St. Johns River to the Sea Loop advances trail touring, wildflower tourism  
by Herb Hiller

Can you say “Bow-wow!”? Aren’t cycling and trail advocates all fire-house-Dalmatian-frenzied when the alarm bell goes off?

For me the bell went off awhile back when the Office of Greenways and Trails acquired the East-Central Regional Rail Trail; anybody looking at a map could see a loop forming across 260 miles and five counties.

Isn’t this what we wait for, the virtual picture of what needs doing? Surely enough of us in cycling and trails advocacy relish any opportunity to break out of our in-group psychology and bureaucratic constraints to get heard by new people in new places.

It’s this that Bike Florida’s inaugural tour of the St. Johns River to the Sea Loop in November was all about.

The Loop is precisely one of those pieced-together constellations, made up of sections in place, others planned and awaiting funding, still others inevitably meant to connect in place, others planned and awaiting funding, making the turn on their own, we were required to stay behind the leader, as exhibitied by houseboat. They rode along deeply canopied sections, through swales of fall wildflowers and fields of seasonal cabbages.

The few miles along main highways saw only light traffic, and a section of coarse surface between Oak Hill and Maytown was quickly overcome by evening Gemülichkeit.

Cyclists on their own or even on following tours of the Loop will less likely find dignitaries greeting them – an astronaut in Titusville, hosts at the mansion home of Stetson University’s president, DEP Deputy Secretary Bob Ballard in West Volusia announcing Florida’s charter honor as best trails state in America, or newly interim town manager of Crescent City moonlighting behind the bar at Sprague House Inn.

But they will find new local awareness and desire for the benefits that flow from the Loop.

St. Johns River to the Sea Loop Experience  
by Laura Hallam

We weren’t wrong thinking this way. The 16 cyclists who rode all or most of the entire week plus another half that number again who joined along the way loved the route.

It’s, so far, 40 miles paved and off-road, the rest mainly along back roads. The group crossed Ponce Inlet by ferry direct to their New Smyrna Beach B&B lunch stop.

From Welaka they celebrated their return to their Palatka start-finish point while traveling by houseboat. They rode along deeply canopied sections, through swales of fall wildflowers and fields of seasonal cabbages.

The idea was to recruit a variety of citizens, many of whom had never participated in a multi-day bike tour nor were avid cyclists. These “test pilots” would then help provide insight and promote future tours through their own marketing efforts.

The Loop16 included several city and county elected officials including mayors and county commissioners, two members of the media (both of whom kept and published daily blogs), landscape architects, former president of Suwannee Bicycle Association and school nurse by day, emergency room nurse (fortunately her services were only required for one minor injury) biologist, nuclear engineer, civil engineer and trails designer, recently retired state legislator aid, paralegal, plus other interesting professions.

The bicycles we rode were just as varied – road bikes, hybrid bikes, mountain bikes (which proved to not be the best choice since most of the loop is currently on the road), a foldable bike (Bike Friday) and a tandem.

Not everyone wore lycra either. Our days began with instructions of what to expect along the way (directions and points of interest even though we were provided with maps and cue sheets). We had a ride leader and “sweep” rider each day though participants were not required to stay behind the leader, as exhibited by our two members of the media who enjoyed doing a little exploring on their own or merely riding faster than the “pace” bike.

The group would reconvene at points of interest or designated rest or lunch stops, but for the most part, we were encouraged to ride our own pace.

Overall, the group wasn’t accustomed to riding in traffic. On Day 2 as we road into St. Augustine, we had to make a signalized left turn on to US 1 in order to avoid construction.

Although some of the group felt confident making the turn on their own, we were instructed to group together with a lead vehi...
City names denote board member distribution. Is your area represented? Contact a board member today!

Executive Director
Laura Hallam
PO. Box 718, Waldo, FL 32694
Phone: 352-468-3430
Fax: 352-468-3430
Cell: 407-399-9961
laura@floridabicycle.org

Membership Director
Deb Devoe
2738 Gables Drive
Eustis, FL 32726
Phone: 407-488-9990
mighkw@earthlink.net

Program Director
Dan Morse
1449 Linhart Ave.
Pt. Myers, FL 33901
Phone/Fax: 239-334-6417
mosredeleon@juno.com

Bicycle Laws Program Director
George Martin
446 Shannock Road
St. Augustine FL 32086
Phone: 904-392-1183
fikikelaw@bellsouth.net.

Advisory Board

Ken Bryan
Rails-to-Trails Conservancy Florida Field Office
ken@railstrails.org

Keri Caffrey, Webmaster
Kc@kildred.com

Paul Casazza, Law Enforcement
BikeFla@aol.com

Hal Downing, Legal Affairs
hdowing@whww.com

Herb Hiller, Journalist
hiller@funport.net

Dwight Kingsbury, Historian
kingsbyr@netvally.com

Henry N. Lawrence, III, Special Programs
hnbcycle@yahoo.com

Laura Minns
lminns@hideasign.com

Roger Pierce, Florida Touring Calendar
roger@piercecapes.com

Carol Pulley
popspullley@yahoo.com

Tina Russo, Education
tarusso@aol.com

Robert Seidler, Filmmaker
seidlercine@att.net

John Simbaldi, Jr
john@js-insurance.com

Randal Williams, Newsletter
FBAMessenger@aol.com

Join FBA

Visit FBA’s Website
www.floridabicycle.org

Subscribe to FBA News, and FBA and FORBA e-mail lists
Stay up-to-date on bicycle issues with these statewide forums.

To subscribe to Florida Bicycle Association’s FBAlink, go to FBA’s home page at the website URL listed above and click on the “Sign up for FBA News Updates by E-Mail” link.

FBA’s Blog is on the website
www.floridabicycle.org

Messenger Deadlines:
Copy and Advertising Deadlines:
Summer Messenger - June 15
Fall Messenger - September 15
Winter Messenger - December 15
Spring Messenger - March 15

Inquiries and submissions:
laura@floridabicycle.org

Membership Categories:

Paceline Leaders ($1,000+)
Titanium Partners ($500-$999)
Golden Gears ($250-$499)
Silver Spokes ($100-$249)
Bronze Pedals ($50-$99)

Membership includes a subscription to the FBA Messenger.

Thanks to Our Donors! (4th Q 2008):
Lifetime members
Kimberly Cooper
dB Technologies
James Nash
Mr. & Mrs. H. Middleton Raynal
Dr. Joe Warren
Mighk and Carol Wilson

Paceline Leaders ($1,000+)
Mighk and Carol Wilson
James Nash
David Henderson and Kim Ogren
Laser Vue

Silver Spokes ($100 - $249)
Kimberly Cooper
Michael Woods
Joe Mizereck (3 Feet Please)
Rich Dunkel
Dwight Kingsbury
Sun Cycle Centers
Don Crowell and Lake Shore Bicycles
Nanci Adler
Edward Reid

Bronze Pedals ($50 - $99)
Gary Smigiel
Dan and Krista DuPont
Dave and Carol Morris and Mikki
Warren Futernick
Tim Strasser and Roger and Nancy
Marcy Wilson
Andrew Gill
Ross
Art and Judy Steven D. Brooks
John Appel
Roger Pierce and Michael Stewart
Danni Dimitr
Larry Gies
Melvin Storm
Peter H. Seed
Doug and Linda
William Ross
Whitmer
William Arias
Biscayne Cycles

Welcome New/Rejoining Members!

David McGinty
Bob James
Jim Carr
Larry & Barbara
Bill Erwin
Reade
Ruby Gaidry
Ken Steinhoff
Mike Hirschmann
Sun Cycle Centers
Phil Mings
Clint Oster
Rebecca Peddie
Patrick Rouke
Gilberto Ramirez
Jennifer Bennett
Aida Paiva
Marc Gellman & Jill
Michael Shep
Turner
Ron Kimball
Lake Shore Bicycles
David LeClair
Boedan Sopkiw
Mary Ann Spallone
Robbin Lorenz
Leonard Townsend
Kristin Indenerwesen
Matthew Osborne
Rich Perez
Gary and Susan
Patrick Reynolds
James Crandall
Elen Haas
Eric Levy
William Arias
Elias Jimenez
Ted Harwood
Dan & Krista DuPont
Chris Olson
Steve Bennett
Alan and Sue
Mary Conway
Silberman
Dato-On
William Zoch
Katherine Pepper
Julie Geneereux
Edward Hillman
Joan Braun
Kevin Anglin
Joe Mizereck
Kathi Lafalce
Tim Butts
George Wildrick
William Joch
James Richter
Courtland Peddy
John Wiser
Suzanne Meredith
Jim Giddens
Jim Wedlake
Bo Walton
Karen Strass
Gregg Gandy
Daniel Lee Cruz
Jonathan B Horen
Pete Olson
Beth Gewirtzman
Floyd & Lory Harper
Chris Dumas
James & June
Hein Stevenson
Brook
Thomas & Judith
Tracie Donedy
Sharbaugh
Lee & Myrna
Frank and Johanne
Partridge
Haas
Thomas Bargnesi

Welcome New/Rejoining Members!

David McGinty
Bob James
Jim Carr
Larry & Barbara
Bill Erwin
Reade
Ruby Gaidry
Ken Steinhoff
Mike Hirschmann
Sun Cycle Centers
Phil Mings
Clint Oster
Rebecca Peddie
Patrick Rouke
Gilberto Ramirez
Jennifer Bennett
Aida Paiva
Marc Gellman & Jill
Michael Shep
Turner
Ron Kimball
Lake Shore Bicycles
David LeClair
Boedan Sopkiw
Mary Ann Spallone
Robbin Lorenz
Leonard Townsend
Kristin Indenerwesen
Matthew Osborne
Rich Perez
Gary and Susan
Patrick Reynolds
James Crandall
Elen Haas
Eric Levy
William Arias
Elias Jimenez
Ted Harwood
Dan & Krista DuPont
Chris Olson
Steve Bennett
Alan and Sue
Mary Conway
Silberman
Dato-On
William Zoch
Katherine Pepper
Julie Geneereux
Edward Hillman
Joan Braun
Kevin Anglin
Joe Mizereck
Kathi Lafalce
Tim Butts
George Wildrick
William Joch
James Richter
Courtland Peddy
John Wiser
Suzanne Meredith
Jim Giddens
Jim Wedlake
Bo Walton
Karen Strass
Gregg Gandy
Daniel Lee Cruz
Jonathan B Horen
Pete Olson
Beth Gewirtzman
Floyd & Lory Harper
Chris Dumas
James & June
Hein Stevenson
Brook
Thomas & Judith
Tracie Donedy
Sharbaugh
Lee & Myrna
Frank and Johanne
Partridge
Haas
Thomas Bargnesi
Get active!

It is no accident that the most bike-friendly communities are the ones with strong connections between cyclists and elected officials. You have the power to make a difference in your community. Pledge to be more active in your community. Do you have a specific problem that needs to be fixed? Suggest it. Is there a big road or trail project that you want to see funded? Explain why it will improve the community. Involve your representatives and community leaders to help bring your ideas to the table.

Collisions with motorists cause 90% of bicycling deaths. Florida has the second highest traffic fatality rate in the country for cyclists. State statistics indicate cyclists being hit from behind sustain the most serious injuries. For those of us who are passionate about cycling, our worst headache is when cars come dangerously close – when they “buzz” us as they pass by. Many motorists are unpleasant and when interacting with cyclists, but some motorists drive recklessly. Typically, such drivers don’t feel cyclists should be on the road, and should only ride in parks or away from cars. These motorists are ignorant of the law.

On October 1, 2006, Florida adopted a law that requires motorists, when passing, to give cyclists three feet of clearance. Violation is an event? Invite them to the starting line? Show them how many cyclists are in your community? They need your help at their next event. Being active is good for you and for your community. Pledge to be more active in 2009.

