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Please see Parties, page 4

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Keynote Speakers
Dan Burden, Partner and Senior Urban Designer, Glatting Jackson Kercher Anglin – Internationally recognized authority on walkability
Ian Lockwood, Principal and Senior Transportation Engineer, Glatting Jackson Kercher Anglin – Pioneer and leader in the field of traffic calming
Sara Isaac, Strategist and Senior Copywriter, Salter>Mitchell: Marketing for Change
Tait Martin, Ph.D., Director of Research, Salter>Mitchell: Marketing for Change

Registration fees:
Early Bird, postmarked before 9/1/08: $275
FBA Member – Full Conference: $325
Non-member – Full Conference: $375
Open Registration, after 9/1/08:
FBA Member – Full Conference: $325
Non-member – Full Conference: $375
Anytime registration daily rates for one or two days:
Tuesday only: $175
Wednesday only: $175
Thursday only: $125

Tentative Schedule:
October 19, Sunday, Share the Road Ride and Bicycle Bash by the Bay event
October 20, Monday, Pre-Conference workshops
October 21, Tuesday, FBA Annual Meeting and Awards Presentation breakfast, Plenary Session, 2 sets of 3 concurrent sessions in the afternoon; rides and walks in the evening
October 22, Wednesday, Marketing for Change social marketing training in morning session for all attendees, keynote luncheon featuring Dan Burden, keynote plenary session featuring Ian Lockwood, 2 sets of 3 concurrent sessions, rides and walks in the morning and evening
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Visit the website at www.probikepromowalkflorida.com for more details.

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Raphael Clemente, bike/ped manager for the local Metropolitan Planning

LAB president Andy Clarke (front row with the wine glass) recently attended the U.S. Conference of Mayors in Miami. He and others involved in the lawsuit met for dinner in Ft. Lauderdale. Bach, l. to r.: Bruce Rosenzweig, Mike Greethan, FBA president Dave Henderson, attorney Jeff Lynne. Front, l. to r.: attorney Larry Silverman from the Akerman Miami office.

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Advocating a bicycle-friendly Florida

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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 Blog on the www
http://flabicycle.blogspot.com

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

Inquiries and submissions:
FBA Messenger@aol.com

Welcome New and Returning Members!
Alexander and Labora
Deborah White
Randall Williams
Sue McSwizy
Roger Striker
Samantha Lamar
Peter Olsen
Debra Akin
DeWayne and
Bill Knuth
DeWayne and
Lord Richards
James Nash
Dick Henzi
John Shirk
Debra Akin
James Nash
Donna Tucker
James Nash
Bob and Joan
Donna Tucker
Jessie Hann
Dinoguardi
Samantha Lamar
Bob Hill
Leslie and Judith
Steve Duz
Greg and Melanie
Rich Goldmant
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Titanium Partners ($500 - $999)
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Golden Gears ($250 - $499)
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Silver Spokes ($100 - $249)
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Jason Rock

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:
Florida Bicycle Association, Inc., P.O. Box 718, Waldo, FL 32694 or join online at floridabicycle.org.

Membership Categories: Paceline Leaders ($1,000+)
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Membership includes a subscription to the FBA Messenger.
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Gerard Hackett
Judith Teller & David Kaye
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Christine Levy
Mary Jo Harris
Bill Lutes
Dan & Conchi Fuoco
Robert Porter
John Palmquist
Avi Fuchs
Kristin DeLuca
David & Eunice Dickler

check out our redesigned websites at www.floridabicycle.org and www.probikeprowalkflorida.com (no website spaces). We are keeping up with the times and possibly even getting a little bit ahead of the curve.

You may be noticing that bicycling is all of a sudden getting pretty cool again. And we just want to help.

The new sites are easier to navigate with drop down menus for logical exploring to find the content you desire.

And if you can’t find what you need, let us know and we’ll help you find it or add resources.

Special thanks go to Roger Pierce and Randall Williams, two of FBA’s former webmasters.

Rogue passed the baton to Randall in 2002 resulting in a redesign. Now, six years later, Randall has handed off website duties to Keri Caffrey following a search for a webmaster available to devote more time to the site.

Keri, as the owner of Keri Caffrey, Inc., operates a professional design studio with a national client base. Better yet, she’s a bicycle advocate, educator and commutes most days to the office.

Take time to thoroughly explore the new sites and let us know what you think.

