride to give ever-beating practices.

The club has a League of American Cycling Instructors (LACI) leadership position. The club advises members and leaders to volunteer to serve the community via educational programs with the North Port Parks and Recreation Department and the Boy and Girl Clubs of Sarasota County. These programs benefit youth by teaching them in active transportation and educating them on traffic principles to become better future motorists.

SMBC coordinates with other local cycling clubs and the City of Venice Police Department to host the Gulf Coast Ride of Silence. The ride annually attracts over 100 riders and is conducted with the appropriate respect, silently and slowly.

The club is also involved in the Sarasota County Bicycle Pedometer Trail Advisory Committee whose purpose is to review plans, develop ideas and make recommendations to the Board of County Commissioners to improve bicycle, pedestrian and trail access and safety throughout the county.

Low Enforcement Agency: Town of Kenneth City Police Dept.
The Kenneth City Police Department has developed a comprehensive community-based policing philosophy which has been implemented throughout the organization. The Community Policing team is responsible for maintaining a relationship with the community by engaging in such a way that members of the community feel that they are part of the team. The team is comprised of several officers who work together to create a sense of community through outreach events.

In 2017, the event grew to 45 partners working together to host 30 events across Central Florida to promote safe multimodal transportation choices. Highlights from the week included free group bicycle rides, free walking tours with elected officials and the public, professional workshops and over 24,800 FDOT trail users.

The Florida Bicycle Association (FBA) at the state level for good legislation. The FBA is also a cycling enthusiast who rides 250 miles per week, races and participates in any worthwhile charity event. He has been a go-to source of information for fellow club members or any cyclists about anything cycling in the Gulf Coast area.

Bicycle Business: Fit & Fuel Café

Mark Trudeau opened Fit & Fuel Café in 2018 in North Naples, just two doors down from his bike shop, Naples Cycle. Mark took the opportunity to combine the separate units, increasing the size and doubling the number of seats available. The café, which reopened in June 2018, welcomes guests with a casual, warm atmosphere. The café offers healthy, organic choices as well as locally sourced items.

In 2018, the annual Central Florida collection of outreach events for safe multimodal transportation choices went nationwide. The 2018 FDOT Mobility Week featured the Min-It-Up Challenge which invited all Florida residents to explore riding a bus, taking the train, a bike, walking, ride sharing and teleworking. There were also proclamations from the City of Orlando and the City of Casselberry to support Mobility Week.

Citizen Bike Advocate: Mark Schiefer, Gulf Coast Cycling Club

Mark Schiefer has been a member of the Suncoast Cycling Club for many years serving in multiple capacities. He currently serves as treasurer and membership director and is a past stewardship. He currently serves as treasurer and membership director and is a past stewardship.
Velomobiles
by Nancy Sanford

“That’s so cool!” Velomobile riders hear this A LOT. Velomobiles look cool standing still and are fun to ride; it’s the comfortable seat that’s the bonus to the speed and efficiency. And yes, they really ARE cool. To answer the “Isn’t it hot in there?” question, the air rushes in from air vents or foot holes and under the roof of the shade top. Some riders even have small fans. The look demands attention – just one velo can stop a surprised driver in traffic, imagine the statement a line of them makes.

Velomobiles are a type of bike, specifically a recumbent trike with a fairing, the colorful part that surrounds them. There are over a dozen owners in the growing Florida Velomobile Club. Three, including myself, are in St. Petersburg which can boast having the highest number in one city in the state. We are often seen in downtown because we live nearby. Other velo owners live as far north as the Villages, as far south as North Port and east to DeBary.

There is one basic velo shape but the number of wheels varies. The 2-wheeled models, called ‘streamliners,’ are primarily used for racing. There are also 4-wheeled velomobiles. The standard velo is three wheels (common ‘tadpole’ design is two wheels in front, one back. A ‘delta’ trike is one wheel in front, not often used in velo designs).

The velo fairing can be mounted either on a free-standing trike or with a full or partial ‘monocoque’ design (chassis is integral with fairing). The benefit of the fairing, apart from comfort and protection from the weather, is in its aerodynamic shape that kicks in its benefit above 15 mph when the effort to match speed with an unfaired conventional cyclist moving at that same speed is reduced by about 13%.

The fairing can be made of anything that conforms to the general shape you see in the photo. Everything from aluminum, plastic and wood, to high tech composites have been used. Fiberglass and carbon fiber are most common with integral use of Kevlar or Innegra. Steering is either a ‘tiller’ (center post) or ‘tank’ (2-side handlebars). Many have suspension on all three wheels.