Please don’t squeeze

Bicycle Laws Training Program
by George Martin

Exciting News! We have received funding to continue the development of one of the most significant training programs in Florida. To support the development of the program, we will be reviewing and critiquing by officers and professionals and other interested citizens; bike education and enforcement training within law enforcement agencies; bike clubs, traffic safety professionals and other interested citizens; and review on the FBA web site.

The Program:
Phase I of the program, which included the research and writing of the training materials. Phase I was completed 9/30/06 but, unfortunately, funding to complete the program was denied. Recently, due to a generous benefactor, we have the funding to continue development of the program. The first year cost, which also includes Share the Road license plate funds, will be about $100,000. Funding for future years has not been determined at this time.

The Program:
Phase II of the program will be production of video and narrative, and converting the written materials into a series of 3-5 minute web-based modules covering one or more topics in the law related to cycling. The modules will provide maximum flexibility for a variety of training purposes, which initially will include a two-hour web-based interactive training program that will be available to all law enforcement personnel in Florida, and a full day instructor based training officer program to enable larger departments to have an in-house expert to conduct education and enforcement training within the department.

The training modules will also be available for roll-call training, and for other purposes within law enforcement agencies; bike clubs and individual cyclists, traffic safety professionals and other interested citizens; and review on the FBA web site.

Future:
The development of Beta-test ready portions of the program will begin in January 2009, which will include a sample training program of about five modules, with pre and post training Q&A on the web site. This will be reviewed and critiqued by officers and cyclists to attain the highest quality materials possible. During Beta-testing, we will determine which materials are needed to complete the program of about 20 modules.

Potential uses of the program: Continuing education credit for law enforcement personnel Core course in the police academies Use by bicycle clubs Driver education programs.

National possibilities include adaptation for the laws of other states. The sky is the limit.

What we need from you:
If you know outstanding officers who would like to participate as part of the law enforcement review team, please have them contact FBA or provide their names and contact information. If you have contact with senior law enforcement officials, please inquire about their interest in their departments’ participation in the Beta-test phase.

Future testing and development of the program beyond the first year will require significant additional funding, on the order of about $100,000. Please contact any potential donors and explain the program and refer them to us.

President’s message...

David Henderson

In Recognition of Your Continuity...

10-years in 2008
William & Jan Mark
Aurilia Panica
Bruce & Tricia Martin
Chris & Valerie Sands
Donna Van & Linda Alesionok
Barry & Cynthia Hersh
Richard & Ann Ingram
Tom & Debbie Punzak
Patrick Donovan
James Nash
Daniel Moser & Maria Deleon
Rebecca Alonso
Lyndy Moore
Douglas & Paula Fowler

15-years in 2008
Tim Stedem
Randall & Valerie Williams
Dennis & Sandra Sullivan
Roberta Neway
Linda Atkinson
Roger Piere & Diann Dmiriti
Roy & Sandy Walters
Eugene Lenihan
Pablo Abreu
Rod & Karen Hoghead
Paul & Sherry Casaza
Florida Freewheels
Orange Cycle Works
Sarasota-Manatee Bicycle Club

5-years in 2008
Jim Stewart
Terri Vacciano
Steve Diez
Lau Tauxk
Jeanne Hargrave
Candace Oderna
Fred & Marion Korczek
Raphael & Lois Clemente
Donna Tucker
Frank A. Blackshear, Jr.
Dick Weaver
Dr. Roy L. Feifer
Jack Mulligan
Thomas G. Samter, M.D.
William R. & Sally A. Hutchinson
Reinhard Hanselka
Joel Gibson & Andrea Rynne
Allan Arbuthnot
Brian & Barbara Vitsky
Paul & Robin Kavan
Susan E. Cunningham
Chuck Pendleton
Leo R. Poulin
Charles Hofacker
Lester B. Post, Visit Florida
Norman H. Lippot
Dr. Mark Greenberg
Ken and Michelle Languedoc
Norman Hydak
Lillian Martin
Ed and Susan Wright
Byron Taylor
West Orange Trail Bikes
Sanluis Trailhead Bicycle Club
Santos Trailhead Bicycle Club

FBA Membership: 1,660 and Growing

President’s message...

Get active!

Winter 2009

Bicycle Laws Training Program
by George Martin

Exciting News! We have received funding to continue the development of one of the most significant training programs in Florida. To support the development of the program, we will be reviewing and critiquing by officers and professionals and other interested citizens; bike education and enforcement training within law enforcement agencies; bike clubs, traffic safety professionals and other interested citizens; and review on the FBA web site.

The Program:
Phase I of the program, which included the research and writing of the training materials. Phase I was completed 9/30/06 but, unfortunately, funding to complete the program was denied. Recently, due to a generous benefactor, we have the funding to continue development of the program. The first year cost, which also includes Share the Road license plate funds, will be about $100,000. Funding for future years has not been determined at this time.

The Program:
Phase II of the program will be production of video and narrative, and converting the written materials into a series of 3-5 minute web-based modules covering one or more topics in the law related to cycling. The modules will provide maximum flexibility for a variety of training purposes, which initially will include a two-hour web-based interactive training program that will be available to all law enforcement personnel in Florida, and a full day instructor based training officer program to enable larger departments to have an in-house expert to conduct education and enforcement training within the department.

The training modules will also be available for roll-call training, and for other purposes within law enforcement agencies; bike clubs and individual cyclists, traffic safety professionals and other interested citizens; and review on the FBA web site.

Future:
The development of Beta-test ready portions of the program will begin in January 2009, which will include a sample training program of about five modules, with pre and post training Q&A on the web site. This will be reviewed and critiqued by officers and cyclists to attain the highest quality materials possible. During Beta-testing, we will determine which materials are needed to complete the program of about 20 modules.

Potential uses of the program: Continuing education credit for law enforcement personnel Core course in the police academies Use by bicycle clubs Driver education programs.

National possibilities include adaptation for the laws of other states. The sky is the limit.

What we need from you:
If you know outstanding officers who would like to participate as part of the law enforcement review team, please have them contact FBA or provide their names and contact information. If you have contact with senior law enforcement officials, please inquire about their interest in their departments’ participation in the Beta-test phase.

Future testing and development of the program beyond the first year will require significant additional funding, on the order of about $100,000. Please contact any potential donors and explain the program and refer them to us.

President’s message...

David Henderson

In Recognition of Your Continuity...

10-years in 2008
William & Jan Mark
Aurilia Panica
Bruce & Tricia Martin
Chris & Valerie Sands
Donna Van & Linda Alesionok
Barry & Cynthia Hersh
Richard & Ann Ingram
Tom & Debbie Punzak
Patrick Donovan
James Nash
Daniel Moser & Maria Deleon
Rebecca Alonso
Lyndy Moore
Douglas & Paula Fowler

15-years in 2008
Tim Stedem
Randall & Valerie Williams
Dennis & Sandra Sullivan
Roberta Neway
Linda Atkinson
Roger Piere & Diann Dmiriti
Roy & Sandy Walters
Eugene Lenihan
Pablo Abreu
Rod & Karen Hoghead
Paul & Sherry Casaza
Florida Freewheels
Orange Cycle Works
Sarasota-Manatee Bicycle Club

5-years in 2008
Jim Stewart
Terri Vacciano
Steve Diez
Lau Tauxk
Jeanne Hargrave
Candace Oderna
Fred & Marion Korczek
Raphael & Lois Clemente
Donna Tucker
Frank A. Blackshear, Jr.
Dick Weaver
Dr. Roy L. Feifer
Jack Mulligan
Thomas G. Samter, M.D.
William R. & Sally A. Hutchinson
Reinhard Hanselka
Joel Gibson & Andrea Rynne
Allan Arbuthnot
Brian & Barbara Vitsky
Paul & Robin Kavan
Susan E. Cunningham
Chuck Pendleton
Leo R. Poulin
Charles Hofacker
Lester B. Post, Visit Florida
Norman H. Lippot
Dr. Mark Greenberg
Ken and Michelle Languedoc
Norman Hydak
Lillian Martin
Ed and Susan Wright
Byron Taylor
West Orange Trail Bikes
Sanluis Trailhead Bicycle Club
Santos Trailhead Bicycle Club

FBA Membership: 1,660 and Growing
Cholesterol...Are your numbers blowing up?
by Louis P. Brady, M.D.

A startling fact! Fifty percent of all Americans have a cholesterol problem. Seventy percent of that fifty percent are not aware that they have a cholesterol problem. Are you one of them?

The single most important thing that you can do to better your health is to have what is known as “a lipid panel blood test” including a blood sugar test. This will alert you to which half of the population you are in. The next step, if you are in that segment of the population, is to make yourself knowledgeable about what an elevated cholesterol and/or blood sugar levels for your future health.

What is cholesterol and what is its function?
Cholesterol is a waxy, fat-like substance used by the body to make hormones and is essential for other proper bodily functions. Cholesterol is produced in the liver, stored in the gall bladder in the form of “bile acids” and is critical for the proper digestion and metabolism of food. There are several components of cholesterol; the two most well known are:

- LDL – the “bad cholesterol”
- HDL – the “good cholesterol.”

When we eat, our gall bladder contracts and is critical for the proper digestion and metabolism of food. There are several components of cholesterol; the two most well known are:

- LDL – the “bad cholesterol”
- HDL – the “good cholesterol.”

When we eat, our gall bladder contracts

Why is that bad?
Excess cholesterol causes cholesterol plaque to form in our blood vessels. Over time, this causes the arteries to become narrow and eventually cuts off the blood flow to the heart leading to a heart attack, or cuts off the blood flow to the brain leading to a stroke.

Who is at risk?
Anyone with a family history of CHD (Coronary Heart Disease) is at risk. In our Western Society, anyone who eats “fast foods” regularly is also at risk. In addition, there is a direct correlation to obesity and elevated cholesterol; however, being slender or having an athletic build is no assurance that you are not in that other fifty percent.

At what age should you first check your Cholesterol?
If at age 20 your cholesterol levels are normal, every 5 years thereafter is appropriate follow up. If your values are abnormal, yearly follow ups would be appropriate.

What happens after the discovery of an elevated serum Cholesterol?
The majority of physicians as of this writing will probably start a patient on one of the statin drugs (e.g. Crestor, Lipitor, Zocor), recommend a program of regular exercise and weight loss down to a body mass index of 18 to 25.

Due to the fact that all of the statin drugs have many potential side effects, he will recommend a blood test every three months to warn him of the most serious – liver damage and rhabomyolysis which is the breakdown of muscle tissue.

In addition there are many other potential side effects. One that has only recently been appreciated is the loss of CoQ10 which is depleted by the ingestion of statins and may lead to cardiac myopathy if CoQ10 is not prescribed along with the statin drug.

Looking for a “Natural” defense used by many physicians for Cholesterol?
Increase your “SOLUBLE” fiber intake. The American Pediatric society recommends that children should have their diet be augmented with fiber as soon as a child starts eating solid food using the formula of the child’s age plus five.

For example if a child is 10 years old his/her diet should be augmented to 15 grams of fiber a day. Adults should have 25-30 grams of fiber a day...the more “soluble,” the better!

What does the NCEP say?
The National Cholesterol Education Program (NCEP) is our nation’s Expert Panel on cholesterol. The NCEP has set guidelines for classifying blood cholesterol levels and advises that a total cholesterol level less than 200mg/dl is a desirable level for adults. The NCEP has set guidelines for classifying blood cholesterol levels and advises that a total cholesterol level less than 200mg/dl is a desirable level for adults.

In addition, the NCEP has stated: “Therapeutic options for enhancing LDL lowering should include increased viscous (soluble) fiber to 10-25 gram a day.”

