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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 Manager 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!
We Love Our Members!

Florida Greenways and Trails Foundation
Friends of River of Grass Greenway (FROGG)
Gainesville Cycling Club
Highlands Pedalers Bicycle Club
Jack the Bikeman
North Florida Bicycle Club
Orange Cycle
Sarasota Manatee Bicycle Club
Spacecoast Freewheelers Bicycle Club

New Clubs/Shops/Business
Naples Velo
City Bike Tampa

New Members
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Theresa Angot-Lewis
David Arriaga
Barry Barker
Henry Burden
Brian Burnett
Dana Crosby
John Crosby
Keith Dennis
John & Jo-Anne Drury
Michael Dwyer
Eugene & Jane Emborsky
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Building a Bicycle-Friendly Florida
Thanks to the Support of our Donors and Members

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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Your membership makes a difference for all bicyclists in Florida.
Visit: www.fbamembership.org
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Memberships include a subscription to the quarterly Messenger, access to online member forums and general sense of satisfaction for supporting bicycle education and advocacy in Florida.

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Florida Bicycle Association
www.floridabicycle.org
www.floridabicycle.org
Move Over for People

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 nonprofits? 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.
Best Foot Forward Expands into Seminole County to Change Driver Behavior

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 cars 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.

How Best Foot Forward Works – Education, Engineering and Evaluation

BFF coalition partners carefully choose a number of crosswalks to monitor and enforce each year. The steering committee includes city and county planners, engineers, people from transportation and streets departments, public schools, LYNX and law enforcement. When choosing crosswalks, they take into account a number of factors, including proximity to high-crash corridors, schools, community centers, bus stops and trail crossings. They also look for needed or planned engineering changes.

BFF partners city and county engineers work to make sure crosswalks have appropriate signage and paint or recommend installation of rapid flashing beacons.

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.

Almost all 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 enforing 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 the Seminole County operation:

- BFF had coverage on every Central Florida TV news station, plus WDBO and WMFE-NPR radio stations. TV coverage reached an audience of nearly a million people
- Social media resulted in awareness and engagement, reaching 66,000 people
- NextDoor information went to 111,000 subscribers
- 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

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 bicycling 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 very 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 bike 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 Kathi 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 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 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 and played and learned with the Best of the Best of the bicycling advocacy community from all over the United States.

Life has been good and I would not want to change anything from those very precious first 10 years, 1995-2005, because they were some of the best years of my life. Thanks to all the amazing people I’ve met 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 standing in the field.” Crow One, “That’s a scarecrow. 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.

Three Mississippi’s: Three-second rule

Three Mississippi’s keep you three seconds from hitting a vehicle in front of you. It’s the easiest of the tools to understand, but the hardest to practice. It’s the minimum safe distance to maintain between you and the driver ahead for reaction time. I’ve used two seconds for years, but in researching for this article, the Florida Driver’s Handbook Section 5.26 states, “Keep a minimum following distance of three to four seconds with an additional second for any unusual weather or traffic conditions.” I’ve made the adjustment to three seconds. And as I get older and my reflexes slow down, I may go to four.

Cell phones and all the distractions they create aside, there are legitimate reasons to look away from the road ahead—for instance, looking back before changing lanes. In heavy traffic, it may take more than one look. Also, checking vehicles at stop signs or in the center divider or checking GPS on an unfamiliar turn. Three seconds gives us time to do that. So how does Three Mississippi’s work?

Observe, Orient, Decide and Act

Observe—Am I three seconds behind the driver ahead?

Orient—Pick a timing landmark. The easiest one I’ve found is a specific dashed lane stripe, but any fixed object will do. As your vehicle ahead passes it, count, “One Mississippi, Two Mississippi, Three Mississippi.” If your landmark hasn’t passed under your hood, you have three seconds. There are other ways to count seconds, but using them, I’ve found it easy to cheat. In counting Mississippi’s, there are enough syllables to keep me honest, no matter how many Mississippi’s I want to count. Each one takes a full second.