All velos are multi-geared and human powered. Some have electric pedal assist which requires the rider to pedal to activate. Around town, my cruising speed is about 12 to 16 mph. Setting aside law and circumstance, how fast a top designed velo can go is limited by the rider’s fitness, wisdom, courage and the performance level of the velo. A reasonably fit rider can sustain a speed over 60 mph in a fast machine. Streamliners racing on salt flats and tracks have topped 86 mph. Respecting the legal limit set at 20 mph as well as circumstance, common sense and courtesy that are the real limits.

Most velomobiles are made in The Netherlands with other models made in Europe and beyond. There are more than 20 being manufactured, even more in smaller quantities. The least expensive way to buy a new one is through one of the companies, like AeroBullet in Floral City, FL, that make fairings to fit over standard recumbent trikes, and of course the homemade velos. Some models have waiting lists to buy them.
**Black Girls Do Bike**

*As told by Becky Afonso and Yvonne Nyakana*

**T**oday I am one step closer to true knowledge; I now know there is a group of cyclists out there called Black Girls Do Bike (BGDB). Black Girls Do Bike is an organization created with the mission of growing and supporting a community of African American women who share a passion for cycling. According to the BGDB website, “It’s like a pep rally for black girls on bikes!” The group champions efforts to introduce the joy of cycling to all women, but especially, women and girls of color.

My knowledge of BGDB comes from Yvonne Nyakana, a member of BGDB and co-founder of the Miami Chapter, who participated in our January Ride Leader / Ride Marshal certification public session and expressed an interest in ways to collaborate with FBA.

Thinking back to January, Yvonne recalls that, “I became interested in the RL/RRM program after I became the co-founder of the Miami Chapter. My reason for getting the certification was to put some credentials under my cycling experience. Also, if I was going to be responsible for adding new cyclists to the Florida cycling community, I needed all the help I could get. It was at the certification session that I connected with Becky Afonso and grasped how vital collaboration with FBA would be.”

It would take a little time before I would have the opportunity to ride with Yvonne and the Miami chapter of BGDB. In that time, I met Black Girls Do Bike founder Monica Garrison during the National Bike Summit in March. Founded in spring of 2013, there are over 80 chapters of BGDB in the US and Antigua with 14k Facebook Followers and 19k Facebook Group “Members.” It should be noted that there is no ‘membership’ – there are no fees charged to those participating in the rides. The chapters work somewhat like a “Meet Up” group, just on a national level. Florida has six chapters (Miami, South Florida, Jacksonville, Tampa, Central Florida and Tallahassee). I asked Yvonne to share her story of the Miami chapter and of her becoming a ‘Shero’ (chapter leader):

**“It’s better to start at the beginning. I started riding as an adult in my early 40’s after a back injury from a car accident. I loved it right away because it took me back to when I zipped around on two wheels as a little girl. At the time, I lived in North Central Florida where I could cycle on open roads with minimal traffic (compared to Miami!). When I moved to Miami, I learned very quickly that my cycling style had to shift from an open county road mentality to ‘urban roadway’. I got used to traffic, lots of traffic. I also discovered amazing off-road paths and trails. One Thursday evening, a car hit me during a ride. I suffered multiple injuries and was off the road for a while. When I started cycling again over a year later, I wanted my cycling to carry a message.”**

This is where BGDB comes in. I reached out to Miami (BGDB Founder) Monica at her ‘looking for a Women of Color’ group unique to Miami-Dade. Monica asked if I would be interested in co-founding Miami with her. I thought, “I don’t have time and am still in recovery,” but also knew that as a survivor, my story has a message. So, I accepted. Since then, I have met some amazing women from Miami, Florida and nationally. I have great friendships with Sheros from all over, too. Recently, I hooked up with BGDB ladies at the New York 5 Boro Bike Tour.

BGDB Miami promotes a monthly Leisure Ride as a way to enjoy a fun, laid back activity, build riding skills, create a cycling community and discover amazing paths and trails in the 14+ parks and green spaces in Miami-Dade. We also offer more advanced options such as ‘Hills & Thrills’ and “Homestead Farms” rides. We have loaner bikes (BGDB Leisure Rides only) for members without bikes. Our Facebook page has over 30 members, but our local core is small yet committed. The goal is to build on this strong core, which takes more time but has greater long-term impact. For example, a core member finally bought a bike and participated in Cycling for her first Leisure Ride. All a prospective member needs is a passion to ride. BGDB Miami can help transform this passion into action.

Today, we have a resource partnership with FBA. We have also established relationships with local bicycle shops so far. Locally, BGDB Miami was represented at Cyclovia 305, the Ride of Silence and Bike to Work Day. Do black girls bike? Yes, black girls do bike.

On Saturday, March 23, I participated in my first Black Girls Do Bike: Miami ride. It was the “Ride the Surf(side) Leisure Ride.” I must say it was fun: Route information and stretching before the ride, a great scenic ride along the beach and a delightful post ride chat over coffee. I only wish I had more time for these types of bicycling meet ups and certainly hope to be more available for any and all the Black Girls Do Bike Florida chapters.