The American Heart Association and the American Cancer Society have also recommended a fiber intake of 25 to 30 grams per day. It has been shown statistically that this much soluble fiber per day will reduce the risk of heart disease and stroke by 40%.

Those physicians who are aware of the latest recommendation of the NCEP and the American Heart Association guidelines for the initial treatment of elevated lipids will advise the patient to begin a diet high in fiber and low in fat. He will also advise weight loss if appropriate and regular exercise.

So, what’s the problem?
The problem with getting that much fiber in our diet from food intake is that we would have to either radically alter our diet patterns or graze all day with attendant weight gain.

A diet that is low in saturated fat and cholesterol, high intake of vegetables and dietary fiber, especially of the “soluble” type, will lower your blood cholesterol and reduce your risk of heart disease.

Vegetable oil products do not contain cholesterol, but they may be loaded with fat. Research has shown that saturated fat is the most potent determinant of blood cholesterol levels (more than dietary cholesterol!)

What is a safe and effective solution?
BIOS LIFE has undergone numerous studies around the world but the most noted is the double blind placebo controlled study from the Cleveland Clinic, the #1 heart center in the United States, and in 99% of the patients tested found a significant reduction in the bad cholesterol – LDL – and a significant rise in the good cholesterol – HDL.

These results were published in the Journal of Metabolism.

By adding this product to your daily diet, one can augment the 10 to 12 grams of fiber that we normally get in our diet each day up to the recommended level of 25 to 30 grams.

It is important to note that BIOS LIFE Complete is a very palatable proprietary matrix of mostly “soluble” fiber that also contains ChroMate which is important in maintaining healthy blood sugar levels. This is of particular importance to diabetics and hypoglycemics.

Weight loss potential.
Due to the fact that the fiber rapidly absorbs water and expands, there is a secondary feeling of fullness that occurs after taking the fiber.

A number of those who have used BIOS LIFE for cholesterol management but also have a “fast” problem, have switched to BIOS LIFE SLIM which addresses weight loss and cholesterol at the same time. BIOS LIFE is listed in the 2008 PDR (Physicians Desk Reference) and has been since 2002 (under Unicity). Results of the Cleveland Clinic Trial are available upon request. Contact BiosLifeRx@cfl.rr.com.

Questions can be directed to “Doc Talk” or “Ask A Nurse” at BiosLifeRx@cfl.rr.com.
Exciting times for bicycling

ow is one of the most exciting times for bicycling! You’re probably seeing more cyclists on the road and trails for a variety of reasons, but the biggest jump is most likely for transportation.

Funky how it took an increase at the gas pump to make many people consider using their bikes for reasons other than recreation, fitness, training, competition and fun.

Whatever the reason, it’s a good thing. You probably know at least one friend or neighbor who began or returned to bicycling in 2008 so, hopefully, they will continue throughout 2009.

FBA in 2008 reached more new cyclists with our safety and education materials and programs, which is great.

This year presents an unprecedented opportunity to advance our mission “to inspire and support people and communities to enjoy greater freedom and well being through bicycling.”

The new year also brings resolutions which generally include healthy lifestyle changes to promote mental and physical fitness, weight loss and efforts to save money all of which can be obtained by riding a bicycle.

Your continued support through membership dues and year end donations help FBA meet the needs of all bicyclists with our growing educational efforts and outreach targeted at motorists and the general public, as well as our traditional advocacy efforts.

Many employers offer a matching gift program; check to see if your employer will match your gift. This is a great way to stretch your contribution to FBA even farther!

Your support contributed to our accomplishments in 2008:

- Redesigned and upgraded websites, electronic newsletter and quarterly newsletter Messenger to keep you informed. New webmaster Keri Caffrey has done her magic on the websites, plus her graphic design skills are readily seen on many FBA publications and brochures.
- Randy Williams continues to improve an already outstanding newsletter through the help of many of you who submit articles and pictures.
- Educated over 500 students in the Alternative Transportation Education Program primarily through the hard work and dedication of instructor Mighk Wilson.
- Thanks also go to Lyndy Moore for her assistance with the monthly and often twice monthly classes.
- Presented the fourth annual Pro Bike®/Pro Walk Florida conference in St. Petersburg offering 23 sessions and 3 pre-conference workshops.
- Keynote speakers Dan Burden, lan Lockwood and Bob Chauncey, as well as Marketing for Change presenters Sara Isaac and Tait Martin were outstanding. National and state updates were delivered by Sharon Roerty, National Center for Bicycling and Walking; Andy Clarke, League of American Bicyclists; Dennis Scott, Florida Department of Transportation; Jena Brooks, Office of Greenways and Trails; and Ken Bryan, Florida Field Office for Rails to Trails Conservancy.
- Plans to present the inaugural Florida Bike Summit April 2, 2009 in Tallahassee – SAVE THE DATE NOW. This is your opportunity to be a part of the legislative process in educating Florida’s senators and representatives.
- Where are we going in 2009?
  - Phase II of the Bicycle Laws Training Program has begun thanks to the generosity of a benefactor. Former FBA Board and Advisory Board member, George Martin, will take the lead on this program with the support of a committee including FBA Board member Lisa Blount, Advisory Board members Robert Seidler and Keri Caffrey, FBA Program Director Dan Moser, and the Technology Transfer Center in Gainesville in conjunction with the University of Florida.
  - Phase I of the program, curriculum development, was completed in 2006 by George Martin through a safety grant from the FDOT. See page 3 for more details about this program.
  - Expand FBA’s staff to include George Martin as Project Manager of the Bicycle Laws Training Program and Dan Moser as Program Director.
  - Partner with Winter Park Health Foundation and Salter-Mitchell to develop a social marketing campaign for biking and walking in Central Florida through a civility coalition of leaders in the community.
  - Efforts to duplicate this initiative will follow upon completion of the Central Florida campaign.
  - Continue our partnership with Rails to Trails Conservancy to promote positive change for bicyclists and walkers through state policy goals.
  - Grow the Alternative Transportation Education Program into other counties and via an online course.
  - Build relationships with local advocacy organizations and groups to promote their efforts at the local level. A great example in 2008 was the 3-foot passing law campaign in Central Florida that raised nearly $8,000 towards signage on Lynx (city) buses.
  - Continue education efforts through workshops, presentations and exhibits at conferences and special events, and the dissemination of bicycle safety materials to individuals and groups (like the National Multiple Sclerosis Society’s MS-150 bike events) including law enforcement agencies.
  - Grow membership – our goal by 2010 is to reach 5,000 members! We need your help in reaching this goal.
  - Collaborate with Bike Florida on Share the Road license plate marketing efforts and sales, plus bicycle events including the week-long biking/camping tour in the Spring, plus future St. Johns River to the Sea rides.

‘Group Riding’ brochure lays out rules for club rides

The brochure, available for free download (pdf) from the FBA Website is a companion to the Group Riding DVD, which has eight public service announcements plus narrative, for only $5 to cover shipping and handling.

Get a bunch and share with your local TV stations.

The brochure gives 11 important rules for traveling in a group of bicyclists—rules that can mean the difference between an enjoyable, safe ride and a ride in an ambulance.

The report was prepared for the State Safety Office, Department of Transportation, State of Florida, in cooperation with the National Highway Traffic Safety Administration, U.S. Department of Transportation and/or Federal Highway Administration, U.S. Department of Transportation.

Executive Director’s report...

Laura Hallam
Call for Infrastructure Applications for Safe Routes to School Now Open

by Pat Pieratte, Safe Routes to School Coordinator

his third Call for Applications is an opportun-

ity for local agencies to request assistance for Infrastructure projects which will help children in Kindergarten through eighth grade, to walk or bike to school more safely.

The Call, which is for anticipated funds through 2014, and will be open through April 30, 2009.

However, those interested in SRTS assist-

ance should begin right away to familiarize themselves with the process and work on their applications, since several things have changed from the last Call.

Program Basics

Basic information on Florida’s SRTS pro-

gram is on the SRTS website, which can be accessed two ways. The easy way is: http://www.srftf.org/. This URL links to the FDOT website: http://www.dot.state.fl.us/safety/SRTS_files/SRTS_shtm. Remember that Florida DOT recently updated all its websites, so if you have an old link book-

marked on your computer, you will need to delete the bookmark and shortcut icon, and create a new bookmark/shortcut. The only diff-

erence is the extension, which is now .shtm instead of .htm. You also should con-

firm that you are using the most current ver-

sion of Windows Explorer (7.0), and refresh (click on the green arrow) to make sure your computer is not trying to access an archived version of the website.

The SRTS program is designed to be a comprehensive program which addresses SE’s: Engineering, Education, Encouragement, Enforcement and Evaluation. It is important to include all the E’s to have the greatest success in a SRTS program. However, I will focus this article on Engineering, since Infrastructure applica-

tions are for Engineering solutions. See our website for more information on the other E’s.

For more information on Florida’s SRTS program and application process, see our website at: www.srftf.org. You can also contact the District SRTS Contacts or me if you have remaining questions. See the map and chart on our website for contact informa-

tion.

Executive Director’s report...

Exciting times ahead

continued from page 5

Loop rides. The 2009 Bike Florida route includes two days in the Tallahassee area (Wakulla Springs). The “layover” day fea-

tures a ride to the Capitol for the Florida Bike Summit.


sharetheroad.org.

In closing, I’d like to thank the board and advisory members for their time, energy and enthusiasm. I’d also like to recognize Deb DeVo for nine years of service as member-

ship director. Deb’s tenure precedes mine and without her efforts, FBA wouldn’t be where it is today.

Thank you, Deb, for a job well done!

FBA has also been very fortunate to have the help of many volunteers including the fol-

lowing heroes:

Kimberly Cooper: #1 volunteer at the 2009 ProBike®/ProWalk Florida conference in St. Petersburg

Bob Dioguardi: ongoing efforts to educate citizens of Lake Wales as Bicycle Bob

Sharon Wolfson: compiled list of bicycle-

friendly attorneys and updated bike shop list for website

Dennis Blanchard: promotion of FBA via a booth at bicycle racing events

Seven things YOU can do to promote bicycling in Florida:

Join the Florida Bicycle Association today.

Purchase a Share the Road License Plate.

Share this newsletter with five or more friends who care about cycling in Florida and ask them to join FBA.

Call or email FBA and tell us that you would like to attend a class on traffic skills, become a League Cycling Instructor to help teach and promote bicycle safety education, or need a speaker for your next bike club or service club meeting.

Contact your local elected officials and ask to be notified when bicycle, trails or lia-

bility issues are placed on the city and/or county agenda.

Ask your employer to be a corporate member of FBA or if you own a business, please consider a corporate level member-

ship. Many employers will match gifts to FBA.

Ride your bike. Get out with family and friends and enjoy Florida. Riding a bike is fun, relaxing, good exercise, and good for the environment. As more people ride, cycling becomes more normal, accepted and respect-

ed on our roads

Proposed U.S. bicycle route system is good news for industry

by Jim Sayer

ried in the avalanche of news in late October was this item: “National transportation authority approves plan for official U.S. bicycle route system.”

Yes indeed, on October 20, the American Association of State Highway and Transportation Officials (AASHTO) ratified a national corridor plan for such a system, which could become the largest official bike network in the world.

Based on the plan, a U.S. system could easily exceed 50,000 miles of routes on roads and trails. By comparison, the planned Euro-Vélo continental network is projected to be 36,000 miles.

Why is this important to the bike industry and biking generally?

First, an official U.S. system, linking urban, suburban and rural areas, will be the connect-

ive tissue between all of the local and met-

ropolitan bike systems being created at the grassroots level. As with the Interstate Highway System, a U.S. system will further legitimize bicycling, with routes and signage spread throughout the country.

