As a service for Florida Bicycle Association members and local bicycle advocates, FBA is launching our new Bicycle Infrastructure Assistance (BIA) program. Our primary audience is the local bicycle advocate seeking to understand state and local infrastructure requirements and navigate the system to request improvements.

Through the BIA program, FBA will provide technical assistance to cycling advocates and others in order to request better-informed specific roadway or trail improvements by Florida Department of Transportation (FDOT) or local road agencies. In addition, FBA will offer training on infrastructure topics and FDOT design policies.

FBA will also be available as an as-needed expert bicycle infrastructure resource for staff and officials of cities and other local government agencies.

"FBA is thrilled to have the experience and professionalism of Ed Barsotti to serve as the BIA program director," FBA Executive Director Becky Afonso stated. “His timing to be a Florida snowbird and willingness to run the program will be a welcome and much needed benefit for cyclists and those in transportation planning.”

FBA will work with cycling advocates and the relevant road agencies to try to find pragmatic, achievable solutions to better bicycling conditions. When a particular location is brought to our attention, we will analyze it and suggest ideas, factoring in state and national guidelines and best practices as well as political, cost and other constraints. If needed, we can help write the request letter justifying and detailing the recommendations.

In one early BIA program example, FBA is helping Bike Walk Indian River County request appropriate signage to improve motorist behavior along three key road segments. In another, we are assisting local cyclists in Manatee County with technical details to request that a bike lane be restored, after an intersection project removed it.

In addition to retrofits, FBA is available to help get cyclist input into the road project design process, when changes to benefit bicycling are easier and cheaper.

A second component of FBA’s Bicycle Infrastructure Assistance program will be training on infrastructure topics, like bikeway types, local bike planning and road design input. We hope to offer webinars later this year, both for advocates as well as professional planners and engineers. Three webinars by fellow state bike advocacy organization Ride Illinois, at the bottom of www.rideillinois.org/events/webinars, will be tailored for Florida.

The third component of the program focuses on FDOT design policies, both the Florida Design Manual (FDM) for state roads and the Florida Greenbook for local road designs. We will dig deep into the details of the state’s design policies and then partner with FDOT – both in continuing to serve as a technical sounding board and in making new suggestions.

The BIA program is being staffed by Ed Barsotti, a new Florida resident. Ed has extensive bicycle infrastructure experience working with state bicycle advocacy organization Ride Illinois since 2001. Ed comments:

“I’m grateful for the opportunity to help FBA and Florida cyclists speak up for better cycling conditions.”

Contact Ed and the Bicycle Infrastructure Program at ed@floridabicycle.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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**Building a Bicycle-Friendly Florida**
Thanks to the Support of our Donors and Members

**Motorists**
- Always stop for pedestrians and bicyclists at crosswalks.

1. Anticipate pedestrians crossing when approaching an RRFB.
2. Never pass another vehicle that has stopped or is slowing down at a crosswalk.
3. Always stop before the stop bar (line) pavement markings.
4. Never stop in or block a crosswalk.
5. Always stop for pedestrians entering or in a crosswalk.
6. Remain stopped for pedestrians regardless of activated RRFBs.
7. Wait for pedestrians to completely clear the crosswalk on your side of the road, and for anyone crossing into your lanes from the other direction.

**Pedestrians and Bicyclists**
- Press the button to activate the RRFB signals; the lights will begin to flash indicating to motorists a pedestrian is ready to cross.

1. Make eye contact with motorists to be sure traffic is yielding before entering the crosswalk.
2. Walk defensively, scanning both directions to be sure motorists see you.
3. Always scan the road while crossing making sure all vehicles have stopped.

**RRFBs use an irregular flash pattern that is similar to emergency flashers on police vehicles.**
(Source: FHWA, 2008)

**Funded by the Florida Department of Transportation**

**How to Use an RRFB**
(.Rectangular Rapid Flashing Beacon)

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3. Always scan the road while crossing making sure all vehicles have stopped.

**Bicyclists**
1. Obey all traffic signs and signals.
2. When using the crosswalk, follow the pedestrian rules.
3. When using the travel lane, ride in the direction of traffic and always yield to pedestrians.

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How to Use an RRFB

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RRFBs use an irregular flash pattern that is similar to emergency flashers on police vehicles. [Source: FHWA, 2008]
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Working Together to
Build a Bicycle-friendly Florida

OUR MISSION: is to encourage more people to bicycle through education and advocacy.
OUR VISION: is for bicycling to be safe, accepted and encouraged in Florida.
OUR PURPOSE:
• Protect and advance the interest of bicyclists
• Educate the public about sharing roads and paths with people on bicycles
• Encourage the creation of great places to ride
• Continue to grow as a financially stable, well-managed organization

Help Us Grow the Base! Give to FBA

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

Did you know your membership donation to FBA is tax-deductible?

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

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

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

Bicycle Best Practices Workshop – Florida Bicycle Best Practices Workshop will be virtual this year on Saturday, November 14, from 2PM – 4PM, via the Zoom online platform. This workshop is open to anyone who wishes to learn or share ideas with other bicycle enthusiasts to be part of the solution for Florida bicycling concerns. The workshop is FREE but you must register to attend.

Please visit Floridabicycle.org for more information or contact Becky Afonso at becky@floridabicycle.org.

FBBPW Goes VIRTUAL
Saturday, November 14
2–4 PM

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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The Messenger is published quarterly as a service to members and advocates for a bicycle-friendly Florida by the Florida Bicycle Association, P.O. Box 2452, Oldsmar, FL 34677

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

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For many of us, being locked down or quarantined has reintroduced us to our old friend, the bicycle. Here in Naples, our big-box stores and other retailers were sold out of bicycles within a week of a shipment arriving. Thousands of bikes and new or reacquainted riders have returned to our favorite hobby, riding a bicycle. Whether for a replacement to a gym visit or just to get out and enjoy the outdoors, bicycling came back into our lives in a big way. To those of you who joined us, WELCOME BACK, we missed you.

Since we have had so many people join our cycling ranks lately, I thought it would be a good time to revisit some of the basics. First and foremost, wear a properly fitted and adjusted helmet the way it is designed to be worn. This one simple thing will prevent most head and facial injuries, keep your head cooler in the heat and prevent most bicycle crash-induced traumatic brain injuries. A helmet is one of the cheapest insurance policies you will ever buy.

Next on our list, eye protection. Get some comfortable glasses and wear them. There are very few things more irritating than getting something in our eyes.

Then comes comfortable clothing, light colored that fits you and are not overly loose. And if you wear long pants make sure the bottom of your pants are not too loose or they can get caught in your bicycle chain. I promise that will quickly ruin your day.

Last on this part of biking is your footwear. Absolutely no flip flops or sandals please, and no open toed shoes. Also make sure to tuck in your shoelaces. If you don’t and they get caught in the pedals or bike chain you risk injuring or breaking an ankle.