One item where we need your help is in building a list of bicycle-friendly attorneys to assist people in finding experienced legal assistance in their area of the state. You’ll find articles in this issue by two of them, J. Steele Olimstead and Christopher Burns.

Three other staunch supporters are Jeff Lynne and Larry Silverman from the Akerman Senterfitt & Eidson, P.A. offices who devoted so much pro bono effort toward the A1A suit (see the wrap-up beginning on page 1) and Bill Bone, Esq. of West Palm Beach.

And we can’t forget FBA Advisory Board member Hal Downing, Esq. who keeps a constant eye on bicycle issues for us.

FBA wants to develop more victim assistance so your suggestions are appreciated.

Providing names of attorneys upon request does not mean FBA is a referral service but merely a place to start when searching for counsel.

Contact Laura Hallam at laura@floridabicycle.org with your recommendations.
Parties to the lawsuit talk about their involvement, hopes for the future
continued from page 1

Organization (MPO), and currently VP of the FBA Board of Directors.

Clemente actually had been keeping track of the issue since 1997, when FDOT began initial A1A planning.

“As soon as I heard some of the proposals and the statements from town officials, I was in the battle 100%,” Clemente says. “No one else was speaking up then back so I decided the would.”

Attorney Jeff Lynne of Akerman Senterfitt & Eidson, P.A., the firm that brought extensive pro bono legal assistance to the case, in 2003 was Assistant City Attorney for the City of Delray Beach.

As counsel for the city Lynne could not be actively involved in the issue. Nevertheless he attended strategy meetings with Martin and another cycling advocate, Attorney Bill Bone in West Palm Beach.

“The more I learned, the more I felt that this was larger than simply a bike issue,” says Lynne. “I perceived it to be a real injustice and amounted to a lot more than simply bike lanes. The ‘rule of law’ was apparently being ignored and we were not being given equal access to be heard.”

Lynne approached fellow cyclist and frequent A1A rider Bruce Rosenzweig with the possibility of legal action, wondering if he would be plaintiff in the event of a lawsuit. Rosenzweig rides A1A at least three times a week.

“I know the dangers,” says Rosenzweig. “Jeff didn’t need to develop the case for me. I knew him and all [the rest] were right in doing this.”

As the issue continued to heat up Lynne became more and more vocal.

“I began to get carried away by my sense of this ‘injustice’” Lynne says. “I started making phone calls and sending e-mails to elected officials.”

That activity eventually landed Lynne in the hot seat.

Lynne e-mailed then-Delray Beach Mayor Jeff Perelman, demanding that he not be swayed by the winds of politics and “step up and do the right thing” on A1A. “The next thing I knew,” says Lynne, “I was being called into the City Attorney’s Office, shown a copy of my e-mail to Mayor Perelman (which I had sent from my home, using my personal e-mail account) and given an ultimatum: either give up this bike advocacy thing, or find a new job.”

Jeff, of course, did what you would have done: “I left,” he says.

Currently FBA’s Board of Directors secretary, Don Braverman is a past president of the Boca Raton Bicycle Club, a plaintiff in the suit.

Says Braverman: “I got involved when I requested documentation from Delray Beach regarding the village’s stance on the proposed A1A bike lanes.

“Along with George Martin and Raphael Clemente, we reviewed seven boxes of material furnished by the village.”

Indexed by Braverman’s wife, attorney Marianne Coulton, the material proved to be an important part of planning for and conducting the litigation.

Don had represented the bicycle club at FDOT hearings in Delray Beach. He and Jim Smith of SAFE campaigned to make bike lanes a reality by gathering over 7,000 signatures on a petition calling for inclusion of bike lanes and sidewalks on A1A as part of the impending design.

The League of American Bicyclists joined the suit relatively late – in 2005 – according to LAB past president Mike Greehan.

“I called [current president] Andy Clarke to ask the League to get involved,” says Greehan. “He ran it by the board who quickly said yes.”

Spin doctors from both sides of the controversy would have you believe that the rulings absolutely are in their favor. They are right.

“I would not be honest if I didn’t say I was really depressed for a while,” says Attorney Lynne.

According to Lynne, bicycling advocates may have won the larger war, but lost the more immediate and tangible battle.

The larger issue is that FDOT in Tallahassee may pay more attention to the decisions of its local district offices and encourage more direct response to local citizens, specifically in regard to its statutory mandates.