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**Wheels of Justice - Ask the Attorney**

**See What We Can Do Together**

by Steve Olmstead

This is supposed to be a column by guest attorneys who give advice about law. Labor law is not my field of expertise. However, recently I have been preparing for a presentation of union songs. When I say the union songs I’m not talking wedding, I’m talking about labor unions. I am a musician and enjoy playing old songs. I was really struck by the dramatic difference in the lives of workers that unions made back in the eighteen hundreds to the nineteen thirties. As you may know, large business entities, back then known as trusts or “concerns”, controlled much of the lives of the workers. From the amount of money they made to the working conditions, to the type of things they were paid (scrip – company money”) down to the housing that they had nearby the mines, factories or sweatshops where the workers toil.

It became a world of difference in their lives when the workers united together. Working conditions improved dramatically. Safety was a priority. A 40-hour work week came into standard usage after years of fighting for better hours. Workers had to be paid in cash, which they could spend anywhere they wanted to instead of the company store. Child labor was outlawed, the National Labor Relations Board was established, workplace became much safer and the middle class was born. All of this was accomplished by the union members joining and supporting their union, speaking with one voice to the powers that be, supporting the union by paying union dues and sticking together with the common interests when concerted action needed to take place.

As I was writing this I got the good news. After five years or more of false starts, labor law, hope, disappointment, this I am flush with joy: the signing of the texting as a primary offense law by the current governor. This has been a great success of the FL DNT TEXT N DRV coalition. Your association, THIS association, the Florida Bicycle Association, is a prominent member of that coalition. Our executive director, Becky Afonso, has worked tirelessly for the last five years in conjunction with the other safety advocates and other interest groups who were sick and tired of the deaths of people in cars, on bicycles and walking caused by distracted driving.

See what working together can accomplish! This is a BIG DEAL.

As a union, you and your fellow members of the Florida Bicycle Association can accomplish great things. Like this bill, now the texting ban is now enforceable.

There is a lot of work to do in the years to come. We need bicyclists to become a greater part of the transportation solution in the state of Florida. We need parking places at every business location, park, government building, in every town and in every park. We need protected bicycle lanes, we need more greenways, we need the SUN Trail Coast-to-Coast connector trail completed, we need bicycle bridges for bicyclists over the interstates and other really busy roads. So, my advice as the attorney in this guest column is to join your union, THIS UNION, The Florida Bicycle Association, and make your bicycling community and your life on the bicycle safer, more fun and more fulfilling.

Attorney J. Steele Olmstead practices law statewide from offices in Tampa. He has been helping bicyclists back on the road since he was a tech in his brother’s shop in Tallahassee. Now he does it in front of a jury.

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**Off-Road Cycle Across South Florida**

(continued from page 6)

Big Cypress would eliminate almost all those miles. So, in the end I had found a way to cross Florida mostly traffic-free, a strong testament to our county, state and Federal park systems. I hope you will try exploring a bit of the wild Florida on your bicycle. I know you will enjoy it.

**About the Bike**

Picking a bike for this journey was difficult given the varying terrain, load carrying requirements and potential for headwinds. I settled on a hardtail (front suspension only) mountain bike but I knew the straight handlebars would never do. Yes, I put drop bars (road bars) on my mountain bike. Why such blasphemy? Comfort and aerodynamics. If you ever set out on a mountain bike for hours on end you may have found it somewhat uncomfortable on the derbies. A road bike, with its lower hand positions, puts more weight on the arms and shoulders and takes some weight off the seat. The multiple hand positions offered also combat cramping and numbness. Further, a rider can get low on the drops docking under a headwind.

With a short stem my mountain bike adapted to road bars just fine and took a load even better with some 25 pounds of gear on the back seeming to disappear when underway. Tubeless cross-country mountain bike tires on 29-inch rims rolled fast and never flattened. In fact, over the entire trip I had not one mechanical issue rendering the five pounds of pump, spares and tools total dead weight but still essential for a backcountry excursion. I did note that cell phone reception was available over just about the entire route although getting a car in for pickup would be impossible in some areas. If you attempt this route, be sure to bring a reasonably sized first aid kit and reserves of water and nutrition with you each day.

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*[Editor’s Note: For more information visit www.blackgirlsdobike.com. For more on the Miami chapter, click the location (blackgirlsdobike.com/chapters) and ask to join the Facebook group]*
Velomobiles (from page 10)

that usually take many months to fulfill. The average cost in the US for a new basic velo is $7000-12,000. It’s not impossible to find a used velo but it may take a while.