How does your bike fit you? A bicycle has many adjustments that can be made to make a custom fit just for you and really enhance your riding experience. One of the most important adjustments is to the seat. You can tilt the front of the seat up or down so it contours more to your body and stops hot spots or pressure spots (horizontal to the ground is usually best). Then adjust the seat height; raise or lower it so that your leg is at least 80% extended when the pedal is closest to the ground. Now adjust the handlebars so they are comfortable in your riding position.

Now just get out and enjoy your ride! Remember to ride with traffic, signal your moves and ride safe and ENJOY. Enjoy being out, enjoy the scenery, enjoy breathing in fresh air and enjoy just being out in the world with all the sights and sounds that come with it.

Traffic is a dynamic ever-changing situation. You are traveling through the three dimensions of space (up/down, left/right, forward/backward), but more importantly through the fourth dimension of time. Since most other traffic will be moving faster than you, your own timing is the factor you have the most control over and can manipulate. Traffic tends to move in clusters or platoons. Sometimes it is traffic signals that cause the grouping, but even on long stretches of open road, vehicles will cluster together. I use a method I call traffic interval planning—TIP—to take advantage of the natural breaks in traffic. Riding in this ‘sweet spot’ can make your ride safer and more pleasant.

When I set out on a ride, I’m doing what I can to be visible and relevant to traffic. I maintain a position that is two to three feet from the right edge of the pavement, wear bright colors, ride with flashing lights front and rear and communicate with drivers using hand signals.

My goal is to arrive safely and have another day to ride. I want to record a good average speed for the ride, but I don’t need to hammer the pedals at a steady cadence. I can’t ride the speed limit, but I can direct traffic to flow safely around me. My eyes are constantly checking traffic behind, ahead and at all crossroads, and scanning the road surface.

The technique I use to take advantage of the natural breaks in traffic is to slow down as I approach intersections as needed. The tools I use are soft pedal and feather brake. Usually I’ll only have to drop 10 rmps or so for a few seconds. This method minimizes the time in the center of the lane or left lane positions when making turns.

Finding the ‘sweet spot’ means using my speed to enter intersections when traffic pressure is low. As I approach an intersection I am traveling straight through, I want to arrive when there are no or few other vehicles about to make turns. Approaching a signalized intersection, I want to arrive while the light is red in my direction or has just changed. Making a turn, I want to do it when there are no other drivers turning at the same intersection.

Hop on and take a virtual ride with me on my morning commute.

Traveling on a two-lane road width 14-ft wide lanes but no paved shoulder, I ride 3-ft from the edge of the road. There is oncoming traffic, and cars back want to pass me. I hold my left arm at a 45-degree angle, palm facing the driver behind telling him to slow down. When he slows, I move slightly right, then the string of three cars passes, straddling the centerline and forcing oncoming traffic to move to their right. My left turn is just ahead, the traffic ahead and behind has cleared, I signal left, move to center of the lane and turn.

Now I’m about to enter the bike lane of a dual divided highway. There are two stop signs, and it is a slight downhill grade. Even before the stops I have a clear view of the highway traffic coming from my left and the local service road. As I approach the first stop, if there are other vehicles, I can slow down to let them clear the intersection ahead of me. I come to a full stop, then ease off the brakes and roll toward the next stop, signaling a right turn. Even though I am turning into the bike lane, I wait for oncoming traffic to clear in both lanes. Many drivers are unaware of bike lanes unless they actually see cyclists using them. It is imperative that you let drivers know what you are going to do, and what you require from them.

Commercial driveway ahead, I scan the yard for any movement, as well as check the turn lanes. We’re clear here, so roll through with no change in speed.

(continued on page 6)

PRESIDENT’S MESSAGE... New Generation of Cyclists Look to Us

by Courtney Reynolds, FBA President

Countless headlines tell us that people around the U.S. have recently taken up cycling. For some, biking has been a way to shake off stir-crazy feelings that are the result of being cooped up for the past several months. Some have turned to biking as a substitute for their transit trips, either out of safety concerns or necessity due to capacity restrictions. Others have taken to biking as a replacement for gym routines and group classes, seeking new exercise options to maintain as much normalcy (and good health) as possible.

With so many new riders, it is not surprising that one thing has not changed: very few people seem to know and apply the rules of the road or trail etiquette. We have plenty of debates inside the cycling community, but one thing that should not be debated is the importance of safety education and essential practices so that we all make it home alive.

Yet how do we reach those new to cycling, when we have not been able to reach those who have been cycling for years? The road warriors who insist they know the rules of the road, but do not follow the law while on group rides. The commuters who prefer sidewalk riding, assuming it is safer than taking the lane. The parents who vauntily bike with their kids to the park, yet ride against traffic in the travel lane. If each of us had to pass a bicycle law, etiquette, and safety quiz, how would you fare?

To brush up on your street cred, I recommend reviewing John S. Allen’s Bicycling Street Smarts: CyclingSavvy Edition*. It’s even available now as an e-book. For those tight on time, here are some essential take-aways.

- Be Predictable – “The more you follow the normal traffic pattern, the safer and more predictable you become.” From traveling on the right side of the road, to passing on the left, and positioning yourself for your destination, following traffic rules means that others know what to expect.

- Understand Priority – Our traffic system follows the “first come, first served” rule. This means we slow down. The drivers behind us. If you were there in the lane first, it’s perfectly appropriate for them to wait until it is safe to pass. It’s literally only seconds of their lives (and I assure you they will be delayed much longer if a crash were to occur due to an unsafe pass). This concept of priority also applies to changing lanes (yield before merging), entering a roadway (yield before entering), or turning (yield before crossing).

- Courteous Communication is Key – Using hand signals is just the beginning when it comes to communicating with other road users. It helps with predictability for sure, but it also lets other drivers know that you know your stuff and you won’t be messed with (ok, that’s not a quote from the book, that’s all me). Lane positioning and a good, strong shoulder check also send clear signals that you know your rights and how to handle yourself.

Those who are new to cycling will undoubtedly ask us for guidance on where to ride, but also learn how to ride by watching what we do. Just as a child takes on both the good and bad traits of their parents, so will these new cyclists. Let’s provide the best example that we can, in hopes that this new generation will have a great foundation on which to build.

*To order the Street Smarts CyclingSavvy Edition e-book, visit the CyclingSavvy store at cyclingsavvy.org/cyclingsavvy-store/. To order the Florida version, Florida Bicycling Street Smarts CyclingSavvy Edition hard-copy at no charge, please use the FBA’s Contact Us form at floridabicycle.org/contact-us or email becky@floridabicycle.org.
Survey Says? The 2nd Quarter Certified Ride Leader/Ride Marshals Survey Results by Mary Beth Garcia, Program Director, Ride Leader/Ride Marshal Certification Program

In May, we conducted our semi-annual engagement survey with our certified Ride Leader/Ride Marshal group. Obviously, COVID-19 and the Pandemic were hot topics. I will share some of the results and key themes that emerged from the feedback we collected from our certified RLRM team.

1. Group Rides have been impacted:
   The first key theme pertains to group rides which came to a halt in March and are now gaining momentum again. Some Ride Leaders/Ride Marshals were leading over 25 rides a year prior to the pandemic and are now riding with just one friend or partner and practicing social distancing.