Closer to home, the agency was not required to go back and put in bike lanes on state-owned right-of-way. Property owners along A1A get to keep their landscaping encroachments and A1A bicyclists don’t get their bike lanes.

Raphael Clemente is optimistic about the outcome.

“We’ve got a ruling to back us and can ensure that A1A doesn’t happen again,” he says. “It’s a precedent setting case and we’ve got it in our arsenal now.”

Bruce Rosenzweig is not completely optimistic.

“The ruling means nothing just written in the books,” he says. “The State, meaning the people, meaning us and ours, need to see that the ruling is known, respected and adhered to.

“The court’s opinion, however, is a victory for the citizen, according to Don Braverman.

“It means that a citizen’s voice can be heard, he says. “It also reminds state agencies that legislative statutes cannot be disregarded.”

George Martin, who now lives in St. Augustine, believes the impact on the rest of the state “remains to be seen.”

Martin is looking at a repaving project on US 1 in St. Augustine that could be a test of FDOT’s willingness to adhere to the new requirements.

“I called [FDOT] and was told that bicycle facilities were not going to be installed, since there wasn’t money for the ‘extras,’” says George. “We are pursuing it now to see if FDOT is going to honor the court’s decision on this project. Their response on this case will tell a lot about what we can expect in the future.”

Those involved on the bicycle side of the lawsuit have asked FBA to be involved in various ways to help support the gains made in this lengthy legal exercise.

FBA should lay the groundwork for meetings with each district office,” says Lynne, “to discuss all planned roadway projects...to ensure designs meet legislated standard or that legitimate reasons exist not to do so.

Clemente would like to see the association pursue remedies where sub-standard road design and construction is being done.

George Martin feels FBA has a great opportunity to increase its advocacy role and presence in Florida, helping cyclists become more aware of what they can accomplish through perseverance.

LAB’s Greehan would like to see FBA produce a “what-to-do” to help citizens prevent future FDOT decisions and actions that don’t adhere to the ruling.

On cyclists’ education and empowerment by Keri Caffrey

My priorities for cycling education shifted on a century training ride last September.

The group contained a mix of newbies and experienced riders, with more of the latter. We were winding our way back into town on residential roads with light traffic. The group was riding two abreast at approximately 20 mph with no difficulty.

As we entered a short section of road where the narrow lanes are separated by a center median, a minivan approached behind. Immediately members of the group began to call “car back, single up!”

Despite my efforts to counter the call with “hold the lane,” I looked back to find the entire group riding on the gutter pan seat. I was the only rider holding the lane. Fortunately, that was enough to keep the motorist from attempting to pass.

We had just come through a torrential downpour. We had wet brakes and wet roads. The speed limit is 25 mph. And we were only going to be on that road for two blocks!

What’s wrong with this picture?

The balance between courtesy and safety is out of kilter. Have cyclists been so beaten down by bullying motorists that their knee-jerk reaction is to get out of the way at any cost?

For four years, The BOBbies, a women’s cycling group in Central Florida, had been focused on teaching paceline skills and etiquette to help new riders become confident and skilled in groups. But we had overlooked a critical component in the education of new club riders — the best practices of safe and legal operation on the public roads.

I had never taken Road I, but I understood the basic principles of vehicular cycling — some from study and some from trial and error as a bike commuter.

I was organizing a Road I class with the goal of becoming an LCI. I thought the credential would be useless since I was already doing a lot of cycling instruction. This incident refocused my intentions and reshaped my thinking about the roll of education and empowerment in club cycling, as well as cycling advocacy.

With the help of Mighk Wilson, the BOBbies offered a Road I class in December. We quickly filled it with 17 students. Another class of 10 students was held in January.

In February, three of our club members attended an LCI seminar. We taught our first Road I class with Mighk the first weekend in April.

Six months ago, most of the cyclists I

Please see Skills Training, page 7
Executive Director’s report...

Bike tours, matchmaking, fun and socializing at bike events

Laura Hallam

It’s summertime and though most organized weekend bicycle events have already been held, there are still a few from which to choose.

Summertime is also a great time to experience a weeklong biking/camping tour. Actually, there is no better way to explore a state, than by bike on rural, less traveled roads.

I recently participated in my first Bicycle Ride Across Georgia (BRAG) and had a wonderful time with 1,800 other cyclists.

The 29th BRAG began in Oxford (30 miles east of Atlanta) and ended on St. Simons Island. Having participated on Bike Florida as a volunteer ten years ago, I always benefit by seeing first hand how other bike tour organizations manage their events.