In the US, there are about 150 velo riders. Most, like in Europe, are men. Riders in Europe number over 2500 by now and are growing fast in Scandinavia. In Europe, it’s common for over 150 velo riders to show up for a ride of over 100 miles a day riding together in long chains of velos.

There are, however, hazards. When you ride a very recognizable bike you have to stay alert and ride defensively nicely. You don’t want people to remember you for the wrong reasons. It’s almost compulsory to be nice, answer questions, smile and wave ‘hello’. Surprised or curious drivers (or pedestrians) do unexpected things exactly because a velo is something they haven’t seen before. They do stop in the middle of the street to take a photo for instance.

Also, unique to velos, is that high crown roads tilt 3-wheeled bikes sideways which is annoying when riding in a bike lane. (2-wheeled bikes remain straight up.) Since most velos use 20-inch wheels, cobblestone roads can rattle you and hitting potholes can rattle you and hitting potholes can be painfully jarring. Despite being a bigger target, we still hear drivers say, "I didn’t see you," even with a flag, lights and as a rolling, brightly colored thing. The velo’s fairing has saved the life of many riders, or at least reduced the human damage because the fairing ‘skin’ can take a lot abuse.

The maintenance on velos is much the same as for conventional bikes. Sometimes the access to the working parts on a velo is challenging but not impossible. Some bike shops may not have the room to work on them though most shops welcome them.

Velomobile riders are passionate about their bikes. Riding them is a joy. We like making people smile when they see us. Like many cyclists, the hardest part after a day’s ride is going home.

To learn more about velomobiles search online on Google, YouTube, Instagram and Facebook. Many riders, including me, have posted videos on YouTube. You can be an armchair velo rider seeing what we see as you roll through the tulip farms of the Netherlands, through traffic in London or along the St. Pete waterfront on the North Shore Multi-use Trail!

(A special thanks to friend Josef Janning, a German velo owner of a Quest and Quatrovelo, YouTube videographer and organizer of US and European velo tours who contributed to this article.)

Nancy Sanford has been carless for over a year, an observer of the St. Petersburg Mayor’s Bicycle and Pedestrian Advisory Committee and former Vice President of Water for the International Human Powered Vehicle Association (IHPPA). She is a member of FBA and organizer of the Florida Velomobile Club. Her motto is, “Pedal power – the pace for the human race!”

POLK COUNTY NEWS

Cycle a Nature Preserve just Minutes from Civilization

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

From blazing red and orange sunsets over Lake Hancock to soaring bald eagles and rustic trails that slice through authentic swatches of Florida flora, Lakeland’s Circle B Bar Reserve is often dubbed one of the best places to see wildlife in Florida.

Sure, you can walk the up to six miles of trails if you’d like – but you can also traverse this slice of Florida nature by mountain bike. Just make sure to pay attention for the main attraction, alligators.

If the state’s most popular reptile is on your must-see list, Central Florida’s Polk County offers ample opportunities. Home to more than 550 fresh water lakes and 25,000 acres of unspoiled recreational parks, the unrivaled jewel – and perhaps the best place to observe alligators in the wild – is Circle B Bar Reserve. Comprised of nearly 1,300 acres, the park has numerous trails, with the most popular trail being, without a doubt, Alligator Alley Trail.

The trail runs along alligator-inhabited Lake Hancock, and the star attractions may be observed at a distance from shore or from a number of piers. Ranging in size from mere inches to nearly as long as your average hatchback car, the alligators are at home in the oak hammock, freshwater marsh, hardwood swamp and the lakeshore on the reserve.

With all the alligators around, it’s the perfect place to bring a camera – but don’t miss out on everything else around you. Circle B Bar Reserve, with a series of well-maintained marked trails of different lengths, provides countless opportunities for photographers and painters looking to capture the beauty of nature. The tremendous bird population includes a variety of wading birds, waterfowl, ospreys and bald eagles.

And no matter your fitness level – or how hot it is – there is a trail that’ll be just the right length for you. The extensive trail system includes the Shady Oak Trail (1.3 miles), Lost Bridge Trail (0.5 miles); Alligator Alley (1.0 miles); Marsh Rabbit Run (0.7 miles); Heron Hideout (0.5 miles), Eagle Roost (0.7 miles), Wading Bird Way (0.7 miles), Windmill Whisper (0.4 miles) and the Otter Trail (0.2 miles). Many of the trails interconnect to provide for longer hiking or biking opportunities.

Please note that the paths are not paved, rather, they are a combination of dirt and stone blend. While the paths tend to be packed down, there are plenty of roots. Additionally, many of the paths along Alligator Alley are sandy. As with all nature parks, wet weather translates into sloppy paths. It is recommended that whether hiking or cycling, you pack your own drinks.

