Florida Bike Summit

**FBA hosts first Florida Bike Summit** by Robert Seidler

Despite a torrential downpour in the middle of a three-day monsoon, about 150 cyclists rallied in Tallahassee at the Capitol for the first Florida Bike Summit.

The dry, but crowded Senate Building portico provided a safe haven as damp, but visionary cyclists came together to speak and listen to legislators and policy-makers talk about the future of Florida’s cycling environment.

These enthusiastic cyclists showed up at the Capitol to assist their legislators in under-

Please see Florida Summit, Page 5

Above right: Florida Congressman Adam Fetterman (Dist. 81) addresses the group at the press event. Below: A rain-dampened crowd braved the elements for the kick-off Summit meeting.

Bicycle Parking Amendment passes in Sarasota by Mike Lasché, Director Bicycle/Pedestrian Advocates

On February 17, 2009, the Sarasota City Commission changed its zoning code to include a bicycle parking requirement which may be one of the most progressive in the state and nation.

The new amendment has two main components. First, it doubles the bicycle parking requirement from 5% of the car parking requirement to 10%. Then, half of that 10% must be “inverted U” bike racks on the street. The other half must be long-term secure bicycle parking, in the form of bicycle lockers, or racks in a chain-link enclosure or a locked room.

Please see Parking, Page 14

National Bike Summit

**Advocates chalk up Summit success** by FBA Director Laura Hallam

The 2009 National Bike Summit, held annually in Washington, DC, was a huge success with record attendance, a strong program, and good, specific requests of our Members of Congress. In total, 580 registrants from 47 states and four countries (Canada, Denmark, Czech Republic and the USA) visited more than 350 Congressional offices on Thursday, March 12. More than 100 riders joined the snowy Congressional Bike Ride on Friday the 13th with no ill-effects.

Transportation Secretary Ray LaHood addressed the opening plenary, noting that the Department will be “a full partner in working toward livable communities.”

The 13-member Team Florida delegation had meetings with both senators and 15 representatives, plus dropped off materials at the other 10 representative’s offices. YOUR voice was heard loud and clear as we carried a unified voice for bicycling.

Team Florida

Keri Caffrey, Florida Bicycle Association, Orlando; Jude Ferguson, Epic Cycles USA, Clermont; Mike Greehan, Bikes Belong, Lake Worth; Laura Hallam, Florida Bicycle Association, Waldo; David Henderson, Florida Bicycle Association, Coral Gables; John Hopkins, Green Mobility Network, Miami; Salli Kirkland, Billy’s Bike Shop, Sanibel; Earl Lang, Acme Bicycle Shop, Port Charlotte; Mary Jane Mark, Mack Cycles and Fitness, Miami; Gary Mendenhall, J&B Importers, Homestead; Leslie Paris, River of Grass Greenway, Naples; Tina Russo, Florida Bicycle Association, Tampa; Collin Worth, City of Miami, Miami.

Here’s what a few members had to say about their experience:

One of the best parts of the Summit is getting to see democracy in action. The real work is done by tireless congressional staffers — and that’s why most of the meetings are with staffers.

It’s not unusual to see dozens of other groups advocating their issues, walking through the halls of Congress. This year I saw a veteran’s group, a group advocating for the blind and lots of current military people.

Please see National Summit, Page 5

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Florida Bicycle Association Messenger

Join FBA

Use the application form on the last page. Suggested contributions (tax deductible):

- Individual $25
- Family $35
- Student/living lightly $15
- Bicycle Club $100
- Corporate/Agency $100
- Higher donations are greatly appreciated! See membership categories, below.

Make check payable and mail to:
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P.O. Box 718, Waldo, FL 32694
or join online at floridacycle.org.

Visit FBA’s Website

www.floridacycle.org

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To subscribe to Florida Bicycle Association’s FBAlink, go to FBA’s homepage 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.floridacycle.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@floridacycle.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.
President’s message...

**Move to the middle of the road**

David Henderson

Bike Month Wrap-Up

Did your community observe Florida Bike Month in March? Would you have liked to see more events? Maybe you need to get involved and start planning for Florida Bike Month 2010.

It takes a village to raise a child but only a few key players to start a Bike Month organizing committee. Who needs to be involved? Both kinds of people: bicyclists and people who aren’t bicyclists.

What kind of events should you plan? Take some ideas from the incredible Broward County Parks and Recreation Division’s event calendar at www.broward.org/parks/bicycle.htm. The League of American Bicyclists also has a good Bike Month planner at www.bikeleague.org/programs/bike-month. Start thinking now, get organized in the fall, and make it happen next spring.

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**Florida Bicycle Association Legislative Vision**

**Protect FS 335.065**

This law mandates FDOT provide bicyclist and pedestrian accommodation whenever feasible and is a key national example of a “Complete Streets” law. The 1st District Court of Appeal found it to be “unambiguous.” FBA supports the current law and opposes any weakening or addition of unreasonable inflexibility.

**Bicycle & Pedestrian Performance Measures**

FDOT Districts should have to meet performance measures for bicycling and walking, as they currently do for highways. As direct by the Legislature in 1999, the Department has already developed such measures; they merely need to be applied.

Improving quality of service for pedestrians and bicyclists supports the states climate, energy, air quality, and health goals. Maintenance of bicyclist and pedestrian travel in work zones should also be an element of such performance measures.

**Bicyclist Access to Limited Access Highway Bridges**

In some parts of Florida, limited access highway bridges are the only available routes across waterways. At least 15 states allow bicyclists on the paved shoulders of some or all of their limited access highways, and the safety record for such accommodation is very good.

Oppose Mandatory Bicycle Lane Use

Bicyclists need the freedom to leave bike lanes for a variety of safety and practical reasons; not all can be foreseen through a statute. Making bicycle lane use mandatory would decrease cyclist safety without addressing our most pressing cycling safety problems.

FBA is developing a curriculum to help officers effectively address the most significant cycling-related safety and traffic flow issues through existing statutes.

**Fill the Recklessness/Carelessness Gap**

There is an enormous sentencing gap between traffic fatalities caused through recklessness and through carelessness. Drivers who cause deaths through carelessness are charged only with points and a modest fine. While such crimes do not justify imprisonment, stronger sentencing should be considered (as has been done in Oregon).

Pedestrians and bicyclists are especially vulnerable to the impacts of careless drivers.

**Strengthen Law Against Harassment of Bicyclists**

A Bicycle Caucus will provide opportunities for legislators to socialize in a casual, healthy manner, and inspire ideas to improve the state of cycling in Florida. The U.S. Congressional Bicycle Caucus has over 180 members, including six from Florida.

**Create a Bicycle Caucus in the Florida Legislature**

A Bicycle Caucus will provide opportunities for legislators to socialize in a casual, healthy manner, and inspire ideas to improve the state of cycling in Florida. The U.S. Congressional Bicycle Caucus has over 180 members, including six from Florida.

**Expand Dori Slosberg Funding and Graduate Driver’s License Program to Include Middle School Bicycle Safety Education**

Teaching bicycling safety means teaching the rules of the road. A middle school student who learns and practices proper bicycling behavior will get years of relevant practice with traffic before getting behind the wheel of a motor vehicle.

**Provide State Funding for the Safe Paths to School program**

Should federal Safe Routes to School funding be terminated, this program would be severely weakened.

Florida in particular, having been developed during a more auto-oriented era, suffers especially from poor home-to-school walk and bike accommodation.

**Create a Bicycle Caucus in the Florida Legislature**

An advisory council with representatives from all relevant state agencies and user groups can “bridge the silos;” finding innovative opportunities and collaborations that might otherwise be missed.

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**Welcome New/Rejoining Members!**

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<td>Green Mobility Network</td>
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Building a cyclist-friendly community requires a combination of social and physical structures. Like a pyramid, these structures must be built upon a solid foundation, or they will collapse.

When the foundation is strong and the layers of the pyramid reinforce each other, they will support a healthy, thriving bicycle culture.