Two of BRAG’s greatest resources are CEO Jerry Colley and Ride Director Vicki Thompson. They have an outstanding organizing team, many of whom are involved year after year – some from the beginning.

The maps were accurate, the rest stops were well-stocked, and there were plenty of porta-a-lets – three of the most important elements of a bike tour.

Hot showers often fall into this group too, for the record. Hot showers often fall into this group too, a-lets – three of the most important elements of a bike tour.

Actually, there is no better way to explore a state, than by bike on rural, less traveled roads.

It’s amazing what a small world the cycling community can be. I ran into many friends throughout the week including Judge Rodney Mays from Tampa.

It helps when people wear their club or college jerseys because you often recognize the jersey or bike before the rider.

I met then Orlando attorney Mays in 2002 who often rode on “Hal’s ride” in Winter Park, but haven’t seen him much since that time except on the occasional bike ride.

We talked shop regarding the Alternative Transportation Education program and FBA’s interest in expanding the program into other areas beyond Seminole County.

The program depends on county traffic court judges to mandate the 3-hour class to offenders who have had their driver’s license revoked or suspended, so Judge Mays can be a valuable resource in expanding the program into Hillsborough County.

We also talked about the advocacy and education efforts spearheaded by Hal Downing in the Greater Orlando area and how his e-newsletter is reaching thousands weekly.

I also ran into a good friend and colleague, Susan Provence Bacon. Susan and I met in the early ’90s when we were involved with our respective state Governor’s Councils on Fitness and Sports. She was with South Carolina’s.

We stayed in touch until about the time I moved to Waldo in 2005.

Flashback to 2002. Several of us convinced a sometime-bicyclist Susan to join Team BRAG (a 26-member team of cyclists from five different states, but most from Georgia) to ride across Iowa on RAGBRAI.

She hesitated but decided to trust us and join 10,000+ riders for the week.

During the week she became acquainted with Kinney, one of Team BRAG’s riders, who patiently rode her pace.

Kinney and Susan stayed in touch over the next three years and eventually married. They recently celebrated their three-year anniversary and are regular participants on BRAG.

Kinney, actually, has been involved with BRAG for a long time and is their map and route marking guru. The moral of this segment is you don’t need e-harmony or match.com to find a partner – just go on a bike tour.

Don’t forget to bring fun and socializing into organized bike events.

Throughout the year, FBA shows up at many bicycle and special events to promote our programs, provide information and encourage people to get involved at their local level. We set up a booth, socialize and often actually ride.

I’ve probably promoted as much advocacy while riding or at rest stops as behind the booth and it does present a certain level of credibility when you’re practicing what you preach.

At the Suncoast Trail-Raiser and Poker Ride held June 28 in Odessa, the ride start was staged at a relatively new bike shop near the State Road 54 trailhead.

Suncoast Trailside Bicycles recognized the value of hosting the event even though it meant extending their Saturday store hours (hint to bike shop owners: hosting an event is a great way to get people into your store).

Organized by the Suncoast Trail Advisory Group (STAG), the purpose of the event (5:00 p.m. start was delayed a bit, which was great for the bike shop because it gave participants more time to shop.

The leisurely paced 25-mile trail ride followed the Suncoast Trail north to Crews Lake Park (where substantial refreshments were served) and then back to the bike shop for desserts and beverages.

The poker ride concept added another element of fun over and above the great food, fellowship and prizes for the winning poker hand.

The event also attracted several novice riders who don’t usually attend organized bike rides. The smaller crowd and leisurely pace provided confidence and encouragement for this audience to ride more.

If your club organizes one or two annual events, you might consider adding another one during the summer in the early evening with an emphasis on fun and socializing to attract families and novice riders. It also helps, but not a requirement, to stage the event on a trail.

Don’t forget to bring fun and socializing into organized bike events.

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Summer 2008
WANTED: FBA ANNUAL AWARD NOMINATIONS

It’s time to nominate worthy individuals, groups, and organizations for FBA’s Annual Awards to bring attention to their efforts and achievements that help deliver our mission. Since 1999, over 125 awards have been presented in the following categories:

- Bicycle/Pedestrian Advisory Committee
- Road Club
- Off-Road Club
- Education or Enforcement Program
- Educator/Regional Trainer
- Supporting Agency
- Program or Event
- Bicycle Professional
- Citizen Bike Advocate
- Volunteer
- Bicycle Friendly Community
- Trails Manager
- Share the Road License Plate Promoter/Sales (presented to County Tax Collectors)
- Special Recognition

Recipients will be honored at the FBA Annual Meeting and Awards Breakfast held in conjunction with the ProBike/ProWalk Florida Conference to be held October 21, 2008 at the Hilton St. Petersburg Bayfront hotel.