2. Specific Skills from the RLRM Certification Course are being used the most:
   - 56% of our Ride Leaders felt PCP was the number one certification skill from the Ride Leader/Ride Marshal course being utilized. PCP – Preparation, Communication and Predictability.
   - Preparation has to do with getting your bike (mechanics like air and brakes) and your body (like nutrition and hydration) ready to ride.
   - Communication means being intentional and signaling your actions through hand signals and calling out road hazards throughout group rides.
   - Predictability is being aware of your surroundings, your positioning on the bike and the road and ensuring you are consistent and not erratic in your cycling habits, including pedaling and cadence.
   - 50% was a tie between Leadership and the Role of the Ride Leader/Ride Marshal and Helmet Fitting.
   - 47% utilized Teaching, Coaching and Communicating skills.
   - 29% are utilizing Advanced Cycling and Pace Line skills.
   - 22% are utilizing Trail Riding Etiquette skills – a fast growing sport in Florida with more demand for this module in our classes the past year!

3. The most challenging situations our Ride Leader/Ride Marshals have faced leading rides:
   - The biggest challenge is Corrective Coaching of a cyclist who is not riding safely on a group ride. This is followed by Convincing Cyclists to Obey the Law and then Keeping Groups Together/Elminating Gaps on rides, so the group does not get split up, making a ride leader’s job twice as hard to manage. There were other challenges RLRM’s face leading rides that were noted on the survey:
     - Maintaining the designated group speed level
     - Assessing cyclists who are new to the group
     - Splitting groups when they become too large to manage safely
     - Recruiting and keeping good ride leaders to lead club rides
     - Having enough ride leaders for the size of the groups
   - Our FBA certified Ride Leaders/ Ride Marshals are unsung heroes of the cycling community and we appreciate their patience and efforts to keep group and club rides safe throughout Florida.

4. The most rewarding aspect/experience for our FBA certified Ride Leaders/Ride Marshals:
   - 39% of our RLRM’s said seeing new cyclists grow in skill, pace and developing a love for cycling was most rewarding.
   - 35% felt having the knowledge, awareness and the skills to lead cyclists safely and confidently was second most rewarding.
   - 30% said having their FBA certification gave them confidence and knowledge of cycling laws and smart ride leading skills.
   - 9% felt being recognized by members and club/organization leadership for effectively leading rides.
   - 6% felt reducing our crash and rider down statistics was rewarding.

5. Additional Training and support the RLRM would like to receive from FBA:
   - Nearly 50% of the FBA certified RLRM’s would like to experience yearly refresher training to continuously hone their skills and keep updated on current cycling challenges and best practice tips. They are interested in advanced certification skills training as well as organized by FBA group rides for the opportunity to ride together once or twice a year. We are thrilled to hear this and will consider these requests as part of our 2021 curriculum development strategy to sustain the RLRM certification program.
   - In conclusion there were several additional tips and best practices submitted on our survey from our certified RLRM’s.
   - There is Power in Pre-Ride Talks and Tutorials and Safety Chats before during and post group rides. It creates a common goal and focus on safety and brands the club or organization.
   - Communication was critical throughout the ride and predictability. Teaching hand signals to all cyclists keeps all cyclists in the group informed of hazards and intentions and ultimately safer through consistency.
   - Cycling laws were important and gave the RLRM’s an anchor and foundation for safe cycling.
   - We will be launching another survey this fall with our Ride Leader/Ride Marshal group. There is a silver lining to this pandemic in that it has allowed us the opportunity to connect with our nearly 300 certified RLRM’s virtually through Zoom Meetings and surveys to stay connected and gain their feedback. A big shout out and thank you for all they do to keep cycling safe in Florida! Florida Bicycle Associations’ Certified Ride Leaders/Ride Marshals ROCK!

Virtual Programming

Here we are, on the cusp of Florida’s second cycling season–autumn. Unfortunately, we are still amidst a global pandemic. It is heartbreakingly to see cancellations of major cycling events, our own cycling community ‘family reunions’ if you will, as these events tend to serve as significant fund-raisers for clubs and host organizations. I respect the decisions and the concern for the health of all involved (participants, volunteers, staff, host cities) and hope, as I’m sure most of you do, that these events will come back, perhaps stronger than ever. Let’s keep supporting each other by whatever means we can.

This issue also features an Electric Bicycle policy from member bicycle club Naples Velo that is worth sharing as a best practice (see page 6), the latest education tip card on Rectangular Rapid Fire Beacons from our partners at Alert Today Alive Tomorrow and an announcement from our friends at the Florida Department of Transportation and Florida Department of Environmental Protection on Trail Safety (pages 2 and 9 respectfully).

It is my hope that everyone reading this issue is doing well and taking the necessary precautions to stay healthy. The pandemic has affected us all and in all different ways. As we find ways to enjoy cycling on our own or in small groups, let us remember the responsibility of public health and public safety. Practice CPR – Courtesy, Patience and Respect – and take care.

Ride Leader / Ride Marshal goes Virtual!

FBA’s Ride Leader / Ride Marshal (RLRM) Certification course will go virtual starting this September. The virtual certification course will consist of three virtual Zoom workshop sessions and one optional virtual tutorial workshop to prepare for the RLRM Certification exam.

Don’t worry if you miss this first virtual installment; FBA will offer the option again (maybe more than once) in 2021. Visit floridabicycle.org.

EXECUTIVE DIRECTOR’S CORNER...

by Becky Afonso, Director

Announcing the FBA’s RLRM Certification Course Goes Virtual...
E-bikes and Group Riding by Mark Dillon, Naples Velo President

The Naples Velo Bicycle Club’s (NV) stated mission is to promote cycling at all skill levels and improve cycling safety and awareness in southwest Florida. In support of these objectives, NV promotes cycling activities, develops and conducts educational programs on cycling safety and skills, enhances cycling awareness through advertising and community events, and supports the enactment of cycling safety laws, amateur cycling racing, and other charitable organizations with aligned missions.

Electric bikes or E-Bikes represent a variant to other types of generally recognized recreational cycles, including road, mountain, cruiser and commuter bikes. While similar in size and form, their primary difference is that they incorporate battery-powered motors that provide variable assistance in propelling the cycle. E-Bikes are controlled via pedaling intensity, or by a hand-controlled throttle mechanism. E-Bikes now represent a material portion of bikes for sale in many bike shops and, as a result, are being purchased in higher numbers by recreational cyclists in the US, and in Naples, Florida.

NV’s policy is to support cycling at all levels and to improve cycling safety. Many members of NV participate in the Club for those reasons. However, the social benefits of cycling that frequently include organized group rides are also significant components to the Club’s attraction and value proposition that drive its continued growth, advancement, and evolution as a Club.

Given the general alignment that E-Bikes have with other forms of recreational cycling, as well as the Club’s mission in regard to recreational cycling, the Board of Naples Velo believes it should formally recognize E-Bikes and promote NV membership, and the benefits that extend from that membership to riders of E-Bikes.