Foundation: Cultural Respect
Bicycles are Vehicles/Cyclists are Drivers

This is the foundation upon which a healthy bike culture must be built. It supports all other advocacy efforts, and the lack of it undermines them. Likewise, advocacy efforts must support this foundation, not erode it.

It begins with the law — not just the legal definition of bicycles as vehicles, but legal equity and access to the roadway.

Laws which restrict cyclists’ use of a travel lane (Far Right and Mandatory Bike Lane/Shoulder/Sidepath laws) must be eliminated. Even with exceptions, these laws carry discriminatory weight and are most often misinterpreted to the detriment of cyclists.

Institutional bias also extends to transportation engineers and the standards set for bicycle facilities.

Current minimum standards for bike lanes (and even sharrow placement) are harmful to people on bicycles. Coupled with mandatory use laws and social pressure from motorists, they restrict — rather than facilitate — access to the roadway.

Current institutional research is equally destructive, concentrating on the “feelings” of novice bicyclists often at the expense of both the operational characteristics of bicycles and the needs of competent bicycle drivers.

Correcting institutional bias is the basis for changing the cultural norms — bicycles must be a normal, accepted, respected part of the transportation system (vehicles, not toys).

We need to educate the public and law enforcement, planners, engineers, and policy-makers.

When our culture treats bicycles as vehicles, the average person will think of himself as a driver when on a bicycle, thus be more inclined to obey the rules of the road, seek education and act assertively as an equal user.

NOTE: “Respect” is treating bicyclists as equal drivers with the same rights and responsibilities as other drivers. Bicyclists are neither inferior nor superior to other road users.

Bicycle Driver Education

The majority of reported bicycle-related injuries are the result of collisions with fixed objects, other bicycles, pedestrians or falls due to loss of control. Teaching simple bike handling skills and increasing their confidence with the vehicle will greatly reduce these accident rates.

Bicyclists often contribute to their own misfortunes. The majority of bike vs. motor vehicle crashes are a result of bad choices by cyclists (running stop signs/lights, riding against traffic, on sidewalks, in the dark without lights, hugging the edge of the road, etc.). The crash data indicate that regardless of other safety issues in the traffic environment, uneducated cyclists are too often the cause of their own problems.

Law enforcement for dangerous practices like wrong-way riding, riding without lights at night and violating right-of-way should be part of the education process.

The cycle can only be broken by education. Education will only be widely accepted if:

1. bicycles are treated as serious vehicles;
2. the forces wishing to promote cycling do so by promoting education (like the motorcycle industry does).

When the public is made to understand how easy it is for bicycle drivers to control their safety and interactions with other road users, we will improve both cycling safety and the attractiveness of cycling.

Motorist Education/Re-education

There are three traffic-culture forces at play for bicycle advocacy:

- actual safety;
- the perception of safety;
- and the effects of hostility.

Fear of hostility causes bicyclists to operate in ways that are inimical to their safety.

Riding on the sidewalk or squeezing into the gutter to avoid the wrath of motorists contributes to both (solo-fall and bike-vs.-car) crash types listed in the previous section.

Bicycling is relatively safe, educated bicycle driving is even safer, but our traffic culture itself is not a paragon of safety. The evening news gives us constant, if not disproportionate, reminders. Unsafe behavior is on display continually, even as most of us elude the consequences.

Improving safety requires changing the way people behave and view their responsibilities as drivers.

We need more traffic enforcement, better traffic justice and a greater sense of citizenship and civility.

We also need more exposure to laws regarding bicyclists and pedestrians in the driver education and licensing process.

Improving the traffic culture will have a positive effect on everyone in the community, not just bicyclists.

Facilities for bicyclists: When behavioral problems affecting safety are addressed, and when the institutional bias against bicycle driving is replaced with respectful understanding of bicycle drivers’ needs, infrastructure can be targeted to solve practical issues of connectivity and access.

Intelligent infrastructure solutions are less expensive and less likely to have unintended consequences than facilities that are built in an attempt to bypass education or solve social problems.

Land Use Policy and Transit: Better vision for land use really should be a foundational element, but for most of our cities, that ship has sailed—at least for the time being.

However, as our growth has stalled, now is a good time to look at policies that would promote bicycle permeability through new suburban development.

Another global asset to cycling is a complete, integrated transit system. When bicycle transportation is added to bus and rail, they complement each other. Public transit extends the range of the bicycle. The bicycle increases the service area of public transit. A functional public transportation system also makes it easier to keep dangerous drivers off the road.

Opportunities
There are opportunities for alternative transportation funding developing at the federal level. Most bike advocates are pushing for money to build facilities without addressing the critical social and education aspects of a healthy bike culture.

We need to encourage advocates, community leaders and policy-makers to think bigger and focus on core issues.

I found it interesting that LAB chose a speaker from Copenhagen as the keynote for the National Bike Summit dinner. It’s easy to get distracted by the cycletracks, but something more fundamental caught my attention.

Danes who ride bikes for transportation don’t think of themselves as “cyclists” or “bike commuters”… in the same way Americans who drive cars to work don’t think of themselves as “motorists” or “car commuters.”

Directly related to that, Danes can expect the same level of engineering and concern for efficiency, safety and connectivity on their bike facilities as we do on our roads.

Bicycles are also welcomed and respected on all roads outside the network of bikeways. Infrastructure did not create that. Respect for the bicycle as a mode of transportation existed first. We aren’t even there yet.

How do we get there?

This article was first published on CommuteOrlando.com, Keri Caffrey, FBA Webmaster, advisory board member and a frequent contributor to the FBA Messenger, writes and rides from her home in Orlando.
National Bike Summit

continued from page 1

One thing I know is that the other groups often love bicycles, so I hope that we can bring hundreds of extra bicycle pins next year to trade and ask other advocates to wear. — Mike Greehan

After attending this year’s Bike Summit I feel more encouraged than ever that cyclists have a voice in Florida. A meeting with over 500 cycling advocates almost guarantees that our dreams of safe routes will be accomplished. The energy of Team Florida is great to be around and I am grateful for their unflinching devotion to the cause. My thanks to everyone who attended and especially to Laura Hallam for her great spirit and her attention to detail. I would encourage anyone who does not support FBA to do so today.

We have made progress and the climate in Washington is amenable to listening to us. — Mary Jane Mark

Thanks to John Z. Wetmore, Producer of “Perils For Pedestrians,” a television series on satellite, cable, and the Internet, those of you who couldn’t make it to the National Bike Summit, can watch video of the March 11 morning speakers, in the comfort of own your own home.

US DOT Secretary Ray LaHood
http://tinyurl.com/cmhpem
US Representative Earl Blumenauer (OR-3rd) - http://tinyurl.com/c2vbjv
US Representative Daniel Lipinski (IL-3rd) http://tinyurl.com/dl345s
US Representative Doris Matsui (CA-5th) http://tinyurl.com/dl4vbq

FBA's Legislative Vision, which served as “speaking points” for the one-on-one meetings.

The summit took place in conjunction with the 16th Annual Bike Florida, a weeklong event that started Sunday, March 29, in Madison with stops in Monticello and Wakulla before returning to Madison April 4. There was a ray of sunshine when three buses from Monticello arrived with 120 Bike Florida participants who were unable to bike to the Capitol due to torrential rains and winds.

The summit took place in conjunction with the 16th Annual Bike Florida, a weeklong event that started Sunday, March 29, in Madison with stops in Monticello and Wakulla before returning to Madison April 4.

Executive Director’s report...

Spring fever

Laura Hallam

Spring is here and it’s time to find new ways to use your bikes! You can begin that perfect world today by incorporating your bicycles into your daily life. Here’s how:

1. Make a short trip policy for all household members. This means all one mile or less trips will be by bike or foot PERIOD. Add a trailer to your inventory or even some good bags/packs and racks for the bikes.

2. Begin a household basic bike maintenance ritual. All riders can perform safety checks and minor adjustments. All riders can change flats and pump tires. All riders have the needed tools and parts on their bikes, i.e. tube, air, etc.