Second, national systems spur growth in rid-

ership. For example, look at the fast-growing National Cycle Network in the United Kingdom. Between 2000 and 2006, the net-

work grew from 4,000 to 12,000 miles. During the same period, the number of trips on the network grew from 88.5 million to 338 million (and based on user surveys, 27 percent of those trips would have been taken by car if there were no network). This growth in trips is comparable to the explosive growth in local trips that occurs when local networks are created.

Third, it’s fantastic to have AASHTO on our side. AASHTO represents all of America’s State Departments of Transportation (DOTs), not always the most bike-friendly agencies. For the first time in a long while, AASHTO is partnering with non-profits and agencies to promote a visionary plan for bicycles. We may still have differences with State DOTs, but here is a constructive project we can work on together, and that will be good for bicycling.

Fourth, a national network provides leverage to create new bike facilities and routes. Not only can we argue for bike facilities from a local angle but also from a national need, to close gaps in a national network. This is precisely what happened as the Interstate Highway System was fleshed out over 40 years, and what other countries are doing now.

Fifth, a network like this is the stuff that dreams are made of. In Europe, a kid strad-

dling a bike will soon be able to look at a Euro-Vélo sign and contemplate heading toward Moscow, London, Athens or even the city across the river. A U.S. network will eventually enable a cyclist to follow signed routes for short-haul purposes (say, between Boston and Providence) or for long-distance expeditions. Either way, an official national network will make cycling easier and even more exciting.

For these reasons and more, a U.S. network is drawing support from groups like Bikes Belong to congressional champions like Jim Oberstar and Peter DeFazio. Even better, it is catalyzing action on the ground as states step forward to establish interstate and inter-city routes.

Adventure Cycling Association has already connected with 15 states that are interested in creating routes. Among these states are three- Virginia, Michigan and Florida—that were moving ahead even as AASHTO gave its final approval to the national plan.

Adoption of the national plan is good news for bicycling at all levels—and another sign that America is becoming a more bike-friendly country.

Jim Sayer is Executive Director of Adventure Cycling, the largest membership cycling group in North America, inspiring people of all ages to travel by bicycle. His commentary originally appeared as a guest editorial in BRAIN (Bicycle Retailer and Industry News) – December 2008

St. Pete Bicycle Club

loses long-time member

Long-time club member and president from 1987 to 1990, Ernie Foster was well organized and passionate about safety. He pushed the board of directors to greater accountability and professionalism.

Ernie’s organizational skills not only helped the SPBC, but he helped the whole county as president of Pinellas Trails, Inc., a non-profit organization critical to the development of the Pinellas Trail.

He created a diverse board of directors, a speaker’s bureau to present the benefits of the trail, convinced elected officials up and down the county that the trail would add value to their communities and organized rallies which raised thousands of dollars for the amenities which make the trail safe.

Ernie was a doer. He saw what had to be done and got it done. He was a true friend to all who knew him personally. His smile, his laughter, and his positive attitude are greatly missed.

Right now, somewhere up there, he’s organizing a crew with test stops, a SAG wagon and a detailed list of who does what by when. Thanks, Ernie; we miss you.
American Trails names Florida as ‘Best Trails State’ in the nation by Jim Wood, Assistant Director, Office of Greenways and Trails

The Best Trails State Award was presented to the State of Florida-Florida Department of Environmental Protection, Office of Greenways & Trails on November 17, 2008, during the National Trails Symposium in Little Rock, Arkansas. This first ever Best Trails State award presented by American Trails recognizes Florida’s success in facilitating an outstanding statewide system of trails. “Florida has embraced the value of greenways and trails with an enthusiasm and level of quality that is a model for the nation,” said Bob Searns, Chairman of the Board of Directors for American Trails. “Exemplary programs like the Office of Greenways and Trails online trails database and regional trails forums have set a standard,” said Searns. “Local and regional projects are delivering a first class infrastructure for residents and an example for tourists to take back home.”

Following its legislative mandate, the Office of Greenways & Trails (OGT) has played a lead role in working to establish a statewide system of greenways and trails including master planning, legislation, funding, and program implementation. OGT has entered into many forms of partnerships to accomplish the planning, acquisition, development and management required to bring greenways and trails projects to reality. For all that OGT and its partners have achieved in furthering the establishment and expansion of the state’s trails network during the past two years, Florida has been honored as the inaugural recipient of this award.

American Trails is the only national, nonprofit organization working on behalf of all trail interests. Since 1988, American Trails has made it a part of its mission to promote cooperation among user groups and pursue a national infrastructure of trails and greenways that serves a full range of activities.

A tribute to Brandon Fulton, captain of Bike Florida’s 2005 “Dream Team” by Linda Crider

Brandon Fulton died unexpectedly this past October from an extended illness. But back in 2005 he was full of life and enthusiasm when he enlisted eight of his fellow Loften High School teammates to join the Bicycling “Dream Team” for Bike Florida’s annual ride. An avid bicyclist, with aspirations of racing, he let his interests be known to Loften’s Principal, Ellen West, and one of his teachers Liz Purdue, who approached me during a “Leadership Gainesville” program at Loften.

She offered to meet with Brandon and together they crafted a plan to create Loften’s Bicycle Team and begin 3 months of training to participate in the Bike Florida event. It was Brandon’s encouragement for his teammates and dedication to have them prepared to ride over 300 miles in a week on Trek hybrid bikes (provided to them by Bike Florida) that got them away from their computer games and after school TV shows. They trained twice a week on safe bicycle handling skills, short neighborhood rides and finally a weekend long ride with an overnight at their teacher’s lake house, where they practiced setting up their tents.

Brandon patiently led his team on the Bike Florida event. He helped change flat tires, gave encouragement when his teammates were tiring at the end of long days and was always helping to set up the tents, blow up mattresses, and hang out wet towels.

Letters to FBA

Seattle man in the street vs. Florida spandex

Readers take issue, ask questions, offer suggestions, or otherwise stir the pot. We reserve the right to edit your letters for length and to make your English more better. The opinions offered here do not necessarily reflect those of the Florida Bicycle Association, its officers, staff, board of directors or FBA Messenger editors.

Dear Dwight,

I appreciate your opinion (“The cyclist in the street,” FBA Messenger Fall 2008, pg. 14) regarding the difference between the “man in the street” cycling about town in Seattle, and the spandex-clad riders seen here in Florida. However, I beg to differ as to the root difference between Seattle and Florida cyclists: it isn’t because they are the everyman, and people in spandex aren’t. I am a 52 year old female “everyman,” though I wear spandex. I live in South Florida, am a melanoma survivor, and wear SPF 50 from top to bottom, including full length leggings, a SPF 40 Buff around my neck, sunblock and a visor under my helmet.

I also wear a backpack which has a towel and my change of clothing to my work or everyman clothes. I ride whenever I am biking anywhere under 15-20 miles each way, and when I don’t have to carry a large load.

I have been able to reduce my gas consumption 75% this way – not because of cost, but because every two gallons of gas spews more carbon dioxide than a mature tree can absorb in a whole year, not to mention the carcinogens, and pulmonary/neurological toxins spewed.

By the way, I even rode to a presidential fundraiser that way, and got permission, in advance, to change on location on arrival and before departure.

However, I have also been job hunting and have seen the automatic “reject” in the eyes of the potential employer when I asked about riding to work and storing my bike on site. The attitude is deeply embedded in the culture: commuters aren’t seen as normal down here, we are weirdos, weirdos who are in the way of the “I AM SOMEBODY IMPORTANT” SUV driver who is more important, and in a big hurry.

I am a weirdo who wants a job in a culture where bike commuters don’t fit. Until you make it clear that we are all equal and have equal rights, especially rights of way on the roadways and in the form of bike storage facilities, count on being honked at.

As for me, I will continue to wear spandex to protect my street clothes and my skin, and to stand out so I don’t get honked at.

— Lindsey A. Batchelder

Boca Raton

It was a ride we, who accompanied this special “dream team,” will always remember. We wanted to pay tribute to Brandon, remembering him for his helpful nature, wonderful smile, and his enthusiasm to share with his classmates something he loved … bicycling.

Born Brandon Lang in Orlando, he was two and a half months early and spent some weeks in the neonatal unit. He attended grade and middle school in both Ohio and West Virginia, always Honor Roll and always involved in sports and clubs. He attended and graduated from Loften High School in 2004, as the class Valedictorian. Brandon’s first job, at age 16, was as a page at the Alachua County Public Library (Headquarters). He also did many years of volunteer work, at the Gainesville Community Ministry.

Brandon loved to travel, to see new places, and meet new people. He also loved music, reading, drawing, cooking, entertaining his family and friends, socializing, shopping and working in the yard and garden.

Brandon has one sister, Stephanie; two brothers, Darin and Steven (deceased) and his parents, Ponch and DiAnna Lang. He lived in Gainesville at the time of his death.
increasing hundreds and thousands of cyclists who will tour the route.

Behind the scenes, government leaders are working to get the entire route paved and off-road. OGT has a big stake because two sections are theirs.

Flagler County has its 18 miles fully in place. Led by County Council Member Pat Northey, Volusia County directs $1 million a year to building trail, mostly for advancing the West Volusia Spring to Spring Trail that’s entirely congruent with the Loop.

St. Johns BOC Chair Cyndi Stevenson, who with her husband Henry rode most of the inaugural tour, champions the Loop, as does Comm. Brad Purcell in Putnam.

Replacement for term-limited Brevard County Commissioner Truman Scarborough, the newly elected Robin Fisher, greeted the tour group its morning departure from Titusville’s Chain of Lakes Park. He promised to be as energetic in support of the Loop as his predecessor was.

For the sponsoring Florida Greenways and Trails Foundation and for the East Coast Greenway Alliance, the inaugural tour affirmed the importance of innovative advocacy. Everything in these times depends on organizations interacting together to achieve their individual goals from mutually serving projects.

Earlier this year, ECGA advocacy led to investment in a new Cumberland Sound Ferry that for the first time in 92 years links Fernandina Beach and St. Marys, GA by water. Each benefits from increased tourism. ECGA benefits by the elimination of some 30 miles of dangerous route.

The Loop focused new programs of tours that Bike Florida is ready to announce. Large numbers of route cyclists will help OGT justify its investment in particular trails. For the counties of the Loop that helped support the inaugural tour, cyclists will spur rural tourism and urban commutes. Particularly for the Florida Wildflower Foundation, chief sponsor of the tour, wildflower tourism will now become a factor in Florida tourism, potentially the equivalent of fall colors up north.

For all, the promise of trail-side development, of B& Bs, restaurants, cafes, shops and services similar to those that have clustered along the Pinellas and West Orange Trails.

For the Greenway Alliance, the Loop advances spine route through four counties and alternative route through a fifth.

Also for the Alliance, successful launch of the Loop after two years of staffed presence in Florida ensures an institutional future.

Yet even with growing membership, the Alliance will remain lean and quick. We are that no-moment-lost-after-the-bell responder. We will keep leaping at every good opportunity to build trail.

Arf! Arf.

Long-time cycling and trails advocate Herb Hiller is Southeast Region Program Consultant for the East Coast Greenway Alliance.

As a Trail Specialist with the Florida Department of Environmental Protection on the Florida Keys Overseas Heritage Trail, I can’t help but believe in fate.

During my youth in Washington, DC in the ‘70s, my 10-speed Raleigh Record bicycle was my prized possession. As a teenager I would ride about seven miles through Rock Creek Park to visit the museums or parks downtown or ride 10 miles out to Great Falls Park in Maryland via the C&O Canal. Not too many of my friends would go on these adventures with me so I would often ride alone.

My brother borrowed my bike one day without asking me and rode it into Rock Creek Park. Some kids stole it from him “ambush-style.” Since cutting grass paid better than babysitting, he had plenty of cash to go out and replace it immediately with another Raleigh Record.