Nomination forms are available by contacting the FBA office or visiting our website at www.floridabicycle.org/programs/awards.html. You will also find a list of previous recipients. Completed forms can be faxed, mailed or emailed to FBA, PO Box 718, Waldo FL 32694, fax: 352-468-3430, email: laura@floridabicycle.org. The deadline for submission is September 1, 2008.

Letters to FBA

‘Bicycle Bob’ appeals to Lake Wales riders, drivers: Learn. Do. Join FBA.

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.

In my efforts to increase FBA membership, I am enclosing a copy of a letter (see below) that I put with an FBA application, inside a Florida Bicycle Street Smarts. I’ve discovered this combination is fairly effective, succinct and self-explanatory. I am using that combination to indoctrinate the movers and shakers of this community – the business owners and managers.

I am cranking up a refresher bicycle safety awareness campaign for downtown Lake Wales. We have a new Main Street director and I approve of her completely. She is innovative and thinks out-of-the-box, albeit, in the legal sense. I plan to take her out to lunch soon to work on her. By golly, if we keep working on it, we may have a forward thinking city, yet!

Bob’s membership letter...

Florida Bicycle Association, Inc.

A large percentage of bicyclists who anger motorists are the people that go to a store, buy a bicycle and start riding. They have no idea of what they should be doing and have no intention of trying to learn. We must find a way to contact these uneducated bicyclists and try to show them the proper way to ride on the streets.

Many people complain about incorrectly riding bicycles, but what do they do besides yelling at them? Writing a letter to the editor of a newspaper is just the same effects as telling your golf partner, your wife or praying to your Detroit Iron. You can complain all you want, but unless you are doing something worthwhile about it, it will not help correct the problem.

Now you have a chance to correct the problem. The Florida Bicycle Association is making an effort to change the situation, but they need help from both bicyclists and non-bicyclists. Most bicyclists are motorists at times, but not all motorists are bicyclists and by joining our association, you can help us from a different angle.

Have you ever taken part in a bicycle training class? You may decide that you enjoy bicycling. So join the Florida Bicycle Association. The contacts will open up new worlds for you!

We accept membership applications from almost everyone – even die hard motorists! By becoming a member of FBA, you will not be required to conduct bicycle safety classes or seminars. As a member, you can support those of us who are doing this work. You will be exposed to bicycle safety materials and the unfamiliarity of bicycling will be gone!

— Bob Dioguardi, Bicycle-Pedestrian Coordinator, Lake Wales

So what was your excuse again?

Jax commuter sees multiple values in pedaling to work by Abhishek Mukherjee

I am a logistics engineer for a global contract logistics company. I live in Jacksonville and have been a bicycle commuter only since the end of May.

I ride a friend’s well-maintained Specialized Rockhopper Comp. The bike is over 10 years old but it is in great shape, fits my 5’8” frame and, with newly added skinny road tires (26X1.5), is a breeze to ride.

I ride to work primarily to get a good daily work out. No amount of going to gyms has worked for me.

I work 2.2 miles from my apartment, but I come home to walk my dog. I have a 4 year old female greyhound and, though retired, she needs to be on a schedule.

I also need to wear a tie three days a week. For my 5’8” frame and, with newly added skinny road tires (26X1.5), is a breeze to ride.

I also need to wear a tie three days a week to work and get only one hour for lunch. So, stocking up on under armor vests, I started off in the last week of May with my 8.8 mile daily ride (2 round trips). The lunch ride is the most draining on energy but it has slowly become a good mid-day exercise.

Starting to ride my bicycle, I noticed a few more factors that motivate me. I am an amateur photographer and I get to see the city in a different perspective. Ducks and pelicans don’t run away from me as I approach on my bike.

I also like being independent from the car and gas, which goes against my love for cars and driving and I never expected that.

I have covered 150 miles so far and haven’t filled up gas since 24 May. With five more gallons to go, I am aiming for two more weeks without a fill-up.

A few other people from work have been riding to work too. Our one bike rack is almost full and we have requested another.