While NV welcomes E-Bikes on its organized rides (with the restrictions stated below) the Board of NV also believes that it is in the best interest of its members to establish specific policies regarding E-Bikes, their operation, and importantly, their participation in group rides where ride rules and protocols are essential to minimizing risks that can affect the safety of participating riders.

It is also important to note that the Club has, at this time, minimal experience with E-Bikes. As such, any policy that we adopt or have today will likely change with the goal of continuous improvement over time as the Club, and its riders become more experienced with E-Bikes, their operation, and their optimal integration in group rides. As always, we welcome suggestions and input from our members regarding this policy.

E-Bike Definitions

For NV purposes E-Bikes are organized into three categories (1, 2 or 3).

Category 1 and 2 E-Bikes are both limited to a maximum speed of 20 miles per hour. Their category difference is related to the means by which they are controlled. Category 1 cycles are controlled via the crankset and the rider’s pedaling intensity. Category 2 E-Bikes are controlled by some form of hand-activated throttle.

Category 3 bikes are limited to a maximum of 27 miles per hour and are exclusively controlled by active pedaling.

These skills are essential to maintaining rider safety at high speeds. Out of respect to that fact, E-Bike riders may only participate in group rides where the established pace is equal to or slower than rides they have demonstrated experience with, preferably experience they have developed previously on a conventional cycle.

9. During group rides, participating E-Bike riders may not accelerate the pace of the group when they advance to the front of a paceline. They may only maintain the established pace, or safely reduce it in the event a hazard exists that should be prudently observed to protect other riders in the group.

Proposed E-Bike Policy

Members of the Naples Velo Bicycle Club may ride bicycles with electric assist motors on all Club sponsored rides, tours and events, under the following conditions:

1. As a general statement, all E-Bike riders are expected to observe and follow the NV Club rules and policies governing ride safety and etiquette absent the provision of any other rule specific to E-Bikes.

2. E-Bikes eligible to participate in group rides must be pedal-assisted (the bike does not move without pedaling). It may not utilize a throttle, meaning that it must be a Class 1 or Class 3 E-Bike.

3. Class 2 E-Bikes are prohibited from participating in group rides due to the potential inability to clearly and consistently differentiate throttle-controlled cycles (for example, electric motorcycles) from E-Bikes. This exclusion extends principally from safety considerations consistent with the intent of protecting all riders.

4. Ride leaders are not responsible for determining whether a rider is using an E-Bike or what class of E-Bike a rider may be using. A ride leader’s role remains unchanged with the responsibility of ensuring that all riders be made aware of the ride rules and their responsibility to obey those rules as well as established traffic laws.

5. Similar to conventional cyclists that participate in group rides, ride leaders have the authority to speak with any rider of an E-Bike if, in their judgment, they feel that rider is compromising the safety of others on the ride. This includes making them aware of what they are doing incorrectly or to request that the E-Bike rider maintain a position at the back of the group ride to ensure the safety of others.

6. All riders of E-Bike’s that participate in group rides are responsible for knowing the ride rules and following those rules, with particular emphasis on ride pace.

7. With respect to ride speeds; E-Bikes may participate in any ride of 20mph or less as a conventional bike would. In rides with speeds higher that 20mph E-Bikes must stay at the back of the group at all times.

8. Riders of E-Bikes are expected to recognize and respect that there is a direct and critical correlation of ride speed, rider experience, and rider skill that contributes to, or conversely, can undermine the safety of all riders in the group. More directly, most riders that possess the physical stamina to ride at high speeds also have acquired a high level of riding skill through multiple years of training and other experience. These skills are essential to maintaining rider safety at high speeds. Out of respect to that fact, E-Bike riders may only participate in group rides where the established pace is equal to or slower than rides they have demonstrated experience with, preferably experience they have developed previously on a conventional cycle.

Proposed E-Bike Rules of Etiquette

- It is bad form for any E-Bike rider to aggressively pass regular bike riders when proceeding up grades or in noticeably adverse wind conditions. This is consistent with Policy # 7.
- An E-Bike rider should ride to support and maintain the pace of the other riders. This is consistent with Policy # 7.
- An E-Bike rider is responsible for ensuring they have sufficient battery reserves to enable them to complete the ride they have chosen without assistance from other riders. It is not the Ride Leader’s responsibility to ensure that the E-Bike rider is safely returned to the starting point should they run out of battery. However, while established rider etiquette will likely result in riders staying with them through the remainder of the ride, that should not be an expectation of E-Bike riders.

Cycling ‘sweet spot’

Crossroad ahead has seen many accidents. It is soon to get an FDOT makeover that will improve turn lanes and eliminate straight through cross traffic. A vehicle is crossing from my left. I pause pedaling and feather my brakes so I roll through after he has cleared.

A parallel road comes in from my right. As through traffic, I have the right of way, but I don’t depend on other drivers to notice or yield to me. I’m going to keep moving, but I am going to communicate with drivers. First I extend my left arm pointing straight ahead. Cars can turn left from the opposite lanes of the highway, and cars on the side road and coming up behind me can turn right. I’m almost at the intersection, I turn my head and look directly at the driver on my right and see he has stopped well back of the stop line. I turn and catch the eye of the driver about to turn left from the median, and hold my left hand up, facing the stop position. Only when I see his front wheels stop moving do I proceed through the intersection.

I give a friendly wave of thanks as I clear the intersection.

Movements such as using advanced hand signals, turning my head to scan mirror and make eye contact with other drivers and turning to look over my shoulder to check behind me before moving left or right can make me safer. Riding in the ‘sweet spot’ by using traffic interval planning on your next ride.
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.

EXCITING TIMES FOR VOLUSIA TRAILS AND TRAIL LOVERS

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

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Download a Visitors Guide at VisitWestVolusia.com

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

Whether you’re cycling along side the horses and carriages near Nazareth, PA...
Two Florida Trails earn East Coast Greenway designation

by V. Christiansen, Florida Coordinator, East Coast Greenway Alliance

Florida is home to two of the 10 new trail segments approved for East Coast Greenway designation by the organization’s national Greenway Council so far in 2020. Currently, approximately one-third of the East Coast Greenway’s 3,500-mile Maine to Florida route is housed on protected greenways, including more than 250 miles in the Sunshine State. Check out the newest additions to the route in Florida.

Debary-Blue Spring connector, 2.8 miles

This newly designated segment outside DeBary is part of the St. Johns River To Sea Loop, the East Coast Greenway’s complementary route. The connector is part of the Spring to Spring Trail, which connects DeLand Springs State Park and Gemini Springs State Park. This part of the trail begins west of Blue Spring State Park, a picturesque manatee refuge, and continues south through a lush natural Florida environment. It’s some really great riding!

Neptune Beach, 0.4 miles

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A Life of Bicycle Journeys

For the past 20 years, I have been plotting to put together a book on a lifetime of bicycle travel stories and adventure. When the coronavirus pandemic hit and the U.S. was locked down in March, I knew it was time to compile 37 years’ worth of bicycle stories into one edition.