3. Begin a household log of bike related activities for each family member with the greatest user awarded monthly for bike (accessory) upgrades and/or special family excursions to favorite places or restaurants.

4. Begin a competition with neighbors and friends and start by teaching them the basics you learned on tire repair and safety checks.

5. Get a good bike rack for your car and use it. Take your bike to your workplace by parking a mile or so from work. Then, easily bike the missing link to your destination.

Discover new places along the way.

These tips can get you started today and your local bike shop will help. Visit and ask what they are doing to assist in getting others to ride more often with confidence. You might be surprised at the options for both networking and learning.

FBA has lots of resources to help. Recruit new members to FBA so they can take advantage of these resources like:

- Florida Bicycling Street Smarts
- Florida Bicycle/Pedestrian Law Enforcement Guide
- FBA Website which includes many educational video segments, links to local clubs and bike shops

Spring fever — Mike Greehan

Krank it Up Bicycles staffed the bike valet for the Summit though there were few takers due to soggy weather. Alice Bojanowski (left) traveled from West Palm Beach to attend the Summit.
Through a process of isomerization, they rearranged the chemical makeup of the “glucose” molecule in corn syrup to a sweet “fructose” molecule. In 1960, Tsamuto and Sato from Japan contributed their own discovery. They added an isolated soil organism that put Marshall’s isomerization into warp speed by converting large amounts of the bland tasting glucose into sweet fructose. This was the beginning of what we now know as “High Fructose Corn Syrup” (HFCS), one of the sweetest and most widely used sweeteners and preservatives available today. Corn syrup in its original state contains ZERO FRUCTOSE...only the blander glucose. HFCS can be manipulated to contain up to 80 percent fructose and 20 percent glucose. Thus, with almost twice the fructose, HFCS delivers a double-whammy and possibly a double dagger compared to sugar.

Relative Sweetness Scale

<table>
<thead>
<tr>
<th>Compound</th>
<th>Rating</th>
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<tr>
<td>Sucrose</td>
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<tr>
<td>Fructose</td>
<td>140</td>
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<tr>
<td>High-fructose corn syrups</td>
<td>120–160</td>
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<tr>
<td>Glucose</td>
<td>70–80</td>
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<tr>
<td>Galactose</td>
<td>35</td>
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<tr>
<td>Maltose</td>
<td>30–50</td>
</tr>
<tr>
<td>Lactose</td>
<td>20</td>
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</tbody>
</table>

HOW IS HFCS MANUFACTURATED?

HFCS is produced by processing corn starch to yield corn syrup, which is almost entirely glucose, and then adding the enzymes which change the glucose into fructose.

WHY USE HFCS?

- Economics, Economics, Economics
- Used commercially is cheaper than sugar
- American and Canadian prices of sugar are almost twice the global price
- Artificially low corn prices due to government subsidies and dumping on the market as farmers produce more corn annually
- Simple sugars will form unappetizing crystals on the sides and bottom of their container after a few days
- Sweeter high fructose corn syrup enables the manufacturer to use smaller quantities
- HFCS is extremely soluble and mixes well in many foods
- HFCS is easier and lighter to transport
- HFCS tastes good
- HFCS keeps food moist and extends its shelf life

HFCS BINGEING

- 1980–average person ate 39 pounds of fructose and 84 pounds of sucrose
- 1994–average person ate 66 pounds of sucrose and 83 pounds of fructose
- The increase in HFCS consumption between the years 1970 and 2000 mirrors closely the increase in the rate of obesity
- HFCS now constitutes more than 40% of caloric sweeteners in foods and beverages
- HFCS has been the only caloric sweetener used in soft drinks in the United States
- HFCS is used in everything from bacon to beer and in “health products” such as protein bars and “natural” sodas.
- Today—approximately 25% of our average caloric intake comes from sugars, with the larger fraction as fructose.

FOOD & DRINKS WITH HFCS?

The list below shows how much sugar, mostly in the form of HFCS, is in each of these single servings:
- Sunkist soda—½ teaspoons of sugar
- Berkeley Farms low-fat yogurt with fruit-10 teaspoons of sugar
- Mott’s apple sauce—5 teaspoons of sugar
- Slim-Fast chocolate cookie dough meal bar—5 teaspoons of sugar
- 1 tablespoon ketchup—1 teaspoon of sugar
- Hansen’s Super Vita orange-carrot Smoothie—10 teaspoons of sugar

Look for these items that contain HFCS. Before you buy, ask or read your labels:
- sauces & syrups
- dressings
- any glazing on beef or chicken
- breads
- desserts
- ketchups, mustards & mayonnaise
- beverages

Need a list of foods with NO HFCS? check this site www.stonhfcs.com/list.html.

AND NOW, THE REST OF THE STORY…

Obesity is skyrocketing and along with it heart disease and type II diabetes. Obesity has roughly tripled since 1980s. The research is now coming out of the woodwork as to why:
- In the Journal of Nutrition, 2008—Dr. Elizabeth Parks states: “Our study shows for the first time the surprising speed with which humans make body fat from fructose.
- “Once you start the process of fat synthesis from fructose, it’s hard to slow it down. The bottom line of this study is that fructose very quickly gets made into fat in your body.”

This occurs because most fats are formed in your liver, and when sugar enters your liver, it decides whether to (1) store it, (2) burn it or (3) turn it into fat. Fructose, however, may bypass this process altogether and simply “turn into fat.”
- In ScienceDaily, Dec. 11, 2008—A new U. of Illinois study suggests that we may pay a price for ingesting too much fructose.
- According to lead author Manabu Nakamura, most carbohydrates are handled fairly simply by our bodies.

“While we are eating, blood sugar and insulin production goes up. When we sleep or fast, it goes down. It is not so simple with fructose, Nakamura noted.

“To metabolize fructose, the body has to create both fasted and fed conditions. The liver is really busy when you eat a lot of fructose.”

Moreover, unlike glucose, fructose does not stimulate the release of insulin or the production of leptin, two factors that may help regulate appetite to limit food intake.

The result is that the increased consumption of HFCS may not only increase total caloric consumption, but the calories consumed may be more likely to be stored as fat.

HEALTH STATISTICS:

- Incidence of diabetes has increased 90% in the last 10 years
- 15% of Americans ages 6-19 are overweight
- Incidence of diabetes in the US is 1 in 4
- Fructose interacts with oral contraceptives and elevates insulin levels in women

CHECK YOUR FOOD LABELS

While there is no way of knowing exactly how much HFCS is in a given product, you can read the food labels to gauge sugar levels.

- Make sure it is either low on the ingredient list or that the products list very few total grams of sugar (which is generally how HFCS is shown on ingredient labels).

In Canada, HFCS is called “glucose-fructose” and in Europe it is called isoglucose.

IS SUGAR MAKING A COMEBACK?

Sure looks like it — some of the biggest players in the food business have started replacing HFCS with old-fashioned sugar.

Old-fashioned “sugar” is the new angel, “natural” sugars are the new buzzword, and “HFCS” is now the new devil.

Research continues and the debate goes on. It makes one ponder as to whether this is as much about marketing as it is about science but the next decade will certainly open our eyes.

As Mr. and Mrs. Consumer continue to influence the markets, we should also take note if moderation with all forms of sugar intake becomes more of the norm.

Here’s a list of the items featured in this and past issues:

- Immunizenum (item 18401)
- Osteo Essentials – cartilage rebuilding (item 4057)
- VISULeum® – pharmaceutical grade eye-sight protection (item 14634) listed in PDR
- Prostate TLC – men's health (item 18137)
- BiosLife Complete – cholesterol reduction (item 228880) listed in PDR
- BiosLife SLIM – a fat loss and sugar stabilizer (item 23865)
- LoveRx® Men (item 16189)
- LoveRx® Women (item 16188)
- 30-day Cleanse Pack (item 22165)
- CMPlex® (item 15315) the natural NSAID for arthritis. listed in PDR

Remember, when you order by calling 800-864-2489 and mentioning account no. 5790501, all profits go to FBA. Ask about the 60-day empty box guarantee.
Those who do not feel pain seldom think that it is felt.