I was one of only a few bicycle commuters at my high school. Wearing a skirt as part of my prep school uniform didn’t bother me except for those really cold days. Good thing leggings were in style! One morning when the cherry blossoms were in peak bloom, I got up really early to ride downtown to see them, and still managed to make it to school on time.

One summer during high school I spent my babysitting money on an American Youth Hostel bike trip. It was a one-week loop from Boston, to Cape Cod, out to Martha’s...
Sea Loop experience was gratifying for tour vets and novices alike

continued from page 1

Orlando teens ride together for fitness, self esteem
by Lyndy Moore

POWER TEENS is a group of young women from the Parramore vicinity of Orlando. Guided by Lorry James, right, the girls work together to increase their fitness, self esteem and knowledge. Seen here in HEADSTRONG T-shirts, the girls were provided with helmets by GET ACTIVE Orlando and were fitted by LCI Lyndy Moore. The Florida Freewheelers FLAMINGOS women’s group will be working with these young ladies as mentors.

Orlando teens ride together for fitness, self esteem

continued from page 1

cle ahead of us and another behind to travel through the signal as a convoy.

Unfortunately, the plan didn’t work due to other vehicles intermixing with the group. The better solution would have been to do what we’re taught in Effective Cycling/Road 1/Traffic Skills 101 classes – Cyclists on roadways fare best when they act and are treated as drivers of vehicles.

So even though many members of the group may not have been comfortable negotiating the turn on their own without protection of motorized vehicles, it was clearly the best method.

The days were long but full of fun. This was not a “get there as fast as you can” ride, but one to stop at points of interest along the way and truly smell the roses or wildflowers.

I call it lolligagging. Throughout the week, the core group became more and more acquainted after spending the day riding and the evenings socializing over dinner and the featured entertainment.

Most days, local day riders joined the group, which added to the fun.

All five counties were well represented with either cyclists or officials at press or special events arranged by Herb Hiller. We were treated like celebrities as we rode into towns and cities featuring these events.

Day 4 – Daytona Beach to Titusville – was a magical day because we were rewarded with a nice tailwind most of the day. As we rode through the Merritt Island National Wildlife Refuge, the tailwind continued every time we made a turn, due in part to an incoming front which resulted in higher winds and a severe drop in temperature.

The ride over the Indian River bridge into Titusville, led by Mayor Jim Tulley, was quite a thrill. Speaking of Jim, he was such a trooper since he was one of the cyclists who began the tour on a mountain bike.

Throughout the week, he proved to be a man ready for a challenge and by the time we entered Titusville over the bridge, Jim was raising his arms in victory style.

We were greeted by an amazing reception featuring other city and county officials, music, delicious food catered by Dixie Crossroads, and Astronaut Jon McBride. The party was spoiled a bit due to the effects of the front, but overall it was the best city/town greeting.

Continued iffy weather didn’t spoil our layover day in Titusville other than the cancelled kayak tour. Instead we had the option of several activities including tours of the Kennedy Space Center, Astronaut Hall of Fame museum, Harry T. & Harriette V. Moore Memorial Park & Cultural Center, plus a driving tour through the Merritt Island National Wildlife Refuge.

Have I mentioned the food? It was fabulous; I doubt anyone lost weight during the 260-mile week.

Hope Howland-Cook did a great job arranging meals at restaurants and made an effort to feature regional delicacies. All meals

Continued on page 10
Pedaling & paddling a perfect fit for trail job

continued from page 10

Well I survived all summer as the first female bike courier for that company and within a month, another girl was hired. Thanks to my AYH trip I owned a bicycle helmet – one of the few messengers who wore one. I guess that bike was pretty beat up because when I packed for college I didn’t bring it. But soon after arriving in Durham, NH I bought a replacement: a Fuji 10-speed. Through four years of college I didn’t own a car: I walked, rode my bike or took the campus bases.

One summer I took the Fuji out to Yellowstone National Park for my summer job but didn’t ride much. It’s a shame that the National Parks don’t have wider shoulders or, better yet, bike paths that follow the park roads. I went on a few short rides and one long ride over high mountain passes that I will never forget.

I worked for the National Park Service after college and took my bike with me to Death Valley and Zion but, again, wasn’t impressed with the bicycling conditions. Luckily, I was happy to hike. When I moved to Biscayne National Park, boating and snorkeling replaced hiking.

I moved to the Florida Keys in 1992, after Hurricane Andrew temporarily shut down Biscayne National Park. A friend introduced me to kayaking which soon became my favorite outdoor activity.

Frank, who owns Florida Bay Outfitters, and I had a kayak wedding on a beach in Key Largo. I worked with him at his shop and taught school off and on. Besides the day to day operations of the shop, we started a club called Paradise Paddlers and also started working on a paddling trail.

The club was easy but progress on the trail was slow-going. Either we were too busy to focus on it or when we did attend meetings we were told it was a good idea but never saw results from promises made. So much for our legacy…

In 2001 the Florida Keys Overseas Heritage Trail was finished, primarily as a biking and hiking trail following the Overseas Highway from Key Largo to Key West. A kayaking component was finished when the trail manager learned of the ground-work we had done with the paddling trail.

River to Sea Loop tour
continued from page 9

were planned at local eateries, though we were on our own dime for lunch.

One evening, core cyclists Sandy and Roy Walters opened their beautiful home in Enterprise for a low country boil in a bag dinner. The presentation was almost as fabulous as the food.

Overall, the meals scored an A+. As all good things must come to an end, we transitioned from bikes to cars on Day 8 – Crescent City to Palatka – with a 3-hour houseboat ride up the St. Johns River. This also gave Hope the opportunity to distribute event surveys while the tour was fresh in our mind. By the time we arrived in Palatka, we’d bid our goodbyes and were ready for home.

Below are a few comments from some of my new best friends.

Where else on earth could you experience blue springs, pink feathers and golden sun rises? Where baby manatee float contentedly next to their mothers, sea turtles shuffle to the dunes to nest and porpoises frolic in boat wakes. Where you get to savor spicy “cow chips,” fried plantains and cracker catfish. Where dignitaries and friendly folks welcome you like royalty. Where every mile of pedal strokes reveals another sunny scene and magic moment. What a privilege it was for me to see it, taste it and feel it all on the inaugural Florida 260-mile St. Johns River to the Sea Loop Bicycle Ride.

— Aida Tatum Paiva

I volunteered with various events on the FKOH and attended meetings for several years until a position opened up for which I felt perfectly suited. The first thing I did when I started the job in November 2007 was to make Paradise Paddlers & Pedalers a trail user and volunteer organization.

In 2008 I took the Road I & II courses through the League of American Bicyclists. Hopefully, I can take the League Cycling Instructors course in the near future so I can teach bike education classes in the Keys.

So here I am, getting paid to plan a bike, hike and paddling trail in the Florida Keys! I call it my “dream job.”

For information on the FKOH, contact Monica Woll at 305-853-3571 or at Monica.woll@dep.state.fl.us. To check out our club, go to: www.clubkayak.com/prc/default.asp.

River to Sea Loop tour
continued from page 9

When you travel by bike, 100 miles away from home feels like 1000 miles away from home. After two days in the saddle, you feel totally disconnected from the 21st century. A week on a bike is worth two in a car.

— Steven Davis, ASLA LANDSCAPE ARCHITECT

I enjoyed the opportunity to meet, ride and converse with the riders from St. Augustine to Volusia County while concurrently conducting a ground survey of the route to ascertain how the trail will fit within the SR A1A corridor from both Planning and Engineering perspectives. It is noble to consider planning for the eventual construction of the St. Johns River-to-Sea Loop Trail but even more satisfying to consider how to actually physically construct a 12-foot wide paved pathway separated from the vehicle traffic within the existing roadway features.

— Bill Hartmann, Kimley-Horn, Inc.

Vineyard and Nantucket and back up to Boston.

It was great meeting different kids from around the country, biking all day, hopping ferries and sleeping in interesting hostels such as a train car and an old Coast Guard Building.

The summer before moving to New Hampshire for college, I worked as a bicycle messenger for the biggest firm in DC, Metro Messenger. They didn’t hire me willingly. In fact, they tried to discourage me.

When I insisted on being considered, they gave me “an out.” After two weeks if I wasn’t keeping up with the guys, they would let me quit, no questions asked.

123-mile self-propelled Florida eco-tour...

Paddle Florida to head down the Suwannee Wilderness Trail March 19-26

Come join the adventure with Paddle Florida, March 19-26, 2009. Up to 200 paddlers will make the 123-mile trip from the Spirit of the Suwannee Music Park in Live Oak, Florida to beautiful Manatee Springs State Park.

The Trail is a series of cabins, river camps and private “hubs” that make the Suwannee River accessible to paddlers, hikers, bikers, equestrian enthusiasts and other user groups.

You don’t have to be an “expert” to enjoy this trip, but some experience helps. Each day’s journey and the river’s gentle current are generally suitable for novice paddlers. Past trips have seen a mix of canoes and kayaks and paddlers of all ages.

Camp in tents by the river in state parks or nearby facilities. Baggage transportation included.

123-mile self-propelled Florida eco-tour...

Paddle Florida to head down the Suwannee Wilderness Trail March 19-26

Cost

Paddle Florida thru-paddler registration costs range from $250 to $300.

Add a Full Meal Deal package for $150.

Can’t Spare the Time?

Paddle part of the week with a Paddle Florida Lite registration. Fees are $60/day (4-day max) with a $30/day meal package.