Circle B Bar Reserve is also home to the Polk County Nature Discovery Center. The Nature Discovery Center provides hands-on educational opportunities for visitors and school groups to learn more about Florida’s environmental and hydrologic natural resources. The center is loaded with interactive exhibits as well as knowledgeable volunteers armed with trail maps and information at the front desk of the Discovery Center.

Conveniently located, Circle B Bar Reserve is just minutes from downtown Lakeland or Florida Southern, so there are ample opportunities to stop for refreshments on your way home. Concord Coffee, with its variety of caffeine and caffeine free beverages, could serve as your artisanal drink oasis. Or if you’d like a salad or something a little heavier, downtown Lakeland offers everything from salads and pizza to an Irish pub and, yes, even more coffee options.

For more ideas on things to see and do while visiting Circle B, go to visitcentralflorida.org. For more information on Circle B, go to polknature.com/explore/circle-b-bar-reserve

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/Business/Agency ($100) [ ] Benefactor ($100)
[ ] Champion ($250) [ ] Legacy ($500)
Other/additional donation ____________________________
Please mail check to: Florida Bicycle Association, PO Box 2452, Oldsmar, FL 34677
Or go online to: www.floridabicycle.org

Take a bike ride on Alligator Alley Trail
FBA certified Ride Leaders/Ride Marshals Where Have They Been Leading?
by Mary Beth Garcia, RLRM Program Director

As of May 2018 – just 18 months after we launched the FBA Ride Leader/Ride Marshal (RLRM) certification program – we have certified 150 ride leaders and ride marshals from throughout the state and in many of Florida’s bicycle clubs. So, what have they been up to since certification? Most of the ride marshals who attended the workshop and passed the certification exam have been volunteering and leading rides weekly for their clubs and their bicycle club’s larger event rides. Due to their certification and experience as a ride leader and ride marshal, many of our certified ride leaders have served as ride marshals for large charity rides as well.

- The Dolphin Cycling Challenge hosted over 5,000 cyclists, runners, and walkers and raised over $4.4 million to fight cancer during their event in April. There were over 100 ride marshal volunteers for the event and 12 of the ride marshals were FBA RLRM certified marshals.
- The Bike MS Breakaway to Key Largo, MS Citrus Tour and upcoming MS PGA Tour Cycle to the Shore, all with over 1000 cyclists for each event, have 12 FBA RLRM certified marshals who participate in these great charity rides to fight multiple sclerosis.
- The Royal Palm Event hosted by the Caloosa Riders out of Fort Myers had 5 FBA RLRM certified ride leaders and marshals leading rides during their 2-day event this past March.
- Gulf Coast Velo (GCV) —and congratulations are in order for founder Mark Schiefer, a FBA certified RLRM and our 2018 Citizen Advocate of the Year award recipient – for sponsoring the Tour de Ferme ride this past April. There are eight Gulf Coast Velo club members who are certified FBA RLRMs. Many clubs participated and hosted The Ride of Silence on May 15, 2019, and many FBA certified ride marshals participated in these rides. FBA executive director, a certified RLRM, participated in the Venice Ride of Silence which had club members and certified RLRMs from Coastal Cruisers Bicycle Club, GCV, Village Idiots and Sarasota Manatee Bicycle Club.
- Thank you to all the bicycle clubs and organizations such as Velo Sports in South Florida who have sponsored the training for their ride marshals. We truly appreciate your support and your commitment to making Florida a safer cycling state. We are proud to have such great and skilled cyclists, ride leaders and marshals participating in these grand events across the state of Florida. We look forward to more representation of FBA’s Ride Leader/Ride Marshal certified marshals in Florida’s cycling events in 2019 and 2020.

Recently at three events, I saw trail plans come to life thanks to tremendous collaboration between local and state government and local businesses. In Hastings, we celebrated a new section of the Palatka-to-St. Augustine State Trail. At celebrations for two new Florida Trail Towns, Palatka and Everglades City, I saw considerable energy and enthusiasm from the community. It was satisfying to see the efforts of trail champions bear fruit, backed by compelling arguments about trails’ economic and health benefits.

When I have the opportunity to speak at events like these, I try to make two main points. The first is that outdoor recreation and bicycling improve local economies and community health. That message often resonates with people as it recognizes that trails benefit the community, not just trail users. At the Hastings trail opening, a local barbecue was open for the event and there were many eager customers. Many cyclists and trail advocates make the claim that trails improve local economies, but it doesn’t happen automatically. This is the second point I make: We must get off our bikes, take out our wallets and spend some money. You might just get some delicious barbecue out of it!

I’m looking forward to more celebrations. My favorite part of these events is putting some time in the saddle, so I always try to bring or borrow a bike. I’d like to give a special shoutout to FBA Board President Patty Huff. At the Everglades City Florida Trail Town celebration, Patty and her husband loaned me a bike and led a great ride. There’s nothing quite like riding the fresh asphalt of a new trail section alongside others excited for the future of Florida’s trails.