— Dr. Samuel Johnson

Method acting, cycling and the law

by Chris Burns

I have been privileged to represent many, many seriously injured bicyclists in my career, but I could never honestly say to them, “I feel your pain.”

Until last December 10th.

I am told that Method Acting is where an actor is able to draw upon his own experiences, emotions and memories in the portrayal of a character. As an attorney, I believe my own bike crash experience has truly enlightened me to the struggles of my clients.

I crashed on a quiet, neighborhood road on the outskirts of town.

My normal routine is to ride early in the morning, before the traffic picks up. At 6 a.m., while riding with my two buddies, I hit an obscure pothole, landing on my head and the left side of my face. I was unconscious and lay motionless on the road for 5 minutes. None of us had a cell phone.

Thankfully, a nurse stopped by on her way to work. Pressure was applied to the long gash on my head. I was taken to the local trauma hospital. I could not talk nor make sense.

One of my buddies called my wife. About 3 hours later I was released. My wife was only allowed back for the last few minutes. I was now able to talk. We were told I had a clavicle fracture — everything else was “equivocal.” I should see my doctor in a week.

But I didn’t feel right. My wife thought I didn’t act right. I had no memory of what happened two days ago, the crash itself, or during my stay at the trauma unit. I kept forgetting routine words. Bizarre clear fluid was leaking from one of my nostrils. I couldn’t get growing back the words I had lost.

I don’t recommend “method acting” — the head injury part seems a bit risky! Having come through this, however, I feel incredibly well prepared to advocate for my cycling victims.

We cyclists are like a fraternity. We care about each other’s well-being. We are riding, competing and working without a thought of self. We are strong.

We feel for each other.

Let me know if you have a preference for the type of “job” you’d like.

In May we’ll meet and practice near the shore of Biscayne Bay, in the Crandon Park nature center on Key Biscayne.

There’ll be swell riding opportunities on the Rickenbacker Causeway, beloved of local cyclists and runners for its view of the Miami skyline and the challenging climb up the Powell Bridge.

We’ll wrap up just in time on the 17th to enjoy the local ciclovía, the monthly Bike Miami Days.

This is an opportunity I hope every FBA member club will take advantage of. Whether the advocates among you are veterinarians in bike-pedestrian politics, or as green as WABA!

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Let me know if you have a preference for the type of “job” you’d like.
Emergency Operations Center personnel forced the 400+ Bike Florida participants to remain in Monticello en route to Wakulla April 1 due to unsafe weather conditions.

“Seeing a sea of lime green and bright yellow clad cyclists walking along the perimeter of the Capitol Courtyard towards the improvised Summit site was a great surprise,” said FBA program director Dan Moser.

The press event included inspirational remarks from Donna O’Neal, deputy to Alex Sink, the state’s chief financial officer.

Ms. O’Neal participated in the first Bike Florida event in 1994 that included a visit to the Capitol.

She said that a comprehensive bike and pedestrian program focuses on the 4 E’s:

- engineering safe and compatible bike and pedestrian facilities,
- enforcing traffic laws fairly and consistently across jurisdictions to protect cyclists and motorists,
- educating motorists and cyclists on how to share the road safely, and
- encouraging policymakers and the public to support bike and pedestrian programs for recreation, tourism, fitness and transportation.

Representative Adam Fetterman, an avid cyclist from District 81, St. Lucie and Martin counties, recognized the bicycle as a very integral part of Florida’s future.

He also applauded the group for their enthusiasm and commitment to the summit despite the weather.

Office of Greenways & Trails Director Jena Brooks, Rails to Trails Conservancy Florida Field Director Ken Bryan and FBA President David Henderson also provided remarks and marching orders for participants planning to meet with their legislators.

“Meetings in Tallahassee are important, but the real work begins in the districts so our job of educating Florida’s legislators in Tallahassee is just the beginning,” said Henderson.

Following the press event, participants hit the floors of the Capitol to share information with their legislators for the rest of the day.

“This is a first ‘meet and greet’ for us,” said Hallam, “We are here to show how we can assist residents and tourists by offering our skills and resources to our legislators for their use.

The neon colored bicycle pins were a big hit and we encouraged participants to share them with legislators and staff throughout the day.” (Ed. note: visit www.stickemup.com/to order your own supply.)

Many participants chose to take a tour of the Capitol including a visit to the 22nd floor for the stunning view of Tallahassee and beyond.

Continued on page 10
CAREBIKE designed for new, economical mobility

by Rob Hall

Eighteen months ago the bicycle was about as far removed from my thought pattern as Milti Vanilli and that whole painful scene that left me out in the cold right before senior prom. But since then, I’ve gotten back on the saddle (I still catch myself calling it a seat) to the point where a day doesn’t go by without me spending some time on a bike. This reconnection has introduced me to a number of folks spread out along a wide range of the bicycle spectrum. Everyone seems to embrace their bike in their own special way. What I’ve been struck by is that, regardless of their area of interest, they are all mildly committed to cycling is also a cycling advocate. The FBA Messenger is a wonderful forum for that advocacy. I appreciate the opportunity to express my passion for my bike. The trail to my bike came directly from my role as a father. Our oldest daughter is severely disabled. My wife, my youngest daughter and I, cared for Megan 24/7 for over 20 years. Two years ago, she moved to a facility nearby that’s better able to meet her needs. With my new-found freedom, I was pulled toward finding a way to make it easier on caregivers to follow. Just weeks after we’d packed up Megan’s things, I stumbled across a working combination of a wheelchair and a bicycle coming out of the local nursing home. The bike’s ingenious design, the sheer delight on the face of the rider and the driver and the immediate understanding of how the bike could complement the task of caregiving stopped me dead in my tracks. They drove right by as they headed up the street and I got a good, long look. And in that moment all the possibilities of the wheelchair bike hit me at once. It was like the 4th of July was going off inside my head. It took a moment or two for me to process it all. Soon my slack-jawed stupor cleared and I took my next steps with energy I could summon. I hit it as hard as I could. But nothing happened. Late last year it was apparent that my dream all the more elusive. No one we knew had the kind of concerns or employees would have a tool that could make every day a little brighter, a little better. Knowing that I had tried to do something to help did little to make it hurt any less. And just as it got about as low as it could go something happened. The wheelchair bike was just too expensive. As the economy worsened, it just made my dream all the more elusive. People in nursing homes; be they residents or employees would have a tool that could make every day a little brighter, a little better. I invested every dime I had and a bunch that I had borrowed. I invested every bit of energy I could summon. I hit it as hard as I could. But nothing happened. I invested every dime I had and a bunch that I had borrowed. I invested every bit of energy I could summon. I hit it as hard as I could. But nothing happened. Late last year it was apparent that my wheelchair bicycle business was rolling off into the sunset to die a quiet, cash-strapped death. The wheelchair bike was just too expensive. As the economy worsened, it just made my dream all the more elusive. Knowing that I had tried to do something to help did little to make it hurt any less. And just as it got about as low as it could go an amazing thing happened. My youngest brother had an idea. He has a buddy who is a marvelously talented metal fabricator. He put the three together and we went to work on building a wheelchair bicycle of our own. No one there at USF that day took in more than Megan and I. It was a red-letter day for us. We even went as far as to ride CAREBIKE to the Shriners Hospital to show it off to our old friends there. No one there at USF that day took in more than Megan and I. It was a red-letter day for us.

No one knew a child like Megan. No one knew the kind of concerns and demands we had. CAREBIKE would have made a difference. Looking back on it, the chance for all of us to get out and be more involved in everyday activities would have put the entire experience in a different light. CAREBIKE is all about making it easier for caregivers now and in the future.