We have a website: www nopollutecommute com

The commuting by bicycle culture is slowly picking up in Jacksonville. I see a lot of resistance from people about being sweaty or taking to much time to get to work.

I still get a lot of well-wisher co-workers asking me to not ride on the roadways.

I recently commented on one of your posts about it.

I also read [FBA’s] handbook: Florida Bicycling Street Smarts. It has a wealth of information for a newbie to be confident and safe on the road.

Check out the following website to receive really cool bike commuter stickers: http://www.bikecommuters.com/2008/06/16/ bikecommuterscom-stickers.
What will it take?
by Dan Moser

Why are many transportation departments so resistant to providing adequate bicycle accommodations? Lee County, in Southwest Florida, is currently embroiled in a controversy that’s not unique to us: the refusal of Lee County Dept. of Transportation (LCDOT) to provide on-street bike lanes on any county road. Perhaps we cyclists are expecting too much. After all, in terms of numbers of road users, we’re barely a blip on the radar screen.

But based on Florida’s perceived bicycling environment as well as real conditions on the ground, most communities leave much to be desired. Perhaps that’s one reason why our numbers remain relatively low compared to motor vehicles.

In this SW Florida case, LCDOT claims that because they can’t justify (not afford, mind you) the additional up-front cost of designing and marking bike lanes or the added maintenance that’s required, and based on their findings that there’s no added benefits – either in terms of safety or otherwise – associated with upgrading paved shoulders to bike lanes, the department’s policy will officially be to include only paved shoulders on any future project.

And get this: LCDOT will remove any existing marked bike lanes (signs and pavement symbols only) in order to reduce the liability that they claim they’re at risk of due to the fact that they do not sweep roadways nor plan to in the future.

I’m aware of the various schools of thought on how cyclists should be treated on our roads. Some would prefer we receive no special accommodation and simply meld with traffic, something that we must do in many instances anyway.

Others feel paved shoulders are adequate (assuming they’re designed and installed properly).

Another stance is that riding with marked and signed bike lanes on the road is the ideal situation.

And, of course, there are those who really don’t want to be on-road and prefer sidepaths exclusively.

Strategies for fighting traffic citation injustice

They are writing the ticket up. They generally shoot from the hip writing the tickets. If you ask them, “Are you sure I did that?” they’ll consult their computer to make sure they have the correct statute. This is not a good thing. Also, if you follow #2, the cop may write a lesser infraction. In court if they’ve given you a ticket for wrong statute, you win. I had a case where the cyclist was charged with trying to “sell a used vehicle on the side of the road.” The deputy had transposed some numbers and we were out of there. Go to “myflorida.com,” click “government” and then “Senate.”

7. Law enforcement officers are busy. When court time comes they may forget, lose the subpoena forget to show up. It might be their day off. At court if there’s no officer, “case dismissed.” When court time comes they may forget, lose the subpoena forget to show up. It might be their day off. At court if there’s no officer, “case dismissed.”

Remember what the officer looks like generally, if the cop shows up and your case is weak. You usually can’t take pictures of them, they get suspicious, or paranoid, even hostile. However, see rule #4 above: if at scene use camera phone to shoot the scene and “happen” to get officer, you’re good to go.) Also if you follow #2, the cop will say, “ah, that’s just that bike rider, I can’t spare the time for that hearing” and he’ll or she’ll go somewhere else at the time of your court hearing. This is good. Case dismissed for lack of prosecution. Nice job.
Words from the Bike Ape...

Fabulously Freaky

You’re casually strolling down the sidewalk in your town. It’s a quiet mid-week evening, just after dinner. Off in the distance you hear what sounds like a train horn. Odd, you think. You hear it again, only this time a little louder. Soon you start hearing hoots and hollers and the growing roar of what sounds like a mob.

The sound grows. It’s echoing through the streets. You start to get a little nervous, thinking that there might be a riot of some sort.

In the distance you see them, a huge group of people and they’re all on bicycles…well, sort of. There are 10 foot-tall bikes, choppers, low riders, K-Mart cruisers, garage-built four-wheeled pedal-powered John Deere tractors, and others that simply defy description.

Then you see the source of the train horn sound: a real train horn—mounted on a bicycle. It’s like Dr. Seuss and Tim Burton got together and planned a Critical Mass ride.

Depending on the theme of the ride (more on that later), you may see 150 pirates, or a bunch of burly guys dressed as Catholic school girls, or a rolling parade version of A Nightmare Before Christmas.