Florida State Parks Update
by Eric Draper, Executive Director

At a recent trail event, I had the pleasure of joining members of the Florida Bicycle Association and the Executive Director, Becky Alfonso. I’m always drawn to these events as the attendees and organizers have such an infectious optimism about the future of trails. The Florida Department of Environmental Protection’s Florida Park Service is planning for the future of Florida’s trails. The Florida Greenways and Trails System Five-Year Plan and the soon-to-be-released Statewide Comprehensive Outdoor Recreation Plan are two important tools for coordinating efforts and making a case for trail development to the public and leaders.

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Ride of Silence Poem

Tonight we number many but ride as one
In honor of those not with us, friends, mothers, fathers, sisters, sons
With helmets on tight and heads down low,
We ride in silence, cautious and slow
The wheels start spinning in the lead pack
But tonight we ride and no one attacks
The dark sunglasses cover our tears
Remembering those we held so dear
Tonight's ride is to make others aware
The road is there for all to share
To those not with us or by our side,
May God be your partner on your final ride
CDD Bike Parking

Alan asked: I live in a CDD community which means that the interior roads are public and maintained by the CDD taxing authority. We have a clubhouse with a pool, gym and 6 tennis courts. Our community, the Venetian Gold and River Club located in North Venice has 1377 units. At the clubhouse there has always been a small parking area for bicycles and golf carts. There are 4 bicycle racks that can accommodate approximately 25 bicycles and there were about 8 spots for golf carts. In season, Nov to April, there are usually about 40 bikes that need parking between the hours of 8-11AM. Recently, they redesigned this small parking area and added 6 spots for golf carts (total 14) and cut the parking for bicycles by 40%. Are there any law that require sufficient spots for bicycles or that prohibit golf cart parking to be integrated with bicycle parking.

A

There is no FL law that requires bike racks. In a Community Development District the decision of what services are offered and which facilities are constructed is up to the landowners/residents. You should address your concern to the board of directors, which represents the residents.

Roadway Width for Bike Lanes

Robert asked: What is the minimum road width that allows a bike lane? In other words is a 15 foot lane width or a 12 foot lane width enough to allow a 5 foot bike lane to be incorporated within it?

A

I'm afraid the answer is not as simple as the question implies and I cannot give a comprehensive answer. Roadway design is complex and dependent on numerous factors, including proximity to urban centers, travel volumes and whether the roadway is new construction or rehabilitation. The following is some information from the FDOT Plans Preparation Manual.

8.4.1 Bicycle Lanes

Where required by Table 8.1.1, provide a bicycle lane for each direction of travel on the roadway. The bicycle lane is defined as the area between the edge of travel lane and the edge of pavement. Bicycle lanes are to be marked in accordance with Design Standards, Index 17347 and the MUTCD. Shared use paths do not meet the requirement for bicycle lanes. For new construction or reconstruction projects, both curbed and flush shoulder

roads, the standard width of a buffered bicycle lane is 7 feet. For high-speed curbed arterials, the standard width of a buffered bicycle lane is 6.5 feet.

For RRR projects, the distribution of available roadway width may require a bicycle lane other than the standard buffered bicycle lane (refer to Section 25.4.19.2 of this Volume). When providing a bicycle lane on a RRR project, the options in the order of priority are:

1. 7-foot buffered bicycle lane
2. 6-foot buffered bicycle lane
3. 5-foot conventional bicycle lane
4. 4-foot conventional bicycle lane

Traffic Lanes are typically 10 to 12 feet wide depending on many factors. A 15-foot wide curb lane is normally shared by many types of vehicles.

22. Traffic Lane/Travelled Way: The designated widths of roadway pavement, exclusive of shoulders and bicycle lanes, marked to separate opposing traffic or vehicles traveling in the same direction. Traffic lanes include through travel lanes, auxiliary lanes, turn lanes, weaving, passing, and climbing lanes. They provide space for passenger cars, trucks, buses, recreational vehicles and, in some cases, bicycles.

Scooter in the Road

Quinton asked: I have a hover 1 scooter electric that has 3 speeds – 1 mph, 10 mph and 13 mph. I had a cop pull me over for driving it on the sidewalk and he said that goes on the road but if I go on the road I will be ran over! It only goes 15 mph.

Your scooter cannot be legally operated on the sidewalk, the roadway or the right of way. See this post:

The vehicle you describe cannot be used on sidewalks, the roadway or the shoulder of the road. A bike lane is part of the roadway.

s. 316.2128 – Operation of Motorized Scooters and Motorcycles: Requirements for Sale

(1) …. motorized scooters or miniature motorcycles …. are not legal to operate on public roads, may not be registered as motor vehicles, and may not be operated on sidewalks …. Motor vehicles operated on the roadway must be registered with the DMV.

s. 320.02 – Registration Required; Application for Registration; Forms

(1) Except as otherwise provided in this chapter, every owner or person in charge of a motor vehicle that is operated or driven on the roads of this state shall register the vehicle in this state.