I picked Megan up at her new home a couple of Saturdays ago and, along with our CAREBIKE, we went over to the University of South Florida to attend a Special Olympics event. Once there, I loaded her and her wheelchair up on the CAREBIKE and we took in all there was to see on campus that day. With all the ADA compliant access, we got in, around and through the track stadium and traveled from one end of the campus to another.

CAREBIKE is manufactured in Casselberry by Venture Forward Technologies, LLC. The office phone number is 407/332-6914. More information is available on our website: www.CAREBIKE.com.

We offer, free, no obligation test rides anywhere in the state of Florida. We will also deliver the bike free-of-charge anywhere in Florida.

Our mission is to get CAREBIKE into the hands of those that can use it most. And we will do whatever we can to make that happen.
“With clips, sooner or later, you’ll fall.” Armed with knowledge and practice, it doesn’t have to be so. I fell because of clips — once. I didn’t want to do it again so I analyzed why I fell and what I could have done to prevent it. I remembered from snow skiing, the last thing the ski shop did when mating my boots to the bindings was to set the release tension for my skiing aggressiveness and strength. Finally, I studied the clip management of seasoned North Florida Bicycle Club riders. When my wife, Jodi, transitioned to clips she quickly realized that she needed a whole new way to mount and dismount the bicycle. Together we developed the necessary training that allowed her to transition fall-free and quickly build her confidence. Clip systems come in a wide variety of designs. Most are called “clipless” to differentiate from old-style toe clip pedals.

Whether road or mountain bike clips, they perform the same three basic functions. First, they hold the foot to the pedal, allowing the rider to transfer power to the pedals both by pushing down and pulling up. Second, keep the foot in the proper position. The tighter the tension, the more rigidly they hold the heel, also increasing the side-wise force required to release. Third, like ski bindings, they’re designed to release in a fall. The release tension of most clips is easily adjustable; however, they usually come factory set for an aggressive rider. In this sense, they’re safer than toe clips and straps that won’t necessarily release under all conditions. Most clip-related falls can be traced to three things: failure to dismount from the saddle when stopping; failure to release quickly in an emergency; and failure to release the landing foot early when preparing for a possible stop.

**DISMOUNT:** At proper height, bicycle saddles are strictly for riding, not sitting on when stopped! Without clips, you can still shift your weight around and, if necessary, drop the second foot to the pavement. Not true with a foot clipped in. That clip acts to hold you in position on the saddle. If you stop slightly off balance, the small pressure you apply to the clipped-in foot is leveraged up to the saddle, which will pull you further off balance. If you can’t release the second clip in time, you’re going down. If you mount and dismount the bike as the right as many do, this particular fall can be dangerous because the left clip will throw you into traffic.

If you come off the saddle as you stop it is much easier to land with your weight directly over the landing foot. If you’re slightly off balance, you can drop your upper torso to help reposition your weight. And you can use the handle bars to leverage the bike where you want it.

Simply put, **STOP the saddle and the bike is in control; stop off the saddle and you are in control.**

**EMERGENCY RELEASE:** You should be able to easily, quickly and reliably release the clips when necessary. The only people who really need the lateral stability provided by high release tension are mountain bikers, racers and others who come off the saddle to sprint. For them, the safety issue is unintended release in a demanding environment.

**PREPARATION TO STOP:** Many seasoned riders unclip their landing foot early when the possibility of a stop exists, rather than waiting until the last moment as they stop. Unclipping the landing foot should be part of every rider’s preparation for a possible stop. Every time.

After unclipping, you can place the arch of the foot on the pedal (see picture below) without fear of accidentally reclogging. If you don’t stop, you can still pedal while reclogging, but make sure you stay in the saddle for stability until actually re-clipped.

When I first got my clips I was trained to break out of the clip at the six o’clock or bottom dead center of the pedal stroke by twisting my heel outboard. In doing this, the pedal sometimes continued around to strike me in the back of the leg. Once my clips were adjusted properly, I found it was much better for me to release at the twelve o’clock position. It provided a more stable platform on which to reposition my foot out of the clip, instant ability to start pedaling again and a good position to re-clip if a stop wasn’t necessary. I also found that it was easier to twist my heel inboard. Experiment to find your best release technique.

**ALWAYS WEAR A SAFETY HELMET EVEN FOR PRACTICE.** Consider initial practice in the grass or on a narrow, grass-lined sidewalk.

1. When the bicycle shop installs your clips, have them adjust the tension until it’s easy to release and show you how to do it. You may need to readjust them after you’ve broken them in. 2. Break the habit of staying on the saddle when stopped. Practice mounting and dismounting from the saddle with starts and stops while keeping only your takeoff foot clipped in. Push off, mount the saddle and rest the arch of your landing foot on the pedal. Pedal a stroke and stop, dismounting as you do. Do this until you’re comfortable.

Then clip in the landing foot after starting and pedal a few feet. To stop, unclip the landing foot, hesitate a moment and then dismount as you stop.

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**Florida Summit continued from page 10**

Above: Cyclists converge on the collateral materials table set up out of the weather under the Senate Building portico. Right: FBA Board President David Henderson addresses the crowd during the first day’s activities. Deputy Chief Financial Officer Donna O’Neal waits in the background for her turn at the mic.

The view was a bit marred, but still spectacular. During a lunch break in the Capitol cafeteria, two Bike Florida participants from Canada were impressed with what Florida is already doing for bicycling and plan on sharing Florida’s successes with their local officials. Many new friends were made and much education had. Coincidentally, the 11th annual Legislative Bike Ride with Senator Paula Dockery (District 15, portions of Polk, Sumter, Osceola, Lake, Hernando) on the St. Marks Trail was held Saturday, April 4 (see picture on page 8), which was a nice ending to the Florida Bike Summit.

Once you’re comfortable, practice unclipping and re-clipping the take-off foot both when stopped and when moving.

3. Habits die hard, especially when you’re not thinking of them. On the first clipped-in ride or two, have a ride mate watch to make sure you’re stopping off the saddle every time. This is serious, so tell them to command you, “Off the seat!” if necessary. Treat each stop sign as a training opportunity and fully stop. Stop signs will help you develop timing and balance in a real ride environment. But if you’re riding in a group, warn the other riders that you’re going to do this, so they won’t run into you.

Now, go have some fun and enjoy the benefits of being confidently clipped in.

— Jeff Hohlstein is Recording Secretary and Tour de Forts Ride Director at the North Florida Bicycle Club

“bike Summits are important,” said Halflam. “They really help our lawmakers understand that there are not-for-profit organizations out there doing great work and looking for more ways to assist. “All we want is a more enjoyable state to bicycle in for residents and visitors, which will boost tourism and the economy.”

Florida was one of nine states to host Bike Summits during April. Special thanks go to the following people for making this event such an overwhelming success:

Representative Adam Fetterman
Donna O’Neal, Deputy Chief Financial Officer
Yvonne Gsteiger, General Counsel to CFO Alex Sink
Ken Bryan
Jena Brooks
FBA Board and Advisory members
Bike Florida staff
Sherrie Routt
Joe Mizerek
Moore Consulting Group
Greg Wilson
Chuck Goodheart
Krank it Up Bikes
Selected State-wide Contacts

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

We ran out of room, so many contacts are not included. Go to www.floridabicycle.org/statecontacts.htm for the complete list.