The book is based on my memoir first articulated by famed author John Steinbeck, my favorite writer. He said you don’t take trips; trips take you. I followed that advice whenever I biked across the country (twice solo) or biked along the Willacoochee Trail or around Lake Okeechobee on day trips.

I have one section on Florida bicycle travel stories and another of stories from my work with retail bicycle shops in the metro Tampa Bay area. Our group was called VTBV20 (South West Florida Bicycle United Dealers) and we put together an annual Bicycle Bash festival every year. Our goal was to grow the pro-bicycle travel audience and make everyone feel better. When the coronavirus pandemic hit and the U.S. was locked down in March, I knew it was time to compile 37 years’ worth of bicycle stories into one edition. I re-edited and re-wrote bicycle stories that were tucked away deep inside the digital vault. In other cases, I had hard copies of long-lost bicycle stories that I typed into my Google docs. In other cases, I re-edited and re-wrote bicycle adventure pieces that were tucked away deep inside the digital vault. In much the same what you break or 20 years, I have been plotting to put together a book on a lifetime of bicycle travel stories and adventure. When the coronavirus pandemic hit and the U.S. was locked down in March, I knew it was time to compile 37 years’ worth of bicycle stories into one edition.

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The one common denominator that links the stories is my perspective that life is so much richer when experienced from the perch of a human-powered wheeled machine. The bicycle has emerged as an even more powerful transportation tool in this age of physically distanced ourselves to slow the spread of COVID-19. It’s also an activity that can help us cope better with the novel coronavirus because as we know bicycling is mentally and emotionally therapeutic as it is a physical action. Reading books and riding bicycles – you get the sense that if we did more of both our world would be a more pleasant place. Stay well and safe out there!

The novel coronavirus is not the only pandemic we have been dealing with over the past 20 years. The one common denominator that links the stories is my perspective that life is so much richer when experienced from the perch of a human-powered wheeled machine. The bicycle has emerged as an even more powerful transportation tool in this age of physically distanced ourselves to slow the spread of COVID-19. It’s also an activity that can help us cope better with the novel coronavirus because as we know bicycling is mentally and emotionally therapeutic as it is a physical action. Reading books and riding bicycles – you get the sense that if we did more of both our world would be a more pleasant place. Stay well and safe out there!

A TRAIL SAFETY MESSAGE

Florida has a GROWING trail network that includes HUNDREDS of MILES of existing multi-use PAVED PATHWAYS. Where roadways and trails cross, it is more important than ever to...
Many of us cyclists would agree, that life just seems better while biking. Data from Forward Pinellas, the Pinellas County Metropolitan Planning Organization, shows that 1.4 million people living in Pinellas County may agree. That’s how many people have been using the 54-mile Fred Marquis Pinellas Trail in Pinellas County since January 2020, a 64% increase from the same time last year. This equates to over 200,000 people on the trail each month. The Fred Marquis Pinellas Trail is a multi-use, asphalt trail which traverses through the western portion of the county from Tarpon Springs to downtown St. Petersburg.

The Fred Marquis Pinellas Trail has documented over 1 million cyclists, runners, walkers and skaters each year since 2017. Coming close to the attendance of many National Parks, this trail is a trend of trail use decreasing as summer temperatures increase. Deviation from this trend has been observed as this year there has been an 88% increase in trail use in April and a 134% increase in May. The months of June and July have followed this trend, with an increase in 116% in June and 106% increase in July. The air travel reduction and trail increases suggest that it is not tourists biking around town, its locals.

Taking a close look at this data reveals interesting results. When analyzing the July data, Forward Pinellas found that a total of 154,533 people were counted on the trail that month. Of those users, 90% were cyclists. Narrowing down the data even further, Forward Pinellas found that in the previous year, there were only 80% of cyclists and 20% pedestrians utilizing the trail. Although a 10% increase may not seem impactful, this equates to an increase of thousands of people biking.

What does that mean for the biking business? It means a glimpse of good news during a rather gloomy economic time. People in Pinellas County have been out buying bikes and taking their old, possibly forgotten and broken bikes from garages during a rather gloomy economic time. People in Pinellas County have been out buying bikes and taking their old, possibly forgotten and broken bikes from garages and sheds to be repaired and brought back to life. Local bike shops in Pinellas County have reported high demand for new bike purchases and increased maintenance and repair service requests. What does this mean for cyclists? Good news! More people biking and understanding the experience and joy of biking may help cyclists stay safer on the roads and encourage the development of more bike lanes and multiuse trails. An increase in biking is also associated with improved health benefits as studies have shown that one-hour of bicycling burns approximately 300 calories per hour, increases immune system functions and may also reduce stress. The increase in cyclists may result in more people joining us and Iris Murdoch in believing that, “the bicycle is the most civilized convenience known to man.”

How does Forward Pinellas get all this data? Through a grant from the Center of Disease Control in 2016, Forward Pinellas installed eight electromagnetic and infrared sensors along the Trail to more accurately count users, differentiate between pedestrians and bicyclists, and log the day, time and direction of travel. These “trail counters” have provided data on cycling behavior in Pinellas County since 2017. For more information about the trail counters or Forward Pinellas, please visit: ForwardPinellas.org.
WHEELS OF JUSTICE - ASK THE ATTORNEY

Construction Zone Precautions by Christopher Burns, Esq.

QUESTION: I’m scared to ride in my neighborhood! There is so much road construction in my area. It makes it even more dangerous than normal to ride my bike. The contractors seem to make special arrangements for cars but not for bikes or pedestrians. There used to be a bike lane, but now it’s blocked off. They say the bike lane will eventually be restored. What is supposed to be done so that I can ride safely through the construction zone?

ANSWER: Construction zones can be terrifying for cyclists. Pavement is often rough or broken. Space for cars, bicycles and foot traffic may be very constrained. For this reason, the safe provision for traffic during a road construction job cannot be an afterthought. There must be a maintenance of traffic plan prepared in advance. All legal users of the road, including cyclists and pedestrians, must be accommodated during road construction. In Florida, state and local governments require that road construction contractors provide temporary traffic control in the construction zone. Contractors must furnish, install and maintain traffic control devices during the construction. They also must not create a safety hazard to any traffic during the work. Generally, temporary traffic control must comply with the Manual of Uniform Traffic Control Devices and the Florida Department of Transportation Roadway Design Standards. The road contractor is made responsible for selecting and placing proper temporary traffic signals and signs in the construction zone. The contractor must create a traffic control plan, make a proper initial set-up of the construction zone signs and markings, and then must perform regular inspections of the construction zone for adequate traffic flow, including pedestrian and bicycle movement. The contractor must correct all deficiencies. Many cities have their own specific standards for maintenance of traffic during road construction. Here is Orlando’s Temporary Traffic Control Guide: orlando.gov/Parking-Transportation/Request-a-Road-Closure-for-Construction-Work/Temporary-Traffic-Control-Guide.