Get all the details at www.paddleflorida.org or contact bill@paddleflorida.org

Register by Feb. 20 for lowest prices!
### Selected State-wide Contacts

*Here’s whom to call about your bicycle/pedestrian/transportation concerns.*

<table>
<thead>
<tr>
<th>AGENCY/FUNCTIONAL RESPONSIBILITY</th>
<th>NAME</th>
<th>TELEPHONE</th>
<th>E-MAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>FDOT Central Office</td>
<td>Dennis Scott</td>
<td>850.245.1527</td>
<td><a href="mailto:dennis.scott@dot.state.fl.us">dennis.scott@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Florida School Crossing Guard Program Administrator</td>
<td>Dwight Kingsbury</td>
<td>850.245.1520</td>
<td><a href="mailto:dwight.kingsbury@dot.state.fl.us">dwight.kingsbury@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Ped-bike traffic safety grants</td>
<td>Ralph Salvas</td>
<td>850.245.1526</td>
<td><a href="mailto:ralph.salvas@dot.state.fl.us">ralph.salvas@dot.state.fl.us</a></td>
</tr>
<tr>
<td>ADA Coordinator</td>
<td>Mary Anne Koos</td>
<td>850.414.4359</td>
<td><a href="mailto:maryanne.koos@dot.state.fl.us">maryanne.koos@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>District 1 Ped-Bike Coordinator</td>
<td>Sarita Taylor</td>
<td>863.519.2216</td>
<td><a href="mailto:sarita.taylor@dot.state.fl.us">sarita.taylor@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Michael Kaudz</td>
<td>863.519.2522</td>
<td><a href="mailto:michael.kaudz@dot.state.fl.us">michael.kaudz@dot.state.fl.us</a></td>
</tr>
<tr>
<td>District 1 1STCP Coordinator</td>
<td>Debra Stallings</td>
<td>863.519.2347</td>
<td><a href="mailto:debra.stallings@dot.state.fl.us">debra.stallings@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Gary Harrell</td>
<td>941.639.4676</td>
<td><a href="mailto:harrell@ccmpo.com">harrell@ccmpo.com</a></td>
</tr>
<tr>
<td></td>
<td>Ross Muller</td>
<td>239.403.2462</td>
<td><a href="mailto:rsmuller@coller.gov.net">rsmuller@coller.gov.net</a></td>
</tr>
<tr>
<td></td>
<td>Ron Gogoi</td>
<td>239.338.2550x239</td>
<td><a href="mailto:rrgogoi@awfpco.com">rrgogoi@awfpco.com</a></td>
</tr>
<tr>
<td></td>
<td>Victoria Griffin</td>
<td>239.533.8580</td>
<td><a href="mailto:vgriffin@leepov.org">vgriffin@leepov.org</a></td>
</tr>
<tr>
<td></td>
<td>Sharon Tamman</td>
<td>941.749.3070</td>
<td><a href="mailto:sharon.tamman@co.manatee.fl.us">sharon.tamman@co.manatee.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Ryan Kordek</td>
<td>863.534.6558</td>
<td><a href="mailto:ryankordek@pol.kounty.net">ryankordek@pol.kounty.net</a></td>
</tr>
<tr>
<td></td>
<td>Irene Maiolo</td>
<td>941.816.0891</td>
<td><a href="mailto:imaiolo@scgov.org">imaiolo@scgov.org</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>District 2 2STCP Coordinator</td>
<td>Holly Walker</td>
<td>904.360.5629</td>
<td><a href="mailto:holly.walker@dot.state.fl.us">holly.walker@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Lori Wheeler</td>
<td>904.360.5629</td>
<td><a href="mailto:lori.walker@ci.boca-raton.fl.us">lori.walker@ci.boca-raton.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Elizabeth DeJesus</td>
<td>904.306.7605</td>
<td><a href="mailto:edejesus@ci.cholyflavines.gov">edejesus@ci.cholyflavines.gov</a></td>
</tr>
<tr>
<td></td>
<td>Stephen Mccloskey</td>
<td>904.630.3300x2308</td>
<td><a href="mailto:stephen_mccloskey@doh.state.fl.us">stephen_mccloskey@doh.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Zena Riley</td>
<td>850.415.9656</td>
<td><a href="mailto:zena.riley@dot.state.fl.us">zena.riley@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Jonathan Harris</td>
<td>850.415.9516</td>
<td><a href="mailto:jonathan.harris@dot.state.fl.us">jonathan.harris@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Orchestra Lee</td>
<td>850.415.9231</td>
<td><a href="mailto:Orchestra.lee@dot.state.fl.us">Orchestra.lee@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Stanley Rudd</td>
<td>850.415-9488</td>
<td><a href="mailto:stanley.rudd@dot.state.fl.us">stanley.rudd@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Brian Youpotaft</td>
<td>800.332.7956x224</td>
<td><a href="mailto:brian.youpotaft@wwfrec.org">brian.youpotaft@wwfrec.org</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td>850.891.6801</td>
<td></td>
</tr>
<tr>
<td>District 4 Ped-Bike Coordinator</td>
<td>Larry Hymowitz</td>
<td>954.777.4663</td>
<td><a href="mailto:larry.hymowitz@dot.state.fl.us">larry.hymowitz@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Gilbert Soles</td>
<td>954.777.4358</td>
<td><a href="mailto:gilbert.soles@dot.state.fl.us">gilbert.soles@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Joy Puerta</td>
<td>561.416.3410</td>
<td><a href="mailto:jouerta@ci.boca-raton.fl.us">jouerta@ci.boca-raton.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Laura Wheeler</td>
<td>561.620.6056</td>
<td><a href="mailto:lwheeler@ci.boca-raton.fl.us">lwheeler@ci.boca-raton.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Mark Horowitz</td>
<td>954.357.6641</td>
<td><a href="mailto:mhorowitz@broward.org">mhorowitz@broward.org</a></td>
</tr>
<tr>
<td></td>
<td>Scott Aronson</td>
<td>561.243.7286</td>
<td><a href="mailto:scaronson@ci.delray-beach.fl.us">scaronson@ci.delray-beach.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>David Martin</td>
<td>407.665.5610</td>
<td><a href="mailto:david.martin@co.rocky.fl.us">david.martin@co.rocky.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Stephen Harris</td>
<td>863.226.0422x34</td>
<td><a href="mailto:scorr@sccountyfl.gov">scorr@sccountyfl.gov</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td>561.684.4163</td>
<td></td>
</tr>
<tr>
<td>District 5 Ped-Bike Coordinator</td>
<td>Joan Carter</td>
<td>386.943.5335</td>
<td><a href="mailto:joan.carter@dot.state.fl.us">joan.carter@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Anthony Nosse</td>
<td>386.943.5334</td>
<td><a href="mailto:anthony.nosse@dot.state.fl.us">anthony.nosse@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Barry Waal</td>
<td>904.943.5324</td>
<td><a href="mailto:barry.waal@dot.state.fl.us">barry.waal@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>Barbara Meyyer</td>
<td>904.943.5324</td>
<td><a href="mailto:barbara.meyyer@brevardmpo.com">barbara.meyyer@brevardmpo.com</a></td>
</tr>
<tr>
<td></td>
<td>Kim Smith</td>
<td>321.690.6890</td>
<td><a href="mailto:ksmith@brevardmpo.com">ksmith@brevardmpo.com</a></td>
</tr>
<tr>
<td></td>
<td>Mark Horowitz</td>
<td>540.665.5610</td>
<td><a href="mailto:mark.horowitz@brevardmpo.com">mark.horowitz@brevardmpo.com</a></td>
</tr>
<tr>
<td></td>
<td>Scott Aronson</td>
<td>561.243.7286</td>
<td><a href="mailto:scaronson@ci.delray-beach.fl.us">scaronson@ci.delray-beach.fl.us</a></td>
</tr>
<tr>
<td></td>
<td>David Martin</td>
<td>407.665.5610</td>
<td><a href="mailto:david.martin@co.rocky.fl.us">david.martin@co.rocky.fl.us</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td>561.684.4163</td>
<td></td>
</tr>
<tr>
<td>District 6 Ped-Bike Coordinator</td>
<td>Ken Jeffries</td>
<td>305.470.6736</td>
<td><a href="mailto:ken.jeffries@dot.state.fl.us">ken.jeffries@dot.state.fl.us</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td>305.470.5722</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>305.470.5335</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>305.375.1647</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>305.289.2506</td>
<td></td>
</tr>
<tr>
<td>Monroe County Planning</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other state &amp; federal agency staff</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Florida Traffic Safety Program/Director</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other organizations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike Florida</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rails-to-Trails Florida Office</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Epilepsy Foundation (Ped-Bike Safety Resource project)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Sanibel Bicycle Club celebrates 15 years

by William Sartoris, President

In February the Sanibel Bicycle Club will celebrate its 15th year of existence and will not only recognize the past presidents but share the history with words, pictures and decorations.

With invited guests they expect about 150 people; 12 of the 15 club presidents are still actively involved.

In 1993 a small group of Sanibel residents met to form a bike club with three goals: promote bicycling for recreation, transportation and health; advocate for improved safety and infrastructure of Sanibel’s shared-use path system; provide an opportunity for bike enthusiasts to socialize together.

From humble beginnings, the club is now Incorporated, has a website, and more than 275 members.

The website is at sanibelbicycleclub.org. During 2007-08, with the assistance of an FBA mini-grant, the club developed a Safety Education Program which included posters placed in businesses and public buildings, signs with safe biking rules attached to most bike racks on the island, and license plate size signs with the safety rules which are placed on the inside of the baskets of rental bikes. The club was honored to receive an FBA award for this program in 2008.

The club organizes rides to accommodate different endurance levels and ages of members. During the “season” the club organizes monthly off-island rides which have included trips to the West Orange, Lake Okeechobee, Withlacoochee State and Pinellas trails.

One aspect that makes the Sanibel Bicycle Club, Inc. distinctive from many other clubs is its active advocacy with the Sanibel City Government to enhance the 22 miles of paved shared-use paths on the island. This partnership has helped improve a path system with one of the highest number of users of any path in Florida that many call the “jewel of the Island.”

Bed, Breakfast & Bike Florida

by Dale V. Lally, Jr.

This informative guide describes several dozen wonderful inns or B&Bs, with at least two rides originating from each inn or nearby.

Accommodations are described down to the smallest nuance; rides are illustrated by handy maps and detailed cue sheets. Bed, Breakfast & Bike Florida features one circular route and five interconnected cross-Florida routes covering areas from Pensacola in the panhandle to Key West in the southeastern part of the state.

“Touring by B&B” is a great way to see more of Florida.

An avid cyclist, Dale was a longtime member of the Broward County Bicycle Advisory Committee and was an FBA advisory board member. He passed away in mid-2004 while attending the Tour de France.

Bed, Breakfast & Bike Florida by Dale V. Lally Jr.
ISBN: 0-933855-24-9
208 pages, paperbound, $16.95

Order from www.anacus.com/bb.html or Amazon.com

Do you have a favorite B&B or inn you’ve encountered on a bicycle trip? Send us the details (or point us to a Web site) and we’ll feature it in the Messenger.

Florida Bicycle Association Balance Sheet for the Fiscal Years ending 12/31/06, 12/31/07, 12/31/08

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ASSETS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash - FDOT Grant</td>
<td>$39,213.90</td>
<td>closed</td>
<td>closed</td>
</tr>
<tr>
<td>Cash - Operating Acct</td>
<td>$56,781.89</td>
<td>$132,273.36</td>
<td>$15,322.29</td>
</tr>
<tr>
<td>Cash - CD</td>
<td></td>
<td>75,000.00</td>
<td></td>
</tr>
<tr>
<td>Cash - Money Market Acct</td>
<td>$11,200.00</td>
<td>$500.00</td>
<td>$500.00</td>
</tr>
<tr>
<td>Other Current Assets</td>
<td>$2,257.50</td>
<td>$1,755.49</td>
<td>$1,822.48</td>
</tr>
<tr>
<td>Fixed Assets</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL ASSETS</td>
<td>$109,443.29</td>
<td>$134,528.85</td>
<td>$117,733.49</td>
</tr>
<tr>
<td><strong>LIABILITIES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Division of Forestry</td>
<td>$390.00</td>
<td>390.00</td>
<td>390.00</td>
</tr>
<tr>
<td>Payroll Liabilities</td>
<td>$171.20</td>
<td>$1,198.00</td>
<td>$1,158.46</td>
</tr>
<tr>
<td>TOTAL LIABILITIES</td>
<td>$561.20</td>
<td>$1,528.60</td>
<td>$1,548.46</td>
</tr>
<tr>
<td><strong>EQUITY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assets Restricted N&amp;F</td>
<td>$700.00</td>
<td>700.00</td>
<td>700.00</td>
</tr>
<tr>
<td>Assets Restricted STR</td>
<td>$17,356.91</td>
<td>$195.18</td>
<td>$6,994.27</td>
</tr>
<tr>
<td>Assets Restricted P&amp;E</td>
<td>$736.00</td>
<td>$736.00</td>
<td>$736.00</td>
</tr>
<tr>
<td>Assets Unrestricted</td>
<td>$109,084.28</td>
<td>$131,366.07</td>
<td>$107,752.76</td>
</tr>
<tr>
<td>TOTAL EQUITY</td>
<td>$108,882.09</td>
<td>$132,999.25</td>
<td>$116,185.03</td>
</tr>
<tr>
<td>TOTAL LIABILITIES &amp; EQUITY</td>
<td>$109,443.29</td>
<td>$134,528.85</td>
<td>$117,733.49</td>
</tr>
</tbody>
</table>

The mission of the Florida Bicycle Association (FBA) is to inspire and support people and communities to enjoy greater freedom and well being through bicycling.

The Florida Bicycle Association was incorporated in 1997 for educational and charitable purposes. FBA is a nonprofit, 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, P.O. Box 718, Waldo, FL 32694.

To join FBA complete the form in this newsletter and send with your dues, or join online at www.floridabicycle.org.