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<th>AGENCY/FUNCTIONAL RESPONSIBILITY</th>
<th>NAME</th>
<th>TELEPHONE</th>
<th>E-MAIL</th>
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<tbody>
<tr>
<td>Florida DOT Central Office</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Pedestrian &amp; Bicycle Coordinator</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>State SRTS Coordinator</td>
<td>Pat Pieatte</td>
<td>850.245.1529</td>
<td><a href="mailto:pat.pieatte@dot.state.fl.us">pat.pieatte@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Aest. Pedestrian-Bicycle Coordinator</td>
<td>Dwight Kingbury</td>
<td>850.245.1520</td>
<td><a href="mailto:dwright.kingbury@dot.state.fl.us">dwright.kingbury@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Florida School Crossing Guard Program Administrator</td>
<td>Carol Pulley</td>
<td>850.245.1757</td>
<td><a href="mailto:carol.pulley@dot.state.fl.us">carol.pulley@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>Dean Perkins</td>
<td>850.414.4359</td>
<td><a href="mailto:dean.perkins@dot.state.fl.us">dean.perkins@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Roadway Design</td>
<td>Mary Anne Koos</td>
<td>850.414.4321</td>
<td><a href="mailto:maryanne.koos@dot.state.fl.us">maryanne.koos@dot.state.fl.us</a></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>District 1 CTSP Coordinator</td>
<td>Michael Kautz</td>
<td>863.519.2522</td>
<td><a href="mailto:michael.kautz@dot.state.fl.us">michael.kautz@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Charlotte County MPO</td>
<td>Gary Harrell</td>
<td>941.639.4676</td>
<td><a href="mailto:harrell@ccmpco.org">harrell@ccmpco.org</a></td>
</tr>
<tr>
<td>Collar County Community Development/Child Protection Review</td>
<td>Russ Muller</td>
<td>239.403.2462</td>
<td><a href="mailto:russmuller@collargovnet.net">russmuller@collargovnet.net</a></td>
</tr>
<tr>
<td>Lee County MPO</td>
<td>Ron Gogosi</td>
<td>239.338.2550x239</td>
<td><a href="mailto:rrgogosi@awfpc.com">rrgogosi@awfpc.com</a></td>
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<tr>
<td>Lee County DOT</td>
<td>Victoria Griffin</td>
<td>239.533.8580</td>
<td><a href="mailto:vgriffin@lee.gov.org">vgriffin@lee.gov.org</a></td>
</tr>
<tr>
<td>Manatee County</td>
<td>Sharon Tarman</td>
<td>941.749.3070</td>
<td><a href="mailto:sharon.tarman@co.manatee.fl.us">sharon.tarman@co.manatee.fl.us</a></td>
</tr>
<tr>
<td>Polk County TPO</td>
<td>Ryan Kordek</td>
<td>863.534.6558</td>
<td><a href="mailto:ryankordek@polk-county.net">ryankordek@polk-county.net</a></td>
</tr>
<tr>
<td>Sarasota County</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>District 2 Ped-Bike Coordinator</td>
<td>Holly Walker</td>
<td>904.365.5629</td>
<td><a href="mailto:holly.walker@dot.state.fl.us">holly.walker@dot.state.fl.us</a></td>
</tr>
<tr>
<td>District 2 Safety Engineer</td>
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Message of the car horn: what is it? by Dwight Kingsbury

One argument for the signing of bicycle lanes goes like this. Where bike lanes have been striped but not marked and signed, some motorists still don’t respect cyclists’ right to use the road. They honk or yell or something.

Installing bicycle signs and markings legitimizes the presence of cyclists. Motorists then expect to encounter cyclists and will respect them.

Is this true? Possibly — it’s a little hard to tell.

Riding in bike lanes lined with numerous signs and markings, I’ve been passed by motorists who honked loudly, or cut past me closely to enter a right-turn lane (just beyond the BEGIN RIGHT TURN LANE YIELD TO BIKES sign).

Walking or doing training runs on sidewalks, I’ve received honks from passing motorists.

When there is no more appropriate road space for one to be, what is the intended message of horn blasts?

Years ago, driver education textbooks advised students to tap the horn when overtaking a cyclist.

This was to warn the cyclist: a motorist is overtaking you, do not swerve into the motorist path.

On roadways with vehicles passing every few seconds, do motorists still worry that a cyclist (or pedestrian?) will be surprised to be passed?

In some of my experiences as a pedestrian honkee on sidewalks, I was walking or running facing traffic; the horn provided no useful advance information.

There is, however, another side of horn use.

Research supports the observation of everyday experience, that the horn is often used as an instrument of admonition (Red road user! Just look what you’re doing! Back off! Etc.).

In a study of video recordings of automobile crashes and near crashes, traffic accident reconstructionist Jeff Muttart found (http://www.sae.org/technical/papers/2005-01-0426) that nearly 40% of horn use by involved drivers was for chastising other drivers, not to convey a warning.

In the other instances of horn use, the horn conveyed no warning that could be heeded in time; it simply announced “Hey, about to hit you.”

Muttart concluded that use of horns was not associated with decreased crash involvement.

Most passing motorists, of course, do not honk. They pass quietly and are forgotten.

Motorists who honk make a bigger impression and therefore seem disproportionately numerous.

I want to tell the honkers, hey, buddy, don’t you know your honking is not associated with any useful purpose? But they’re gone in an instant.

So I just keep riding.

Public Safety Council sponsors St Augustine helmet give-away
by Kim Frawley

rockshank Elementary School in St Augustine was the scene for happy elementary school cyclists recently.

Also receiving helmets and safety tips were children from the Betty Griffin Shelter.

About 100 Helmets were provided by the Public Safety Council.

Administrators who helped with fitting were Jay Willets, Principal (Crookshank Elementary School) Barry Williams, Dean (Crookshank Elementary), Wayne King, Principal (Landrum Middle School), George McLatchey (Risk Management, St Johns County School District) and Kim Frawley (Health Tech, Landrum Middle School).

The children were stoked! We discussed bicycle safety, the importance of wearing a helmet, fitting your helmet and caring for your helmet.

With the budget cuts the school system is facing, the two-mile limit will be enforced for busing and more students will be walking and riding their bikes to school.

It’s important that “Safe Routes to School” be adopted and bicycle safety taught to all students. They love the subject that’s for sure. They all had stories to tell.

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.
Spring 2009

Upcoming Bicycle Touring Events in Florida
ABRIDGED from promotional material provided by tour organizers. We’re not responsible for accuracy of information or quality of these rides. Use the contact information for more details about each ride. Ask your friends. Data are from a calendar maintained by Roger Pierce. To add an event to his (and our) calendar, e-mail to btp@piercespaes.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.com/btp/

April

April 18 (Sat) Amelia Island
Katie Ride For Life
30/60/100km and a Century (100 miles). Ride covers four barrier islands starting from the north on Amelia Island and proceeding south through Fripp and George Island. Through coastal lowlands with ocean and intracoastal views. Special route through Amelia Island Plantation and a water stop at the Splashers. Contact Kevin Obrien at (904)781-8024. Visit www.katieridelflorida.com for more details.

April 18-23 Live Oak
Florida Bicycle Safari
Three or six days of supported rides over some of Florida’s best 2220 roads. For more info go to the Dreyfoos School of the Arts off Fern St. in West Palm Beach, FL. Ride lengths of 35/50/72 miles. $50 minimum fee goes to the Palm Beach County Police Athletic League to help fund sports programs for area kids. Fully supported SAG, well-stocked rest stops, pre-ride café and an after ride meal. For more information contact Kevin Biren at 561-688-3608 or kirschen@pobox.com

April 19 (Sun) West Palm Beach
2nd Annual Pedal for Pal Bike Tour
30/60/100km and a Century (100 miles). Ride along beaches and intercoastal waterways. Includes beach side breakfast and BBQ lunch at Sharky’s. T-shirt, waterbottle, and SAG. Registration and breakfast at 7:00am. 65/15 miles ride starts at 8:00 am at 9:00am. Cost $10.00. To guarantee t-shirt and waterbottle register by 4/21/09 or in person at Sharky’s by 5:00pm 4/23/09. All profit to benefit Lance Armstrong Foundation. Contact is in 1609 S. Harbor Dr. Venice FL. Mail to Sharky’s on the Pier, PO Box 267, Venice FL 34285 Telephone 941-476-5678. Website: www.sharkysontheier.com

May 3 (Sun) Cocoa Beach
Cocoa Beach Freewheelers 28th Cross Florida Bicycle Ride
We’re back! After a 6 year absence. Over 170 miles of quiet back roads to Pine Island Park in Hernando County. This won’t be your typical century ride. There will be minimal support with only 4 unmannned SAG stops with energy drinks and water. You will need to depend on convenience stores for most of your hydration. Please visit our event website for full details about this ride. www.cocobeachfreewheelers.com