Generally, in all road construction projects:

- Traffic and safety devices must be installed and maintained during the work.
- Residents must have adequate and safe access to their homes and businesses.
- All damage to existing pavement must be corrected.
- Regular inspections of the work site for safety deficiencies must be performed.
- Pedestrians and cyclists should be accommodated with safe, accessible travel paths around work sites.

There are specific parts of a good traffic plan which should apply to cyclists:

- Cyclists must be given advance warning of the construction zone.
- Cyclists and pedestrians should be separated from motor vehicles when possible.
- Cyclists should be warned about surface irregularities.

In my 35-year career as a cycling law attorney, I have seen numerous examples of where road construction sites caused fellow bicyclists to crash. Here are a few:

- Road contractor failed to inspect the construction site to determine that warning cones had disappeared.
- Temporary steel plates laid down over an excavation hole in the road had a gap large enough for a bicycle wheel to fall into the gap.
- The construction site was not illuminated at night and could not be seen by approaching cyclists.
- Road contractor failed to warn of bumps in the construction zone.
- Numerous road defects were poorly marked for months after a hurricane, and the signage was inadequately maintained.

If you come across a dangerous road construction zone, you should immediately report this to authorities. Government should be notified immediately and photos should be provided illustrating the dangerous condition. When accidents happen because of failure to maintain traffic in the construction zone, those at-fault must be held legally responsible. Please stay safe.

Simon Cowell was Not Injured on an Electric Bicycle! by Jim Dodson

Electric bikes are continuing to increase in popularity, and for good reason. They are fun to ride and have tremendous practical application for almost anyone’s interest. It seems that virtually every day I see an ad promoting a new model of electric “bike.” However, many of them are not bicycles as Florida defines them.

You may have heard about Simon Cowell’s recent injury. Unfortunately, what you may have read in the press or heard from commentators that he was riding an e-bike. Clearly, we were not present and have to rely upon press reports. From what I have been able to determine, Simon was actually riding an extremely fast electric motorcycle. News reports describe it as being capable of going from 0 to 50 mph in five seconds, faster than all but a few powerful cars. It was also described in other reports as having a top speed well in excess of 50 miles an hour. Clearly it was not a bicycle.

Apparently, Simon loves e-bikes. According to news accounts, he has at least four in London and uses them to commute to his office. He also has multiple e-bikes at his Los Angeles home. From what I’ve read, he was very familiar with his e-bikes and enjoys his toys. However, this bike was new to him and he was unfamiliar with its torque and power.

Simon is said to have been riding it in his courtyard. He apparently attempted a quick acceleration which caused the bike to do a wheelie, throwing him off onto his back. Sadly, he was pretty badly injured and required significant surgery. Given Simon’s public persona, it was great to see how complementary he was of the medical personnel who helped him. He expressed deep appreciation. He also suggested that no one ride a new toy without reading the instruction manual. What a novel idea for most men.

The press reporting on his crash has been pretty sloppy about him being on an e-bike. Based on his notoriety, many of the reports focused on statistics about e-bike safety and questioning their use. From the early reporting, one would have clearly assumed Simon had been injured on an electric bicycle.

What exactly is an e-bike in Florida? Our recently enacted statute provides for three classes. Class I is pedal assisted with a top speed of 20 mph. Class II is throttle only up to 20 mph. Class III is pedal assisted with a top speed of 28 mph. The law also contains limitations on the size of the motors.

The definition of an e-bike is important to us for practical reasons. First, an e-bike is a bicycle and has all of the rights and privileges of a bicycle. Second, as a bicycle, the operator is not required to have a license, a registration or specific insurance for the bicycle. When you exceed the speed and power limitations as defined in the statute, an e-bike falls into the classification of some other type of vehicle which may have licensing, registration and insurance requirements with which you must comply.

Happy Anniversary, Chris!

Congratulations to former FBA Board Director and current Advisory Board member Chris Burns for reaching his 35th year of practicing law. In his own words, “When I graduated Vanderbilt Law School and passed the Florida Bar exam in 1985, I still had no idea how I was called to "help people." At first, I was the lawyer for large corporations. It didn’t fit. I changed my focus to helping victims of personal injuries - to be a voice for the underdog. Deciding to serve everyday people made ALL the difference in my professional life.

On my 35th anniversary, I acknowledge that I could not have done it without you. I have gratitude for you. Thank you for being my friend and my role model for how to handle adversity with dignity and love.”

Thank you, Chris, for your continued support of the Florida Bicycle Association.

Christopher is an attorney who has specialized in enforcing the rights of injured cyclists for more than 30 years. He is Chair for the Jacksonville (Fla.) Bicycle Pedestrian Advisory Committee. Consultations are free. 904-632-2424, chris@floridacyclinglaw.com or FloridaCyclingLaw.com.
POLK COUNTY NEWS

Enjoy Polk County Roads and Trails – Safely

by Jack Cormier

It wasn’t that long ago when we all enjoyed the freedom to zip around, often with friends, on our bicycles. Whether it is a casual ride chatting along the miles or a serious training session to push your physical boundaries, cycling – along with the healing aspects of exercise and the social aspects of group participation – is a great, healthy way to relax and recharge.

Then came the coronavirus.

Like most everything else, the world has changed. Here are some ideas for safer cycling, as well as some locales in Central Florida’s Polk County where even the locals are sparse.

Safer Cycling

Let’s start with the basics – if you don’t feel well, stay home.

With that out of the way, remember that when it comes to the coronavirus, there is no safety in numbers. The surest way to protect yourself from the virus is to limit your contact with others. Whenever possible, even when cycling outdoors, avoid large groups. If you are going to cycle with others, limit your contact to people with whom you feel comfortable. Let’s face it – if you wouldn’t share a meal or a cab with them, you probably shouldn’t cycle with them.

When you are in groups, it is no different than grocery shopping – practice social distancing and, when you can’t distance, wear a mask. Of course, social distancing while exercising is more extreme. All that energy you are using to pump the pedals translates into added force behind your breaths, which in turn moves particulate even farther, so the standard six feet is out the door. If you can’t keep well spaced apart, wear a mask or, better yet, an athletic buff or neck gaiter that is designed to wick away moisture. Remember that regular masks will become wet with sweat and breath from exercise, not only decreasing airflow but causing it to become a less efficient filter.

Lonely locales

If wide-open spaces and fewer people are what you are looking for, Polk County may have a few trails you could try.

You can’t get much further away than the rolling backroads that surround remote and rural Lake Buffum. The location of the road race portion of the Chain of Lakes Classic, the hilly, twisty and tranquil backroads of Alturas, an area east of Fort Meade, offer all the challenges a cyclist may want. If you are looking for twists, turns and elevation changes, all in the middle of orange groves, this is the place. Make sure you bring food and water, however, because you won’t even pass a corner store.