The Florida Bicycle Association Messenger is published quarterly as a service to members and advocates for a bicycle-friendly Florida by the Florida Bicycle Association, P.O. Box 718, Waldo, FL 32694.

www.floridabicycle.org; e-mail laura@floridabicycle.org; Phone: 352-468-3430.

Membership in FBA includes a subscription to the Messenger. The Messenger accepts and welcomes your advertising! Please see the Website for rates and specifications or e-mail laura@floridabicycle.org. Publishers reserve the right to review advertising content and to reject advertising that, in the opinion of the Association, is neither in the best interest of FBA’s members nor its goals and objectives. Although we carefully review articles and information submitted, FBA is not responsible for the information or opinions contained herein unless explicitly stated as official policy of FBA.

© 2009 Florida Bicycle Association All rights reserved.
February 13-15 Snow series
February 22 (Sun) Christmas Tour day 1 Fort Christmas Park. Registration on our web site (see below). This cycling event is designed to raise funds to benefit the American Diabetes Association for diabetes education and research. Join hundreds of cyclists in Central Florida for a 20/50/70/100 miles. For more information call (407) 660-1926 ext 3037 or send e-mail. A fundraising minimum of $150 is expected to participate. www.diabetes.org/tour
March
March 1 (Sun) Venice Enjoy a beautiful ride with breathtaking views of the Gulf of Mexico! 4 routes to accommodate the most experienced of riders up to a 50/75/100 miles hitting the trail together at a more serene pace! 15/35/60/100K. Start with bagels, fruit, juice, and coffee for breakfast. Medical and mechanical assistance if needed throughout the ride. Rest stops complete with bathrooms, power drinks and SAG stops. Options to walk to Venice hitting points if tired. Shuttle service to and from the finishing point. Lunch will provided. Start at 1600 Harbor Drive, Venice, FL 34285. Telephone: 941-488-1456.
March 5 (Sat) Vero Beach Brevet Series South/Central: 400K Contact Ryan Bumgardner at (407) 538-0580. www.floridarandonneurs.com
March 7 (Sat) De Leon Springs Volusia County Professional Firefighter's Family Bicycle Ride. For more information call (407) 538-0580. www.floridarandonneurs.com
March 9 (Sun) De Leo Women's Classic Ride. PageServer?pagename=BIKE_FLC_OBrienK&objectid=14380
March 13 (Sat) Clermont Winter 2009 about each ride. Ask your friends. Data are from a calendar maintained by Roger Pierce. To add an event to his (and our) calendar, e-mail to fbtc@piercepages.com. See complete calendar, including many out-of-state rides we don't have room to print here, and all the hype we edited out at www.floridabicycle.org/btc.

January
January 31 (Sat) Clermont 4th Annual Tour de Orlando A timed metric century (62 miles). All participants will have an AMB tran- sponder that will measure 3 different zones of hills of various distance and grade. The transponder will only track the elapsed time between the start and finish flag of each zone. The transponder will be given a time for each zone. This is a great way to some miles before the Florida cycling season starts and to test your fitness. Don’t forget the Orlando Training Criterium the following day. Contact address and phone number - 3001 Ibis Drive, Orlando FL 32803, 888-281-0533 www.biturrr.com/ Active.com Online RegistrationFebruary 27 (Sat) Sanford The Great Valentine's Day 2009 This 99th annual 100 mile ride is back in downtown Sanford with three different tours. Great event for novice riders. 28/49/99 mile rides through the Wekiva forest and along the St. Johns river. Rest stops, SAG, t-shirt, lunch provided. Visit www.caoloscariders.com
February 28 (Sat) Okeechobee Rotary Club of Highlands County hosts the Bike Sebring 12 Hour & 25 (Sat. only) miles and time com- mitments cater to your level of cycling and availability. Routes start and end at Saint Leo University and are fully sup- ported with water stops approximately every 20 miles, sag and medical support and a lunch stop. www.cureorg.org and help pedal and peddle your way closer to a cure for multiple sclerosis. www.mission30.org

February
February 12 (Sun) Florida Trails Tour Enjoy a winter vacation in sunny Flor- ida and ride five 101/204/309/402/677 miles in Central Florida where no motorized traffic is allowed, the Withlacoochee, Tour de Orange, Wekiwa-Seminole, Suncoast and Pinellas. Trails range from rural to urban and each is different. This is a full service tour; you will stay in the Central Miccosukee, Hampton Inn in Mt Dora and the beautiful Best Western Yacht Club Inn in Dunedin. www.bicyclesavannah.com
February 15-21 Dunedina Florida Trails Tour Enjoy a winter vacation in sunny Flor- ida and ride five 101/204/309/402/677 miles in Central Florida where no motorized traffic is allowed, the Withlacoochee, Tour de Orange, Wekiwa-Seminole, Suncoast and Pinellas. Trails range from rural to urban and each is different. This is a full service tour; you will stay in the Central Miccosukee, Hampton Inn in Mt Dora and the beautiful Best Western Yacht Club Inn in Dunedin. www.bicyclesavannah.com
February 18-24 Madison Bike Florida: Madison, Monticello & more (see previous page for info) http://www.bikeflorida.org/
March
March 29 - April 4 Madison Bike Florida: Madison, Monticello & more (see previous page for info) http://www.bikeflorida.org/
April
April 14-7 1/2 Bike Series South/Central: 600K Contact Ryan Bumgardner at (407) 538-0580. www.floridarandonneurs.com
April 4-5 1/2 Sebring Tandem Rally 12/20/31/62 miles. Registration at Kenilworth Lodge Fri eve 5- 8:30pm or 25-50-100 miles. Options to walk to Sebring hitting points if tired. Shuttle service to and from the finishing point. Lunch will provided. Start at 1600 Harbor Drive, Venice, FL 34285. Telephone: 941-488-1456.
April 12-17 Rodeo Ride For Autism’s Sake (near Crystal River/Homosassa) Events include kayaking (1.5 miles), bicycling (7 miles) and running (2 miles). Individual or team event. Kiwanis of Crystal River sponsors this event as a local high school scholarship fundraiser. Barry Schwartz 352 795-4780. http://bchwcrz.net/ODAR/
April 18-19 (Sun) Miami 2009 Zimmerman MS Bike Ride www.lafay374.com
April 18 (Sat) Amelia Island Katie Ride For Life 30/60/100/150 and a Century (100 miles). Ride covers four barrier islands starting from the north on Amelia Island and proceeding south through Amelia Island, and Amelia Island, and Amelia Island and Amelia Island. Through coastal lowlands with ocean and intracoastal views. Special route through Amelia Island Plantata- tion and a water stop at the remote and famous Ribault Club. Pre-ride breakfast, T-shirt, marked route, water stations, SAG, motorcycle escorts and post ride lunch. Short loop available for families, there is also an option of a CAN ride. Lunch will provided. Start at 1600 Harbor Drive, Venice, FL 34285. Telephone: 941-488-1456.
Tom-a-Talk...

Then there are the ‘Golden Years’
by Tom DeMarco, Whistler, BC and Plantation FL

Dr. Tom Demarco is an FBA member who lives in Whistler, British Columbia. He gener- ally spends the month of January in Plantation FL. Tom-A-Talk is his journal fea- turing stories of birding, bicycling and visit- ing beautiful places throughout the world. As a physician, Tom lives car-free including making house calls often by bicycle.

I’ve been overcome with a strong urge to radically change my life. No matter how long I stare at the hour-glass on this desk, I can’t decipher the message in that bottle. All I know is that I’ve spent enough time in the same box so I’m focusing my efforts in 2008 to find a wife and start a family.

By August, having had no luck so far in finding a wife and facing the growing pros- pect of never having kids of my own, I real- ize I ought to cultivate my relationship with the next best thing, my Godchildren, in order to be confident that someone will visit me in the Old Folks’ Home some day. So my next two trips are planned around spending quality time with Godsons.

Appropriate to a geographically-inclined Godfather, my four Godchildren live in four countries on three continents.

England Europe, August-September 2008
I fail to teach four-year-old Godson Gabriel how to ride a bike but he does learn how to operate a camera. I borrow a bike to tour the Oxfordshire countryside, stopping at all my favourite icons of the English village... pub, manour house, thatched cottage and grave- yard.

Then it’s off to Turkey for a solo bike tour across eastern Europe. The journey starts at Silivri on the Sea of Marmora, near Istanbul, then proceeds along hilly back roads to the Black Sea.

Some German is spoken in this country, but for most of the next ten days none of my lan- guages will be of any real utility. It doesn’t matter. As long as you can read a map and identify sources of food, drink and accommodation, why do you need to speak on your holiday? (Oh, I forgot—I’m supposed to be longing for companionship!)

The only serious confusion occurs at rural post offices that are evidently not often patronized by foreign philatelists. But I always manage to get my stamps.

Post cards are a bigger challenge. I often go days without seeing any. Bulgarian women are pretty, but they all seem to have cigarettes in their hands, and invariably ignore me, as women do everywhere.

Not so the boys. Our conversations are nat- urally very limited, but they seem to enjoy staring at me. Most roads in these ex-East Block countries are not nearly as smooth as this one. Sometimes I must make headway on gravel roads or even dirt paths, yet will only suffer a single puncture over the 11 days and 1866 km, on tires only 28mm wide.

On the third day in Bulgaria, it shot and 222 km between hotels. I must ride bare- foot (Targoviste) to sunset (approaching Eleven). To avoid climbing, I favour roads parallel to rail lines, so it’s an uncharacteristically direct route, my greatest single-day displace- ment ever in Europe. In the windless humid- ity, the considerable heat is somewhat miti- gated by the breeze generated with pedaling. I only stop for snacks, fluids and garden hoses. Bulgaria isn’t very prosperous, but Romania is even more primitive...hard to believe it’s a member of the European Union, as it feels more like Nepal.

More the domain of poor bike campers on tires (again it’s a long way between hotels), Romania presents the typical road rider’s “third world” dilemma: smooth but busy vs. bumpy but quiet. I choose the latter route.

Evidently never collectivized during the Soviet era to the extent of its neighbour, Romania’s countryside holds more charm with its old but still operational wells, invit- ing roadside benches, horsepower and heavy- ly pedestrianized roads.

Beyond Severin on the Danube, there’s no longer any viable navigational options to continue progress northwestward. The only way out is a narrow highway under con- struction, lined with tractor-trailers. That’s okay as I wasn’t planning on crossing the whole country by bike anyway.

So I attempt to board the train, then the bus, but neither system allows bicycles. That’s okay too, for a master hitchhiker. Within 15 minutes, I’ve persuaded (i.e. pre- paid) a truck driver to take me along the next 220 km. Negotiations are rather tricky, but like many of his compatriots, he understands a bit of Italian, not a total shock in a land named after Rome. There’s plenty of room for the bike in his empty trailer. The next morning I ride out of Romania into Hungary, the Holland of central Europe.

The first thing I see after customs is a paved bike path. At the first post office I visit, they are playing a bicycle video.

They sell me a bicycle stamp. But before becoming accustomed to comfort and pros- perity, I cross over to Serbia the next morn- ing.

It’s the 31st European country in which I’ve bike-toured (and in which I’ve patron- ized post offices, Horgos). Back in the Hungarian countryside, serenity generally prevails.

Surrounded by forest and vineyards in the steep hills above Lake Balaton, and with its cozy alleys, thatched cottages and church ruins, Dorgisce is one of my all-time favou- rites of the thousands of towns and villages through which I’ve pedaled on this continent over the past 27 years.

The weather has finally cooled but doesn’t remain comfortable for long as temperatures drop 30 degrees C in 72 hours.

The exit from Hungary is as bike-friendly as was the entry 4 days before. Bordertown Koszeg is closed to motor traffic to host its annual foottaces like at least three others this trip.