Bizarre doesn’t go far enough to describe the scene you are witnessing. This is the Freakbike Militia, an unofficial, underground, unsanctioned gang that anyone can join as long as you have a bike to ride.

The only rule: have fun and share it with everyone.

In the roughly two decades that I have been riding bicycles, I have never come across anything quite as amazing as the Freakbike Militia. A Freakbike ride is something so different and so fun that everyone wants in.

The coolest part of their story is their evolution from guys and girls having fun riding mountain bikes to what it is today.

That story and the genius behind it are as interesting as the event itself.

Sometime in the mid 1980s a group of friends started riding mountain bikes in the wooded areas of western Palm Beach County. They were a rag-tag bunch ex-motorcross racers and the off-road cycling scene was limited to a few narrow singletrack trails hacked out of the brush by hand.

Over a few years the trails got better, more people joined the fun, and a real healthy off-road scene developed. Anyone could come out and ride and have fun. There was no pressure—after all this wasn’t a ride with those mean ol’ roadies. Beer was the post ride refreshment of choice.

This wild and crazy gang of mountain bikers called themselves the Gator Raiders and put on impromptu events, threw parties, did nighttime “Urban Assault” road rides and did a whole lot to help the sport of cycling grow in South Florida (my first group ride ever was an Urban Assault).

Strip malls and housing developments eventually covered over many of the places where trails existed. The number and quality of places to ride a bicycle off-road diminished. The scene sort of stagnated.

As one of the original Gator Raiders, Kenny Prather had witnessed the birth, growth, and slow decline of off-road cycling in South Florida.

He was always a leader in the group and a very creative individual. Somewhere along the line, ride “themes” were introduced and proposed weeks in advance of a ride. The Halloween Cruise, Freakblanket Bingo, Nightmare Before Christmas, Pirate Night, Hillbilly Night, Revenge of the Nerds, and so on.

Always a part of a ride’s theme are contests, raffles and giveaways of some sort. Local bike shops and businesses step up to sponsor them with bikes, gear and gift certificates.

One of the most memorable was the dog food eating contest (cheap wet food in a pull-top can). Whoever could eat the whole can and not spit it out or throw it up won a chopper bicycle. Then there was the bicycle jousting contest. And who could forget the “drag” races—as in men dressed in drag, racing.

It sounds a bit risky and even risqué, but always manages to be family friendly…well mostly.

Please see Freaky, page 12.
‘Brass Lion’ designers aim for 19th century style

While we’re on the subject of “unusual” cycle designs, pause for a moment to reflect upon this creation.

Were it not for the modern chain wheel and several other components not as obvious in the pictures at right, you can almost imagine this tricycle taking the cobbled lane (ouch!) amongst horseless and horse-drawn carriages.

The “Brass Lion” is the creation of “Stuben’s Wheelmen,” a couple of gentlemen from the Valley Forge area of Pennsylvania, Eric and Alan.

The Wheelmen took their name from American Revolutionary war figure General Wilhelm Von Steuben. They based their design on plans found at www.atomiczombie.com (a good source of plans for you Freakbike Militia types) but went for the old-fashioned look to complement the high ground clearance.

All the brass and extras make for a wee heavy contraption, weighing in at 60 pounds, according to Wheelman Alan. You can see more pictures of the Lion at http://steubenswheelmen.blogspot.com and even more at http://steampunkworkshop.com/the-brass-lion-steampunk-recumbent.
State of Florida recognizes Bike Florida’s commitment to alternative transportation by Dave Milliman

“Ping... Ping,” the metal detector goes off. Kenny Magyar, 88, endurance cyclist, stops and raises his arms. After years as a security guard, he knows the drill.

Only this time we are just outside the governor’s office in Tallahassee. He raises his arms and stands facing the guard. “Must be my defibrillator,” he says to the guard with the wand, “always makes these things go off.”

Kenny had just met with the Governor and his cabinet as part of a proclamation to honor Bike Florida and Florida’s commitment to greenways and trails and alternative forms of transportation.

The proclamation honors Bike Florida for “fifteen years of service creating a more healthy citizenry by offering and promoting an enjoyable, carbon-free alternative mode of transportation to thousands of Floridians and visitors.”