If you’d rather things not get THAT rural, you could launch your bike expedition from the friendly confines of Bartow. During the week, Bartow bustles as the county seat of Polk County. On weekends, however, the area around the historic downtown transforms into a sleepy Southern city. Home to the largest road tour in the area, the Blooming Bike Ride, the back roads in the area quickly go from small city to gently rolling roads near the Peace River Basin through expansive citrus groves and around the old Florida backwoods. When you are done, make sure to bring a mask so you can enjoy either dine-in or take-out from the fine downtown Bartow restaurants and shops. Another great getaway is the General James A. Van Fleet State Trail, one of state’s most rural paved rail-trails. Taking you through the heart of the state’s water supply – the Green Swamp – it is nearly 30 miles long and eight feet wide. The area is pristine and undisturbed, making the trail a great place to see everything from alligators to egrets, herons to hawks and even a smattering of deer. Just make sure you leave yourself enough time for the journey back.

There are four trailheads that offer parking – the Polk City Trailhead at 7683 Berkeley Road in Polk City; the Green Pond Trailhead, 4903 Green Pond Road, Polk City; the Bay Lake Trailhead, 7500 Bay Lake Road, Groveland; and the Mabel Trailhead, 7981 CR 772 in Webster.

Picnic areas can also be found at each trailhead, and there are benches along the trail, but you won’t find a quickie mart or restaurant anywhere else along the route. If you are planning a long ride, make sure you pack plenty of water and/or energy drinks and something to eat. Bathrooms can be found at the Green Pond, Bay Lake and Mabel Trail Heads and approximately a half mile north of the Polk City Trailhead.

The most popular stretch for viewing wildlife is the middle of the trail, which goes straight through the heart of the Green Swamp. About five miles north of the Green Pond Trailhead is the best section for alligator spotting, especially from the series of three bridges that span the Withlacoochee River.

But while the trail may seem desolate, help is only a few moments away. Whether you just need some cold water or a ride, bike and all, back to your car, the trail is staffed with park rangers ready to help. Additionally, bike repair stations – five in all – have been placed along the trail in case of a bicycle breakdown.

For more information, or to learn about other trails and activities in Polk County, go to visitcentralflorida.org.

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 ____________________________

Membership includes a FREE subscription to the FBA Messenger!

Please mail check to: Florida Bicycle Association
PO Box 2452, Oldsmar, FL 34677

Or go online to: www.floridabicycle.org
Questions about the laws related to bicycling?

Ask Geo @ FLBikeLaw.org*
by George Martin

Blue Lights?

Q Frank asked: Is it legal or illegal to have blue lights on your bike? I have red white and blue and I don’t want to get in any trouble over it.

A Blue lights are not permitted on any vehicle.

s. 316.2397 – Certain Lights Prohibited; Exceptions

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

Riding Abreast with a Motorcycle

Q Darius asked: Since both motorcycles (including motor scooters) and bicycles can legally share a lane (not split in-between lanes), if I am riding at the same speed as traffic that is slow enough (for example, traffic is only going at up to 15mph) or stopped at a stop light and a motorcycle or motor scooter passes by or catches up to me, can I legally share the lane with that motorcycle or scooter? If so, how can I safely request the motorcycle or scooter rider that I want to share the lane?

A Bicyclists may ride two abreast under certain circumstances. This article is intended to address laws related to bicycling. Hence, I will not attempt to interpret laws about motorcycles. The statute applicable to the operation of motorcycles is this:

s. 316.209 – Operating Motorcycles on Roadways Laned for Traffic

(1) All motorcycles are entitled to full use of a lane and no motor vehicle shall be driven in such manner as to deprive any motorcycle of the full use of a lane. This subsection shall not apply to motorcycles operated two abreast in a single lane.

(2) The operator of a motorcycle shall not overtake and pass in the same lane occupied by the vehicle being overtaken.

(3) No person shall operate a motorcycle between lanes of traffic or between adjacent lines or rows of vehicles.

(4) Motorcycles shall not be operated more than two abreast in a single lane.

Crosswalk Lights

Q Jeffrey asked: Many busy streets have non-intersection crosswalks, where pedestrians activate flashing yellow (not red) lights to alert traffic to stop to allow pedestrians to cross: Is it legal for a bicyclist to use these if they are not walking the bike across and acting like "pedestrians"? If a bicyclist is riding–not walking–a bike across such a crossing ("all of the duties applicable to the driver of any other vehicle under this chapter") thus not acting like a pedestrian, must an oncoming car yield to the bike?

A A bicyclist riding on the sidewalk or crosswalk has the same rights and duties as a pedestrian.

s. 316.2065 – Bicycle Regulations

(9) A person propelling a vehicle by human power upon and along a sidewalk, or across a roadway upon and along a crosswalk, has all the rights and duties applicable to a pedestrian under the same circumstances.

Exciting Times for Volusia Trails and Trail Lovers

by David Swanberg, West Volusia Tourism Advertising Authority

From the onset of the COVID-19 pandemic, it was clear that one thing would thrive in an otherwise economic downturn - trails! When staying at home became the norm, many Floridians discovered a way to scratch an itch that they didn't know they had, and with that, the outdoors were calling.

With health being understandably at the tip of everyone's minds right now, we're happy to report that Floridians have been keeping active by utilizing Volusia County's trails, which have remained open during the summer.

Since the trails have been more crowded than usual, Volusia County immediately took trail-goer's health into consideration and began placing "Share the Trail" guidelines at regular intervals on the trail for usage during the pandemic. These colorful and attractive signs can be found placed along both the St Johns River-to-Sea Loop and the Coast to Coast Trail.

Recently, the County added wayfinding signs and regional maps along the Coast-to-Coast Trail. These FDOT-approved signs were funded with a grant from the River-to-Sea Transportation Planning Organization. The design was also embraced by the other counties along the Coast-to-Coast Trail. The signage will offer a uniform user experience and will establish a trail brand for this regional trail. For additional information please contact Tim Baylie, Director of Parks, Recreation and Culture in Volusia County.

In addition to the COVID-19 response and the wayfinding signage campaign, the trail system in Volusia County is continuing on with development, with sections currently in the middle of construction and others moving forward in planning.

One of the newest segments along the shared SUN Trail route, that is on the edge of completion, is east of Osteen. The 3.5-mile “Gobbler’s Gap,” which is scheduled to be completed this year, will connect a continuous 40-mile trail from DeBary to Edgewater with a 17-mile branch to Titusville on the St Johns River-to-Sea Loop.

In addition, this trail segment will connect to the existing Seminole County trails and beyond to Clermont.

Other trail developments along the St Johns River-to-Sea Loop include the recently approved 2.9-mile “DeBary Gap.” The segment will run from Highway 17/92 to Highbanks Rd., and is scheduled to be completed in Summer 2021.

A shorter section in DeLeon Springs is also in progress. It extends from Baxter Street, along Ponce DeLeon Springs Boulevard, then through the woods to Spring Garden Avenue’s intersection with US 17. It will also provide access to DeLeon Springs State Park.

A final 3.6-mile addition between Lake Beresford Park and Grand Avenue in DeLand is in design.

The State SUN Trail staff continue to work with local government entities to connect the gaps along the 260 mile Coast-to-Coast Trail and the St Johns River-to-Sea Loop. Once complete, this will be one of the most extensive, scenic and recreation-rich paved trail networks in the country.