Orient—I’m three seconds back or not.

Decide—If yes, maintain. If no, 1. Act, back out and do Observe, Orient again. If speed changes, three seconds’ distance will change. I’ll do it again. If someone pulls in front of me, as they often do in heavy traffic, I back out again.

Observe—In today’s world, especially in heavy traffic, many drivers maintain less than one second behind the vehicle ahead. Over the years, I have been struck from behind at least five times, and never because of a panic stop I made. I have found that backing out to at least two seconds has been worth it in the past, because I have never struck someone else from behind. Now I’m using three seconds.

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 re-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 cyclists 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, 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.

Bio: Jeff Hohlstein grew up near Buffalo, New York. He served in the U.S. Navy from 1960 through 1981, when he retired with the rank of commander. Jeff and his wife Jodi moved to Orange Park, Florida in 2005, near Jodi’s childhood home. From 2010 through 2017, Jeff taught traffic cycling. Today, Jeff and Jodi are happily retired and are members of the Florida Department of Transportation District Two’s Community Traffic Safety Team in Clay County.
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: www.greenway.org/SoutheastSummit2020

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.

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West Volusia
Old Florida. New Vibe
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 tenth recognized trail town in the state. When Winter Garden was put on the list five years ago, the Town was designated as a trail town and the community was named the City of Winter Garden, the second community to be recognized as a trail town. The recognition came after the completion of the Winter Garden Trail, a 6.5-mile paved trail that connects the Winter Garden Transit Center with Winter Park, Orlando, and Apopka. The trail features an accessible boardwalk for those with mobility issues and offers beautiful views of Lake Osceola and the Winter Garden Wetlands.*

* More information at www.sjrwmd.com/lakeosceola
Group Riding

by Cpl. Michael R. Nelson #2008, Collier County Sheriff’s Office

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 your shoulder and then motioning to give up the position you are in, first communicate your intention via signal.

(continued on page 12)

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.
How To Know The Right Settlement For Your Bicycle Accident Claim

Wheels Of Justice – Ask A Lawyer

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.

How insurers negotiate: unrepresented claimants get shortchanged

There are generally two default modes for insurers in settlement negotiations. They’re determined by who’s doing the negotiating: you or your lawyer.

The first mode is for when you tell the insurers that you’ll be the one negotiating your own settlement. They generally react to this like a dog would when he sees a nice, juicy steak.

They see the absence of a lawyer as an attempt to save money. This means you may be desperate and more likely to jump at any amount they throw at you. They also don’t expect you to know what a lawyer knows about the process.

So, they’ll often start out negotiations with an extremely low figure because they feel they have the upper hand.

The second mode is for when they see you with an experienced personal injury lawyer. Here, they’re more likely to do a more objective assessment of the case – its strengths, weaknesses, how prepared they are for litigation, your injuries, expenses, etc.

Even with a lawyer, the insurance company will try to settle the case for less than it is worth. Filing suit and getting the case set for trial can produce a settlement offer that is double or triple the pre-suit settlement offer.

Determined 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, pronounced changes in your lifestyle 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.

The strength of your case

You will have a huge hand up in negotiations if you can put together a strong account of the facts, complete with pictures of the scene, witness statements and a police report, that back up your story.

Once you’ve done considering all this, if you’re left with is how much you should be seeking as compensation. Be flexible, though. Go higher if you discover factors that make your case stronger. Go lower if the facts show your case is weaker.

Ultimately, do not be unreasonable with your initial figure. If the sum is outrageous, you could end up closing the negotiation channel.

Finally ...

There’s no exact science to determining the best amount you should settle for. However, the factors discussed here can give you a good ballpark figure. Once you’re done determining the amount, gather:

• Your medical records and bills
• A copy of the police report
• Your wage loss information
• Witness statements
• Photographs of the accident scene

Then draft a settlement demand letter outlining all the facts and attach these documents to the letter. These are the steps that a lawyer would take. Although you can duplicate this format, be aware that the insurance company will still try to take advantage of the unrepresented accident victim.