May 3-4 Key Largo
Vacation Bicycling’s Florida Keys
Escape To fun it all with Vacation Bicycling We take your vacation and bicycling seriously. Enjoy: good breakfasts, best diners, SAG and guides for just $975. Reserve your spot now (404)905-8043 or (888) 490-2173 or at bikevacsf.com

May 2-3 Miami
2009 Zimmerman MS Bike Ride
“Breakaway to Key Largo” Start time: 7am. 50/75/85/110/150 miles. This ride is for MS patients and friends and family. Registration and breakfast for 3,000 cyclists from across the country. The BankUnited Center of the University of Miami is the start line on Day 1 and finish on Day 2. Corporate sponsored rest stops every 4 to 9 miles. Overnight at John Pompelkamp Park: music, team and sponsor tents, catered meals, free camping and a festival-like atmosphere. Saturday route through canopy-shaded old Coral Gables toward Key Largo. Sunday riders head to the Maratone Pit Stop at Homestead-Miami Speedway for a lap around the track, before heading back to Coral Gables for the finale. Register online at www.msbikemiami.org or call (305) 364-3600. Proceeds destined for the Nycomed Sclerosis Alliance, a non-profit patient organization. Contact: Richey Walker, 305-364-3600. Website: www.msbikemiami.org

May 20 (Wed)
Sunrise
Ride of Silence
12 miles at 12-14mph. Held annually worldwide since 2003 the ride strives to honor those who have been injured or killed, to raise awareness that we need to do more to keep our roads safe, to show support to those left behind, and to celebrate the lives of those that were taken too soon. Registration is free. You can register online, pre-register by phone, mail, or in person at the Happiest Place on Earth. Contact: Briany Boulton at 305-364-3600 or visit www.rideofsilence.org

May 29-31 St. Leo
Cure On Wheels
Online registration will be open on cureonwheels.org starting in January 2009. Check-in and registration from 3:30 am to 6pm. Day of the event registration will open at 7 am. A 30 mile ride followed by a 60 mile ride. Proceeds from the 30 mile ride will go to the local Habitat for Humanity. Proceeds from the 60 mile ride will go to the United Way of St. Lawrence. Contact is in 1609 S. Harbor Dr. Venice FL. Mail to Sharky’s on the Pier, PO Box 267, Venice FL 34285 Telephone 941-476-5678. Website: www.sharkysontheier.com

June 5-6 (Sat-Sun)
4th Annual Hibiscus Bicycle Tour
Visit our event website for full details.

June 6 (Sat) Tallahassee
Capital City Ride for Hope
Meet at Central Florida State College at 4:00am. Ride begins at 7:00 am at Celebration Baptist Church, 3300 Shamrock St E. 40 mile ride at 7:30, 15 mile ride at 9, 1 mile ride at 10. (last 8 years data) www.CapitalCityRideforHope.com

June 13 (Fri) Dunedin
Annual Gulf Coast Cycling Classic
100/65/35 miles and kid’s tour. The 8th annual Gulf Coast Cycling Classic, again will start and finish on 465 Main street in the Scottish town of Dunedin (North of Clearwater/Central starts at 7:30 AM. All other rides start at 8:15 AM. On site registration and packet pick-up is at 7 AM. All rides are partly guided along Native’s most beautiful beaches. Century segment runs through the pittoresque town and the active harbour of Tarpon Springs. Amenities include, continental breakfast, 4 support stations, post ride lunch with an ale, commemorative canvas shopping tote and a medal for all centu- 
yre finishes. Proceeds destined for the American SIDS (www.sids.org) pledge cards can be downloaded at flagan-sirispub.com and energybicycle.com

June 14 (Sun) Melbourne
Miles For Matt Benefit Ride
Miles For Matt - MCSV and Easy Riders cycling clubs have teamed together to raise funds to benefit one of their own. In December 2008, Matt Coons was riding his bike to work when he struck a curb, flipped and injured his spinal cord. It’s a long and expensive road to recovery. Our goal is to raise $20,000 to assist with the purchase of a mobility mask. Can your calendar mark. More details to follow. http://spacecoastcyclingp.com/mfdpa

June 20 (Sat) Punta Gorda
4th Annual Hibiscus Bicycle Tour
Registration begins at 8 am. 62 mile Metric Century Group Ride. 36 mile Group Ride. 15 mile Quarter Century. 6 mile Punta Gorda City Manager’s Ride. 6 mile Secret Hibiscus Garden self paced family tour. Free: Children’s bike rides and bicycle safety training (9:00 to Noon ). All adults ride start and end, with a lunch, in Gilchrist Park. http://www.charlottespub.com/OHALA/3-

Upcoming Bicycle Touring Events in Florida

Gentlemen, where are your helmets? Now if these guys only would have kept to their own rut...

"Dan and Robert discuss the importance of communication while riding." from Roger Dubrivo
Bike Florida...

Year-long touring program planned for St. Johns River-to-Sea Loop by Herb Hiller

A new year-long program of tours announced by Bike Florida along the St. Johns River-to-Sea Loop includes one fall tour already sold out and a spring 2010 tour that will attract up to a thousand.

American Cyclist devotes three pages to the Loop and to Bike Florida in its current issue.

One additional tour of the 260-mile route – this one by car – won’t carry a thousand but only three, yet will help assure the up to half-million riders expected after Florida in 2013 celebrates the 500th anniversary of Spain in the New World.

That car tour for two days will carry Bike Florida Executive Director Linda Crider, together with a businessman who is also a Visit Florida official, and this writer.

The businessman is Tom Barnette of Euro-American Tours from Hernando County, who also chairs the Visit Florida committee in charge of planning the Florida-Spain Quincentennial. Barnette has already declared his interest in developing wildflower tourism in Florida comparable to fall colors up north.

Wildflowers have also become part of the strategy for advancing the Loop to a national cycling community because of the region’s wildflower abundance. In 1513, that led Ponce de Leon to name the coast La Florida for its flowers. The Florida Wildflower Foundation co-sponsored last November’s invitational tour of the Loop, and John Moran’s images of that tour introduced this year’s third annual Florida Wildflower Festival along the Loop in DeLand.

Bike Florida’s annual week-long spring ride in 2010 will tour the Loop during peak wildflower season. Two additional week-long tours announced will tour the Loop during this year’s fall wildflower season.

Bike Florida takes place October 10-16 and will become an annual fall Bike Florida ride.

A pair of three-day tours rounds out the new Bike Florida schedule. One, Mother’s Day Weekend (May 8-10), will be for women only and will feature a luxurious spa program. The other, December 4-6, will introduce less experienced cyclists to the joys of bicycle touring along some already completed portions of the Loop route. Of the Loop’s 260 miles, so far only 40 miles are paved and car-free, mostly through Flagler and Volusia counties.

Tour prices are $625 for three days, and $1,250 for seven (additional for single rooms). Pricing includes all dinners and breakfasts, indoor lodgings and evening programs, maps and cue sheets, plus full support – ride leaders, on-road refreshments, and sag – leaders.

“The tours capture what riders of the inaugural tour last November liked best,” says Bike Florida’s Linda Crider.

“It’s not just the incredible beauty of the route but the camaraderie organized around the bed-and-breakfast and other distinctive lodgings we use, the first-rate meals and the sheer fun of riding the passenger ferry across Ponce Inlet and a houseboat down a section of the St. Johns.”

“We very much hope the Florida cycling community will support this new touring program. Although a tour guide is in the works for independent cyclists, we do offer incomparable service and experiences.

“We especially ask Florida cyclists to tell out-of-state friends about the tours.”

Further information about the new tours appears at www.bikeflorida.org. Click on St. Johns River-to-Sea loop tours. Brochures are available as well as an informational CD with music and photography from the inaugural tour. Contact info@bikeflorida.org for more information or to sign up for a tour.