The shoulder is part of the “road” as defined for registration.

s. 320.01 – Definitions, General

(16) “Road” means the entire width between the boundary lines of every way or place of whatever nature when any part thereof is open to the use of the public for purposes of vehicular traffic.

Your vehicle is considered a motor vehicle by the statute concerning registration, but does not meet the requirements for a type of vehicle that may be registered.

s. 320.01 – Definitions, General – As used in the Florida Statutes, except as otherwise provided, the term:

(1) “Motor vehicle” means:
(a) An automobile, motorcycle, truck, trailer, semitrailer, truck tractor and semitrailer combination, or any other vehicle operated on the roads of this state, used to transport persons or property, and propelled by power other than muscular power, but the term does not include traction engines, road rollers, personal delivery devices and mobile carriers as defined in s. 316.003, special mobile equipment as defined in s. 316.003, vehicles that run only upon a truck, bicycles, swamp buggies, or mopeds.

With a couple of exceptions, only vehicles powered solely by human power may be used on the sidewalk or bike path.

s. 316.195 – Driving upon Sidewalk or Bicycle Path

(1) … a person may not drive any vehicle other than by human power upon a bicycle path, sidewalk, or sidewalk area, except upon a permanent or duly authorized temporary driveway.

The City of Fort Lauderdale passed a local ordinance allowing certain dockless mobility devices (electric scooters).

https://www.fortlauderdale.gov/home/showdocument?id=31619

Operators must comply with s. 316.2065 – Bicycle Regulations. I could not determine if the ordinance and rules also apply to privately owned scooters or just those owned by the designated rental organizations.

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 FBI via the “Contact FBI” 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.

Florida Bicycle Association

Upcoming Bicycle Touring Events in Florida

This printed version is ABRIDGED from promotional material provided by tour organizers. We’re not responsible for accuracy of information or quality of these rides. Use the contact information for more details about each ride. Data are gleaned and summarized from an online calendar database maintained by Roger Pierce and published on the FBA web site. To add an event to his (and our) calendar, e-mail to fba@georangepierce.com or go online to post your own entry. See complete calendar, including many out-of-state rides we don’t have room to print here, at www.floridabicycle.org/touring.

JUNE

June 15 (Sat) Spring Hill
Crankin’ Out Cancer
Starts at 7:30am at Evom Lounge, 14251 Powell Rd, Spring Hill, FL 34609, 30, 42 & 61 mile options.

July 14 (Sun) Punta Gorda
Wheels and Wings
Starts at 7:30am at Beef ‘O’ Brady’s 1105 Taylor St, Punta Gorda, FL 33950, 15, 31, 50 & 62 mile options.
http://www.peaceerrridersbicycleclub.com

AUGUST

August 31 – September 2 (Sat-Mon) Sebring
Tour of Sebring
Starts at Highlands News-Sun Center 781 Magnolia Avenue Sebring, FL 33870. Multiple days & distances. https://www.memberplanet.com/events/highlandspedalers/tourofsebring2019

SEPTEMBER

September 8 (Sun) Fernandina Beach
Endless Summer Watermelon Ride
Starts at 7:30am at Fernandina Beach Recreation, 2500 Atlantic Avenue, Fernandina Beach, FL 32034, 20, 30, 53, 73 & 100 mile options.

September 21 (Sat) Key Largo
RemARCabLe Tour de Keys
Starts at 7:00 a.m. at Holiday Inn Key Largo, 99701 Overseas Highway, Key Largo, FL 100 miles solo or as a team.
https://raceroster.com/22433aff=OCWS4

*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.
### 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: David Agacinski, 239-225-1959; Bike/Ped Safety Specialist: John Kubicki, 863-519-2447; SUN Trail Coordinator: David Agacinski, 239-225-1959
FBA Member Bicycle Clubs: Caloosa Riders Bicycle Club, Peace River Riders Bicycle Club, Sanibel Bicycle Club, Sarasota-Manatee Club, Peace River Riders Bicycle Club, Highlands Pedalers Bicycle Club
FBA Member Bicycle Shops: Acme Bicycle, 239-225-1959
SUN Trail Coordinator: David Agacinski, Specialist: John Kubicki, 863-519-2447; Bike/Ped Safety Specialist: Andrew White, 850-330-1653; 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 Bike Shop