With the sheer number of trails that intersect in Volusia County, the County is developing a Trail Welcome Center, which will be located at DeBary Hall. Those who visit the center will be greeted by a friendly and knowledgeable staff that will have information about the trails, West Volusia and any other questions you may have.

(continued on next page)
Welcome Angelo and Angela

FBA is happy to welcome to our Board of Directors two distinguished individuals with very close first names.

Angelo Rao first joined the FBA Board on February 5th of this year. Angelo boasts a combined 40 years of public and private sector service and understands the special needs of the public. He has personally attended and/or chaired over 600 public meetings with a view of reaching consensus within these communities for implementing lasting solutions, for ALL transportation users.

Angelo enjoys his work as the Manager, Traffic Operations and Parking Services Division for the City of Lakeland. Angelo loves to cook (no one has died yet), bike (also has the first ever Public Works Fleet bike in his current office), kayak and alleges to play the drums.

Angela Ryan joined the FBA Board on July 8th of this year. Angela moved to Florida from central Illinois for college in 2002 and brought her love for running and biking with her. She is a tri-athlete and avid cyclist.

After a successful 12-year career working in environmental science, policy and planning for the Department of Defense, she decided to find a position where she could spend more time with her young children. She has currently found her home working as the Principal Planner focusing on Active Transportation and Health Equity for Forward Pinellas, where she can commute to work on her bike and be home each night with her family.

An avid outdoorswoman, Angela is driven to develop sustainable communities, preserve natural areas and increase recreational opportunities for all people. In her role with Forward Pinellas she is able to focus on planning which provides safe, accessible and equitable biking opportunities.

Both Angelo and Angela officially started their first two-year Board of Directors term on July 25th, with Angelo taking on the executive board role as treasurer. We look forward to the insights and expertise of Angelo and Angela, along with their passion for cycling and being of service to our Board. Welcome!

Exciting Times for Volusia Trails

Welcome center is planning its grand opening for the end of the year.

In addition to the Volusia County’s work in completing the trails, the St Johns River-to-Sea Loop Alliance (River2SeaLoop.org) has completed a trail map panel that will be erected at DeBary's SunRail Station, as part of a three-panel sign that also features information on the River of Lakes Heritage Corridor and The City of DeBary.

The trail panel provides an informative map of the St Johns River-to-Sea Loop and connecting trails, highlighting attractions along the trails of the Loop, the Coast to Coast Trail and the Lake Monroe Loop.

The River-to-Sea Loop Alliance is continuing in its efforts to support and promote the trails and their bike/walk-friendly facilities for people of every age, ability and condition.

On March 1, the Alliance hosted the Second Annual St Johns River-to-Sea Loop "Spring to the Springs" Family Fun Ride and Trail Celebration featuring rides between 8 and 35 miles long to explore scenic parks and springs including Gemini Springs, Green Springs and Blue Spring.

The ride was followed with a BBQ picnic at Blue Spring State Park with special activities and prizes including bicycles and other sports gear up for grabs. Nearly 80 people (from 8 to 80 years old) joined in for fun, food, prizes and manatee sightings.

Along the trail, there are multiple opportunities for swimming, kayaking, hiking and camping, as well as various accommodations and fascinating historical sites.

Other developments in the area include a Greenway & Trails designated trailhead at Lakeshore in the City of Deltona, which will become a destination for multi-day cycling and water sports adventures.

The Lake Monroe lakefront segment will also soon connect to the Central Florida Zoo and beyond into Sanford, later continuing on State Road 415 to the protected trail that crosses the St. Johns River and meets the combined River-to-Sea Loop/Coast to Coast Trail at Osteen. This will create a perfect 26-mile marathon loop around the lake.

With the upcoming connection of the SunRail to the Orlando International Airport and the trail link from DeBary’s SunRail Station, Volusia is poised to become an international cycle-touring destination. Until then, continue to follow the developments on trails in West Volusia by following Volusia County Trails and the St Johns River-to-Sea Loop Alliance.

Special thanks to Maggie Ardito from the St Johns River-to-Sea Loop Alliance and Tim Baylie, Director of Parks, Recreation and Culture in Volusia County for all their help when drafting this article.
FBA Member Bicycle Shops: Acme Bicycle Shop, Fort Myers Schwinn Cyclery, Pedelec SBQ LLC Electric Bicycles, Road & Trail Bicycles, Bicycles International, Naples Cyclery, Bike Route Naples

**District 2**

Cities: Gainesville, Jacksonville, Lake City, St. Augustine


FDOT Bike/Ped Coordinator: Derek Dixon, 904-360-5653; FDOT Bike/Ped Safety Specialist: Jennifer Graham, 904-360-5636; FDOT SUN Trail Coordinator: Barney Bennett, 386-961-7878

FBA Member Bicycle Clubs: Gainesville Cycling Club, North Florida Bicycle Club, Suwannee Bicycle Association

**District 3**

Cities: Destin, Panama City, Pensacola, Tallahassee

Counties: Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa Rosa, Wakulla, Walton, Washington

FDOT Bike/Ped Coordinator: Olen Pettis, 850-330-1543; FDOT Bike/Ped Safety Specialist: Michael Lewis (Interim), 850-330-1266; FDOT SUN Trail Coordinator: Olen Pettis, 850-330-1543

FBA Member Bicycle Clubs: Capital City Cyclists, Emerald Coast Cyclists, Bike Pensacola

FBA Member Bicycle Shops: The Great Bike Shop

**District 4**

Cities: Fort Lauderdale, Fort Pierce, Palm Beach, Stuart, Vero Beach

Counties: Broward, Indian River, Martin, Palm Beach, St. Lucie


FBA Member Bicycle Clubs: Boca Raton Bicycle Club, Vero Cycling Club, South Broward Wheels Bicycle Club

FBA Member Bicycle Shops: Orchid Island Bikes and Kayaks, Conté’s Bike Shop (Boca Raton, Boynton Beach, Ft. Lauderdale), Bike Tech, Wheels of Wellington

**District 5**

Cities: Cocoa Beach, Daytona Beach, Kissimmee, Melbourne, Ocala, Orlando

Counties: Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter, Volusia

FDOT Bike/Ped Coordinator: Stephanie Moss, 386-943-5734; FDOT Bike/Ped Safety Specialist: Chad Lingenfelter, 386-943-5336; FDOT SUN Trail Coordinator: Heather Garcia, 386-943-5077

FBA Member Bicycle Clubs: Florida Freewheelers, Sumter Landing Bicycle Club, Spacecoast Freewheelers Bicycle Club, Orlando

**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, Chainless Drive (Clearwater, Palm Harbor), Jim’s Bicycle Shop, City Bike Tampa, E-Mobilize

**FDOT Statewide Bicycle/Pedestrian Coordinator:** Mary O’Brien, 850-414-4283

www.floridabicycle.org/resources-by-the-f-dot for more FBA member club & shop info.
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