— Herb Hiller, southeast region program consultant to the East Coast Greenway Alliance, is currently touring Florida bicycle clubs with a program about the Bike Florida tours that features John Moran’s PowerPoint.

To book the program, contact Herb at hiller@funport.net, 386/467-8223, or 386/547-0395.

Bicycle-friendly B&Bs

Amelia Oceanfront Bed and Breakfast

A Bike-friendly B&B Inn on the East Coast Greenway

Innkeeper and FBA member Carmen Martinez operates this large inn located right on the Atlantic. A veteran of tours in Delaware, Georgia and Florida, and a cross-country trek from LA to Boston, she pretty much knows how to treat pedal- and saddle-sore bicyclists.

Amelia Island is a classically beautiful barrier island rich in history and outdoor activities and terrain that varies from coastal forest to beachside.

Already reasonably priced, the inn offers a discount to East Coast Greenway travelers, FBA members and League of American Bicyclists.

Rooms are suites that can sleep 2 to 6.

Rooms (six in all): $179 to 279*

The inn operates fully supported bike tours during winter months.

Tour Website: www.firstcoastbicycletours.com

Inn Website: www.1735house-bb.com

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

Unfortunately, due to the large number of items, that is critical information, so let us talk about them. We can always refer to the FBA Messenger.

Bicycle parking amendment passes in Sarasota continued from page 1

Beginning in August 2003, when Bicycle/Pedestrian Advocates (BPA) identified bicycle parking as one way to reduce the city’s parking woes, it took three and a half years.

The campaign involved editorial endorsements from newspapers, the city commission, parking consultants, parking managers, parking plans, the comprehensive plan, engineering and planning departments, local bicycle and triathlete clubs, the county’s bike/ped advisory commission, the city’s planning board, the builder/development community, the Chamber of Commerce, downtown business associations, other civic organizations, and … lots of persistence.

If we want to increase the number of people riding bicycles, we have to make the bicycle a practical choice for people commuting to work. And, people won’t ride to work if they think their bicycle is likely to get stolen. The same logic also applies to any other utility trip where a bicycle is parked for a longer term.

Though most people immediately “get the idea” of secure bicycle parking, there are people who will argue against it. During the campaign, BPA heard just about every conceivable argument from the media, government, and private sector.

To meet those arguments, BPA developed a series of tools/resources that allowed us to quickly dispel opposition. The tools include knowledge, reference materials, adaptable spreadsheets, positions for different audiences, and other items.

BPA would like to see these tools used as a foundation to bring secure bicycle parking to your community.

The goal of the Florida Bicycle Parking Project is to bring secure bicycle parking into the zoning codes of cities and counties throughout Florida. The first step is to build a statewide knowledge base on bicycle parking. A second, but simultaneous, step is to share BPA’s knowledge and resources with other local advocates for secure bicycle parking.

We realize that while bicycle theft is a major disincentive to bicycle commuting, another one is the fear of raising a sweat and being “funky” in the workplace.

Since both of these issues have the same solution, changes to zoning codes, and thus will involve the same tools and methods, it makes sense to address shower/locker issues at the same time.

Though showers/lockers are relatively new to us, too, let’s change the name of the effort to The Florida Bicycle Parking and Shower/Locker Project.

Please send BPA the sections of your local city and county zoning codes that deal with bicycle parking and workplace showers/lockers. If your city and county don’t have such items, that is critical information, so let us know that also.

Second, if you are in a campaign or would like to begin a campaign to provide secure bicycle parking or workplace showers/lockers, let us know at 941-544-7788 or mikel.modemi@verizon.net. We will do everything we can to help.
Are You Prepared for your next breakdown?

by Dave VanDerZee

Do you rely on the generosity and preparedness of others to help you get rolling again if you have a flat or need a minor mechanical adjustment?

Or, are you carrying the necessary minimum spares and tools to get yourself back on the road without having to use up your goodwill with your fellow riders, or having to call someone to come rescue you?

It never ceases to amaze me how often even experienced hotdogs take off on a 30- or 60-mile ride without the means to repair so little as a flat.

**Spare Tube and Patch Kit** Regardless of what distance you ride, you need to be prepared for multiple flats on any ride. Many of us have had flats within the first half mile of rides, and we’ve fixed one flat only to get another flat a block later.

We’ve had the tiniest pin-hole punctures from strands of steel tire belting, cuts from broken glass, failed valve-stems and un mendable catastrophic blowouts of tube and tire.

Given the probability of multiple flats, and the possibility of one of those being a cut (which cannot be patched) or a valve-stem related failure, carrying a spare tube is highly recommended.

Use your spare tube to repair your first (and hopefully last) flat. If the old tube can be patched, save it so that if you’re unlucky enough to get another flat you can patch the tube and use it to repair your next flat.

Since many flats are the result of tire cuts, carrying a tire patch (boot) is recommended. While some tire cuts and blowouts are too large to be patched, a tire patch could mean the difference between riding and walking.

**Use your spare tube to repair your first (and hopefully last) flat.**

**Tire Levers** Your fingers aren’t strong enough, and a screwdriver is going to damage your tube, tire or rim. **CO2 Tire Inflation** You just got a flat and stopped to assess and repair the damage. It’s 95°F and you just lost that cooling breeze. Now you’re pumping away with your old bicycle pump, sweat pouring off you, and the mosquitoes and flies have caught up.

Instead of humping away with that old pump, you could be simply inserting a 12 or 16 gram CO2 cartridge into your tire inflator, press the button, psssssst, and viola! Your tire is fully inflated.

**Combination hand-pump and CO2 pumps are available. One 12 gram cartridge is just enough to inflate one 700 x 23 tire.**

**Multi-Tools** Multi-Tools come in a wide variety of configurations with everything from screwdrivers to chain-tools on them. The tools that will likely be of the most frequent use to you will be Allen wrenches of various configurations with everything from screwdrivers to chain-tools on them.

**Optional Carry-Ons** In addition to the items pictured and discussed above, it wouldn’t hurt to have a saddle bag large enough to hold a cell phone, eye-glasses (should you need them to see to make those repairs) and baggie with a handkerchief (or wet wipe to clean the oil from handling your chain) and some emergency cash.

Flats and breakdowns are inevitable. Make your ride less stressful on yourself and your friends by carrying the spares and tools necessary to handle most on-road breakdowns.

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**Add your voice for the future of bicycling in Florida.**

JOIN FBA TODAY

Membership includes the FBA Messenger!

**Florida Bicycle Association, Inc.**

P.O. Box 718, Waldo, FL 32694

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**Name:**

**Address:**

**City:**

**State:**

**Zip:**

**Phone:**

**E-mail:**

**Bike Club Affiliation:**

**Member Category:**

- $15/student/living lightly
- $25/individual
- $35/household
- $100/club/corporate/agency

**Ride Preferences:**

- Cruising
- Off-road
- Racing
- Commuting

**I have taken a Road I class**

**I have taken a Road II class**

**I am a League cycling Instructor (LCI)**

**May we contact you about volunteer opportunities?**

**Charge my**

- Visa
- MasterCard

**Card No:**

**Expires:**

**Signature:**
The new FBA jerseys are here! And we can guarantee you'll look a lot better in one than this guy, so get yours today. Available by phone or via the FBA Store on the website. $70 (or free with your donation of $250 or more).

I think I'll take my chances with the vehicles. Anyone for a sprint right about now? Picture provided by Earl Lang, proprietor of Acme Bicycle Shop LLC in Punta Gorda and recently one of Florida’s representatives to the National Bicycle Summit in Washington, DC.

Let ’em Know about the Law

Order your “3 Feet Please” jersey today from http://fba.3feetplease.com. Deliver your bold, powerful message in black letters on a bright yellow background. You'll help remind drivers to share the roads and at the same time help FBA.

Purchase your jersey through the website above and a $5.00 contribution will be made to FBA, courtesy of Tallahassee resident Joe Mizereck.

Questions? Call 800-761-907 or E-mail joe@3feetplease.com

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.
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