In reality, if your injuries are serious and require months of treatment, then it becomes very difficult for the average person to know the full value of the case. The best way to ensure you get what you deserve is to let a lawyer help you get it.

By Tracey Hollins

Alert Today Florida

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!

The following is provided by the law offices of Fine, Farkash & Parlapiano, PA, members of FBA since 2007. If you’d like to know more about how a lawyer can help with your claim, visit our Legal Resource Members web page at www.floridabicycle.org/our-sponsors/ and support those that support FBA.
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://thecyclerevolution.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 not doubt give him an “A+” as that is exactly the message of the film.

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)

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.
Questions about the laws related to bicycling?
Ask Geo @ FiBikeLaw.org*
by George Martin

As part of the Bicycle Law Enforcement Program, FBA maintains FiBikeLaw.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 just 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 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 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.
Upcoming Bicycle Touring Events in Florida

MARCH

**March 20-22 (Fri-Sun) Tallahassee**
Tallahassee Trail Festival 2020 & Spring Meeting

**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. https://runsignup.com/Race/FL/Inverness/CleanAirRide

**March 22 (Sun) San Antonio**
Gran Fondo Florida
Starts at 8:00 a.m. at Vo2max Cycles, 32807 Pennsylvania Ave, San Antonio. 36, 55 & 96 mile options. https://www.bikereg.com/florida-gfn

**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. https://tickets.velosportevents.com/event/GARNEAU-2020

**March 22 (Sun) Palm City**
Riding For Heroes
Starts at 7:30 a.m. at Justin Wilson Memorial Park, 2050 SW Mapp Rd, Palm City. 40, 58, 80 & 100 mile options. https://raceroster.com/events/2020/28009/riding-for-heroes?aff=0CWS4&aff=0CWS4

**March 28 (Sat) Fort Myers**
Pan-Florida Challenge
Starts at Florida Gulf Coast University, 10501 FGCU Blvd S, Fort Myers. 10, 31, 62, 100 & 200 mile options. https://secure2.convio.net/panfl/site/TR/fr_id=10808&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. https://raceroster.com/events/2020/27924/up-with-down-ride?aff=0CWS4&aff=0CWS4

**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. http://main.diabetes.org/site/TR/TourdeCure/TourAdmin?pg=entry&fr_id=12949

APRIL

**April 4 (Sat) Gainesville & Flemingdon**
Ride to Remember 14

**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. https://www.bikereg.com/events/2020/25337/39th-annual-cross-florida-ride

**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. http://main.diabetes.org/site/TR/TourdeCure/TourAdmin?pg=entry&fr_id=12950

**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. 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. https://raceroster.com/events/2020/28044/cycle-jam-for-the-kids

APRIL 19 (Sun) Sarasota
Ride 2 Remember
Starts at 7:30 a.m. at GoldCoast Eagle Distributing, 7051 Wireless Ct, Sarasota. 10, 31 & 62 mile options. https://www.madathlete.com/t#/rider?event%20EventReg%20EventReg...SelectType%3FsFEID%3D73116%26new%20%3D%26source%3DItemEOVOverview

**April 19 (Sun) Newberry**
Strada Bellamy Sportif
Starts at 7:30 a.m. at Publix Super Market at Steeplechase, 14130 W Newberry Rd, Newberry. Various distances on paved and unpaved roadways. https://www.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. http://floridadorderforce.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 https://2019.teamm2c.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. http://raceroster.com/events/2020/29524/sharkeys-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. https://www.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. https://raceroster.com/events/2020/26321/tour-de-forts-classic