#### 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
FBA Member Bicycle Shops: BikeSport, 386-961-7878
SUN Trail Coordinator: Alex Henry, Specialist: Ginger Regalado, 813-975-6970; FDOT Bike/Ped Coordinator: Alex Henry, 813-975-6405
FBA Member Bicycle Clubs: Boca Raton Bicycle Club, Vero Cycling Club, Treasure Coast Cycling Association, South Brevard Wheelers Bicycle Club
FBA Member Bicycle Shops: Orchid Island Bikes and Kayaks, Conti’s Bike Shop (Boca Raton, Ft. Lauderdale), Bike Tech

#### 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, 850-330-1545; FDOT Bike/Ped Safety Specialist: Andrew White, 850-330-1653; 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 Bicycle 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: Thomas Miller, 954-777-4208; FDOT Bike/Ped Coordinator: Barney Bennett, 386-961-7878
FBA Member Bicycle Clubs: Boca Raton Bicycle Club, Vero Cycling Club, Treasure Coast Cycling Association, South Brevard Wheelers Bicycle Club
FBA Member Bicycle Shops: Village Cycles, Emerald Coast Cyclists, No Boundaries Sport

#### 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: Michael Ziarnick, 386-943-5251; FDOT Bike/Ped Safety Specialist: Chad Lingenfelter, 386-943-5336; FDOT SUN Trail Coordinator: Heather Garcia, 386-943-5077
FBA Member Bicycle Clubs: Florida Freewheelers, Sumter Landing Bicycle Club, Spacecoast Freewheelers
FBA Member Bicycle Shops: Village Cycles (2 locations), Orange Cycle, Fox Firestone Bicycle Shop

#### District 6
Cities: Key West, Miami
Counties: Miami-Dade, Monroe
FDOT Bike/Ped Coordinator: Shereen Yee Fong, 305-470-5308; FDOT Bike/Ped Safety Specialist: Issa Sotolongo, 305-470-5187; FDOT SUN Trail Coordinator: Shereen Yee Fong, 305-470-5393
FBA Member Bicycle Clubs: Key West Bicycle Association
FBA Member Bicycle Shops: Mack Cycle & Fitness, No Boundaries Sport, Bike Tech

#### District 7
Cities: Brooksville, Clearwater, Port Richey, St. Petersburg, Tampa
Counties: Citrus, Hernando, Hillsborough, Pasco, Pinellas
FDOT Bike/Ped Coordinator: Alex Henry, 813-975-6405; FDOT Bike/Ped Safety Specialist: Ginger Regalado, 813-975-6970; FDOT SUN Trail Coordinator: Alex Henry, 813-975-6405
FBA Member Bicycle Clubs: Florida Panthers Tandem Club, St. Petersburg Bicycle Club, Suncoast Cycling Club
FBA Member Bicycle Shops: Bike Sport, Chainless Drive (Clearwater, Palm Harbor), Jim’s Bicycle Shop

#### FBA Annual Membership Meeting
**Saturday, July 27**
1-4 PM
St. Petersburg Main Library
3745 9th Avenue N
St. Petersburg, FL 33713

Members and non-members are invited to attend this meeting featuring Forward Pinellas Executive Director Whit Blanton and a special presentation from FBA Business Member Angco Striping – they install green bike lanes! Snacks and other goodies provided along with information and idea sharing from YOU!
One Foolish Act Can Ruin a Thousand Other Great Ones

Sue never expected the beach party to end up like this...She joined her friends for a fun day at the beach filled with laughter and a few too many cocktails. You see, Sue didn't realize how impairment interferes with balance and good judgment. On the ride home she ran through a stop sign and it nearly cost her life...

Everyone expects to arrive at their destinations safely, and people who are impaired often feel invincible. Don't be foolish! Have a plan BEFORE you head to the party!

People walking or biking while under the influence of drugs or alcohol accounted for 23% of all impairment related traffic fatalities in Florida in 2017.

Most people recognize the dangers of driving while under the influence of drugs or alcohol, but seldom consider the dangers of riding a bicycle or walking along a roadway while impaired.

Drugs and alcohol interfere with balance, coordination, and judgement. To put it simply, your brain may not be able to "sync" your body with the simple task of walking or biking safely if you are impaired.

Impaired bicyclists may ride against traffic, weave into oncoming traffic, or forget to use bicycle lights at night.

Every crash, injury, and fatality affects those involved, their family, friends, and community. Please be personally responsible. Don’t drive, walk, or bike while under the influence of drugs or alcohol and remind your family and friends to do the same.

In real life we don’t get a do-over. Don’t drink and ride.

www.AlertTodayFlorida.com

Take a stand: Have a plan before impairment becomes a factor!

For additional bicycle safety info: www.AlertTodayFlorida.com

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

Choose Everything in
Central Florida

800-828-7655
twitter.com/VisitCentralFL
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