Hungary’s post office still employs cyclists for some routes, always a delightful discov- ery for a cycling philatelist. This gives me an idea...I’ve long favoured the utilitarian over the recreational (“purposely living – Lance Armstrong calls it), so instead of bike tour guide I sought to work a sabbatical in Europe as a pedaling postal courier, especial- ly if I can earn as much as did Lance when he rode for the U.S. Postal Service (although I never noticed any baskets on his bikes). But, I’d likely soon lose the job when cus- tomers complain of missing stamps on their mail (remember, I’m an avid collector).

Soon defeated by a stiff, frigid and wet headwind, I don’t ride far into Austria. I can’t complain though, as it’s the first con- trary wind I face this entire trip, and maybe the whole vacation!

As a consolation, I can finally carry on a conversation. The owner of Schopenhick Hotel requests my photo for his webpage as he promotes his business as cyclist-friendly. He helps me with my panniers... (translated from German) “Your bags are so light!”

“That’s because I’m wearing every stitch of clothing that I packed and postage stamps are not so heavy!”

“...You pedaled all the way from Turkey?”

“Not quite. I binned a lift over the worst stretch of Romania. On the subject of cheat- ing: where’s the train station?”

Guiltlessly, I ride the rails for the last 80 km to Vienna airport, writing the 93rd and final postcard en route.

Bicycle-friendly B&Bs

The Spring Bayou Inn in Tarpon Springs is a block away from the Pinellas Trail and within walking or cycling distance of the sponge docks. Legend has it that the house harbored rum-runners during Prohibition days (and maybe even Al Capone). A trap door under the stairs leads to a tunnel/escape route under the house. Gangster lore aside, this is a great base for an overnight or two in a town with much Greek-oriented culture, food and festivities. “Bicycling Magazine slept here.”

www.springbayouinn.com

Rates: Rooms $119 - $159* depending on room and season. Check the website for room descriptions and availability.

Innkeepers Bill & Sherri Barzydlo say “bring your bike inside” if you need to.

Spring Bayou Inn & B&B
32 W Tarpon Ave, Tarpon Springs, FL 727-938-9333
info@springbayouinn.com

*Don’t take our word for it. Always check with the innkeepers for the latest rates, details and availability.

Ride memorializes fallen cyclist Ute Burkhardt
by Karin Sanders, Ride Coordinator

Cyclist Ute Burkhardt was struck and killed while cycling in 2008. About a month after her death a grassroots e-mail campaign prompted over 100 cyclists to ride in her honor. This first ride was the beginning of what has now become an annual memorial ride in her honor.

Ute’s October Blast – the Share the Road Memorial Ride has received the endorsement of The Florida Bicycle Association.

Some say “The third time’s a charm.” This third annual event proved that tome by turn- ing out great.

As a consolation, I can finally carry on a conversation. The owner of Schopenhick Hotel requests my photo for his webpage as he promotes his business as cyclist-friendly. He helps me with my panniers... (translated from German) “Your bags are so light!”

“That’s because I’m wearing every stitch of clothing that I packed and postage stamps are not so heavy!”

“You pedaled all the way from Turkey?”

“Not quite. I binned a lift over the worst stretch of Romania. On the subject of cheat- ing: where’s the train station?”

Guiltlessly, I ride the rails for the last 80 km to Vienna airport, writing the 93rd and final postcard en route.

Ride memorializes fallen cyclist Ute Burkhardt
by Karin Sanders, Ride Coordinator

Cyclist Ute Burkhardt was struck and killed while cycling in 2008. About a month after her death a grassroots e-mail campaign prompted over 100 cyclists to ride in her honor. This first ride was the beginning of what has now become an annual memorial ride in her honor.

Ute’s October Blast – the Share the Road Memorial Ride has received the endorsement of The Florida Bicycle Association.

Some say “The third time’s a charm.” This third annual event proved that tome by turn- ing out great.

the October metric century attracted over 200 cyclists, raising $2,700 for FBA to help support their involvement in the Share the Road specialty license plate campaign. Funds raised from plate sales go directly toward bicycle safety education and awareness – for bicyclists and motorists alike.

Everything turned out great due to the collective efforts of city officials, park depart- ments, volunteers and of course, the cyclists. Even Mother Nature cooperated in a usually rainy October. Maybe we are onto some- thing with this bike event planning!
Make eye contact? What if I can’t see the eyeball?
by Dwight Kingsbury

n the 1969 movie “Midnight Cowboy,” Dustin Hoffman’s character, “Ratso” Rizzo, famously tells a cabdriver who doesn’t initially stop for him, “I’m walking here! I’m walking here!”

Could Hoffman have avoided the incident by making preliminary eye contact with the approaching driver?

For as long as I can remember, I’ve been instructed that, as a pedestrian, I should “make eye contact” with approaching drivers before entering a street; as a cyclist or motorcyclist, I should “make eye contact” with any driver ahead who might cross my path. The World Wide Web is a great repository of such instruction.

The website of the city of Arvada, Colorado, advises: “Make eye contact with drivers, especially when the driver is turning and the cyclist is continuing straight. If you are on a bike and fail to make eye contact with a driver making a turn, STOP your bicycle.”

Washington State DOT offers this tip: “Make eye contact with drivers – Assume that other drivers don’t see you until you are sure that they do.”

Palo Alto, California, recommends: “Make eye contact with drivers – especially at intersections and driveways. Don’t assume that drivers see you!”

The City of Toronto: “Be prepared to stop suddenly if you cannot make eye contact with an oncoming driver, or if it seems the driver has not noticed you (e.g., the vehicle does not appear to be slowing down).”

If I could really make eye contact with drivers, why does each site warn me to prepare or assume otherwise? Despite their confidant references to “eye contact” (except for Toronto’s), each site recognizes there is usually no way to determine that one has achieved such contact.

In Florida, many drivers wear sunglasses, and tinted windows are so common (state regulations notwithstanding) that often I can’t see much more than the shadowy profile of a driver I’m approaching; under low-light conditions, I may not see that much.

Even when drivers are visible and appear to look directly at a cyclist or motorcyclist, they sometimes proceed to enter the roadway in the path of the rider (this is called the “looked but did not see” error).

Just as I cannot be sure that I have made eye contact with another driver, neither can I be sure that I have “failed” to make eye contact with him. So should I always stop for other drivers? That behavior could cause confusion.

I try to assess a driver’s intentions from his position and movement. I aim my eyeballs at his eyeballs, or at the point where I expect his eyeballs to be (if I can’t see them), but I don’t assume I’ve made contact.

On approaches to intersections and commercial driveways, I follow a line that enhances my visibility. I project what other drivers might do, and usually ride at a speed (on a bicycle, at least) that would allow me to make a quick turn or take other evasive action.

If I build up speed on a downhill, I move into the traffic lane. Sometimes it’s possible to “shadow” another vehicle through an intersection.

Research suggests that motorists who spot approaching cyclists do seek out their faces. Faces communicate; body and vehicle language communicate more.

Beware the deadly right turn – when YOU want to go straight

By Jeff Hohlstein

“Cyclists on roadways fare best when they act and are treated as drivers of vehicles. Riding as a driver makes a cyclist visible and predictable.” — Extract from FBA’s Florida Bicycle Law Enforcement Guide.

Good, solid defensive riding can limit your exposure to accidents, while timid riding, for instance, hugging the gutter, can reduce your options, make you less visible to drivers, and can increase your risk.

Motor vehicles wanting to turn right are the enemy of this cyclist.

The most dangerous point for cyclists in any ride occurs when approaching an intersection. You focus on the intersection ahead, but what’s behind you may pose a greater danger.

“Nine percent of bicycle-motor vehicle crashes that are due to motorist fault involve motorists who overtake and pass cyclists near corners, then make right turns in front of them.” — Florida’s Traffic laws for bicyclists and motorists to know.

Florida law states, “A cyclist who intends to go straight through an intersection should avoid a lane signed or marked exclusively for right turns. You may think you’re giving the through traffic more room by easing over into the right turn lane, but in fact, that tells drivers you’re going to turn right at the intersection. The same assumption can be made about a rider on the shoulder next to the right turn lane.

Part of the reason for the high incidence of vehicle/bicycle overtaking accidents is that most motorists don’t know how to make a proper right turn.

According to Florida law, to do a right turn properly, the motorist must first ensure that the right hand side of the road is clear of cyclists, then move to the far right hand edge of the road in preparation for the turn.

If there is a bicycle lane present, this is part of the road and the motorist should move into it and then execute the turn in accordance with intersection traffic control devices.

When approaching an intersection, riders who remain either in the bicycle lane or on the shoulder, are at risk of being hit by a motorist making an improper right turn.

They are also more at risk when crossing the intersection, because they are harder to see – more invisible to other traffic, than if they were properly positioned in a through traffic lane.

The safest place for a cyclist to be when approaching an intersection and planning to go straight through, is well inside a through traffic lane.

Florida Law states, “Where a bicycle lane is continued along the right side on an intersection approach, a cyclist who intends to go straight through the intersection may adjust his position to the left to avoid the hazard of being cut off by a right-turning motorist.”

Since there is little space in a bicycle lane to move “left” the implication is to move into the through lane.

There is also no requirement for cyclists to use the dedicated bicycle lane. They may occupy the traffic lanes just as if the bicycle lane didn’t exist except that they can’t ride two abreast in the traffic lane on that stretch of road.

So if you’re in a bicycle lane or on a shoulder when approaching an intersection, move into the through traffic lane, after first checking to make sure you have adequate room ahead of vehicles approaching from behind. Remain there until through the intersection.

If there’s a dedicated right turn lane and no bicycle lane, move into the through lane before arriving at the turn lane.

If there’s a dedicated right turn lane to the right of a bicycle lane, be alert for drivers crossing the bicycle lane into the right turn lane and plan to move into the through lane before the intersection.

Don’t pass vehicles on the right that are stopped at the intersection, waiting for a green light. You can set yourself up to be hit by one wanting to turn right when the signals turn green.

Name: ___________________________ E-mail: ___________________________
Address: ___________________________
City: __________ County: __________ State: ______ Zip: __________
Tel (H) _______________ (W) _______________
Bike Club Affiliation(s): ___________________________
Member Category: ☐ $15/student/living lightly ☐ $25/individual ☐ $35/household ☐ $100/corporate/agency
Ride Preferences: ☐ On-road ☐ Off-road ☐ Touring ☐ Racing ☐ Commuting
I have taken a Road I (formerly Effective Cycling) class ☐ Yes ☐ No; Approximate year taken: __________
I have taken a Road II class ☐ Yes ☐ No; Approximate year taken: __________
I am a League cycling Instructor (LCI) ☐ Yes ☐ No
May we contact you about volunteer opportunities? ☐ Yes ☐ No
List any special skills or interests: ___________________________
Charge my ☐ Visa ☐ MasterCard
Card No: _______________ Expire: _______________
Signature: ___________________________

Add your voice for the future of bicycling in Florida.
JOIN FBA TODAY
Membership includes the FBA Messenger!

Please make checks payable and mail to:
Florida Bicycle Association, Inc.
P.O. Box 718, Waldo, FL 32694

Florida Bicycle Law Enforcement Guide.
I'm sorry Mr. Smith, that's an impressive bicycling mileage figure, but the standard mileage deduction is for *motorized* vehicles only.

While we can't make all your tax dreams come true, we can offer you quality tax and financial accounting services with the confidence and solid reputation that comes from over 30 years of quality service to the Central Florida business community.

We're proud to support FBA and its mission to promote good health and well-being in our communities through bicycling.

**Scearce, Satcher & Jung, P.A.**

CERTIFIED PUBLIC ACCOUNTANTS

Kenneth L. Scearce, CPA  
David A. Satcher, CPA  
243 W. Park Avenue, Winter Park, FL 32789  
(407) 647-6441 Office (407) 645-0099 Fax