MAY

**May 5 (Sun) Monticello Bike Fest**
Starts at 7:30 a.m. at Monticello Jefferson Chamber of Commerce, 420 West Washington Street, Monticello. 10, 31 & 62 mile options. https://raceroster.com/events/2020/28055/monticello-bike-fest?aff=0CWS4&aff=0CWS4

**May 17 (Sat) DeFuniak Springs Gran Fondo**
Starts at 7:00 a.m. at Walton County Heritage Museum, 1140 Circle Dr, DeFuniak Springs 12, 29, 57 & 100 mile options. https://raceroster.com/events/2020/28865/defuniak-springs-gran-fondo

**June 5 (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. https://raceroster.com/events/2020/24396/tour-de-melon

**June 13 (Sat) Spring Hill**
Crankin’ Out Cancer New
Starts at 7:30 a.m. at Bivon Lounge, 14251 Powell Rd, Spring Hall. 30, 42 & 61 mile options. https://raceroster.com/events/2020/28628/crankin-out-cancer?aff=0CWS4&aff=0CWS4

**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. https://raceroster.com/events/2020/28125/tour-de-clermont

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) calendars, e-mail to fhate@piercepages.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.
FDOT Districts

**District 1**
Cities: Bradenton, Fort Myers, Naples, Sarasota
 Counties: Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, Sarasota
 FDOT Bike/Ped coordinator: Deborah Chesna, 863-519-2562; Bike/Ped Safety Specialist: Mengya (Amy) Ao, 863-519-2510; SUN Trail Coordinator: Deborah Chesna, 863-519-2562
 FBA Member Bicycle Clubs: Caloosa Riders Bicycle Club, Highlands Pedalers Bicycle Club, Peace River Riders Bicycle Club, Sanibel Bicycle Club, Sarasota-Manatee Bicycle Club, Gulf Coast Velo, Bonita Bay Bicycle Club, Coastal Cruisers Bicycle Club, Naples Velo
 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, Florida Bicycle Clubs: Capital City Cyclists, Emerald Coast Cyclists
 FBA Member Bicycle Shops: The Great Bicycle Shop

**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: Spacecoast Freewheelers Bicycle Club, FBA Member Bicycle Shops: Village Cycles (2 locations), Orange Cycle, Fox Firestone Bicycle Shop, The Bike Xperience, Adrenaline Bike Works

**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 Ratcon Bicycle Club, Vero Cycling Club, South Broward Wheelers Bicycle Club
 FBA Member Bicycle Shops: Orchid Island Bikes and Kayaks, Contie’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, 386-943-5077
 FBA Member Bicycle Clubs: Florida Freewheelers, Sumter Landing/Bicycle Club

**District 6**
Cities: Key West, Miami
 Counties: Miami-Dade, Monroe
 FDOT Bike/Ped Coordinator: Tiffany Gehrke, 305-470-5308; FDOT Bike/Ped Safety Specialist: Isis Sotolongo, 305-470-5187; FDOT SUN Trail Coordinator: Tiffany Gehrke, 305-470-5308
 FBA Member Bicycle Clubs: Key West Bicycle Association, Everglades Bicycle Club
 FBA Member Bicycle Shops: Mack Cycle & Fitness, Bike Tech (2 locations)

**District 7**
Cities: Brooksville, Clearwater, Port Richey, St. Petersburg, Tampa
 Counties: Citrus, Hernando, Hillsborough, Pasco, Pinellas
 FDOT Bike/Ped Coordinator: Alex Henry, 813-973-6405; FDOT Bike/Ped Safety Specialist: Ginger Regalado, 813-973-6970; FDOT SUN Trail Coordinator: Alex Henry, 813-973-6405
 FBA Member Bicycle Clubs: Florida Panthers Tandem Club, St. Petersburg Bicycle Club, Suncoast Cycling Club, Swamp Mountain Bike Club
 FBA Member Bicycle Shops: Bike Sport, Chainwheel Drive (Clearwater, Palm Harbor), Jim’s Bicycle Shop, City Bike Tampa

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