Among the “Whereases” are

- Whereas bicycling is a low cost recreational activity that can be appreciated at any age and provides an excellent physical activity that increases heart health; and

- Whereas Bike Florida encourages physical activity for all ages by promoting cycling whether on single bikes, tandem bikes or recumbent bikes...and has assisted rural communities economically throughout the state by routing trips through many of Florida’s historic and cultural towns....

It was an honor for Bike Florida to receive this recognition from the State of Florida. It is especially important for us to recognize and to thank Yvonne Gsteiger, Senior Cabinet Advisor, (Environmental and Land Use) whose idea it was to bring attention not just to the outstanding effort that Florida is bringing to the trails and greenways effort, but for Kenny Magyar and his outstanding contribution to all that is good about bicycling and physical fitness.

During the cabinet visit, Kenny wowed the crowd, not only with his spry body and succinct mind, but by showing off his inner thigh tattooed with “Share the Road.” With his thigh exposed, he told Governor Crist that he was going to add “it's the law” across the top of his existing tattoo. For a moment, no one in the room could say anything. The Governor was smiling: he loved it. Then the room exploded. Kenny had taken the capitol!

The 15th year of Bike Florida took place on roadways and bike trails from Clearwater to Fanning Springs and Kenny Magyar was the Grand Marshall.

His enthusiasm and energy was on evident display, no matter how long the daily ride (he did take a detour and ride 100 miles on one day) or how hot the weather.

Kenny, who acts and looks 30 years his junior never has a disparaging word. If he cannot find something nice to say, he says nothing.

But most of the time, Kenny is a courier of bright thoughts, the ultimate purveyor of good feelings.

No matter rain or shine, Kenny was on his bike, usually wearing bright yellow and smoothly pedaling down the road, eager to give encouragement or advice gleaned from 50 years of serious bike riding, including 10 years as a bicycle shop owner in upstate New York.

It is quite possible that Kenny’s remarkable endurance and gentle disposition germinated during WW II when he was a boson’s mate in the bowels of the USS New Jersey.

He spent most of the war below deck, making the boiler room as functional a unit as possible and as efficient as a war ship could be.

It took a rare and understanding character to stand 14 hour days with the average temperature well over 100 degrees — often with enemy shells exploding all around the ship.

Paddle Florida and ‘Go with the flow’

Nov. 8 - 15

In March 2008 155 paddlers traveled 123 miles of the Suwannee River Wilderness Trail, paddling 13-25 miles by day and camping in state parks or municipal and private campgrounds along the river (March route is shown above). Paddle Florida provided meals, entertainment and baggage transportation. Cool, sunny days, chilly nights and spectacular scenery were courtesy of North Florida.

Up to 200 paddlers will do it again this November, paddling 15-20 a day from White Springs to Branford. You can be one of them.

For more information and journey details, please visit www.paddleflorida.org.
## 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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Other state & federal agency staff:

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- Connaughton
- 352.392.4042
danc@hrrp.ufl.edu

FDBE Office of Greenways & Trails

- Jim Wood
- 850.245.2052
jim.m.wood@dep.state.fl.us

FDOE Student Transportation/Coordinator

- Charlie Hood
- 850.245.9924
charlie.hood@fdoe.org

FHAW Fla Div Safety Engineer

- Hussein Sharifpour
- 850.942.9650x3024
hussein.sharifpour@fla.dot.gov

Community Traffic Safety Program District Coordinators

- Florida Tech Transfer (T*12) Center/Co-directors
- Janet Degen, Nina Barker
- 352.392.2371x227
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Other organizations:

- Florida Bicycle Association/Executive Director
- Laura Hallam
- laura@floridabicycle.org

- Rails-to-Trails Florida Office
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- 850.942.2379
rtf@floridatrails.org

- Epilepsy Foundation (Fla. Ped-Bike Safety Resource Center project)
- Susan Eddins
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- Bike Florida
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- Transit Planning
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- City of Tampa/Parks & Rec Dept/Greenways & Trails Coordinator
- Mary Helen Duke
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mary.duke@tampagov.net
TKO gives disadvantaged kids off road experience  
by Mighk Wilson

Is riding your favorite mountain bike trails getting a bit stale? What if you could somehow see them through a new set of eyes?

That’s what participating in a Trips for Kids mountain bike trip can do for the experienced adult cyclist.

Oh, and it seems to make a big impression on the kids, too.

Trips for Kids is a national organization dedicated to giving disadvantaged kids the experience of biking through the backwoods, and Florida Bicycle Association has started a chapter in Orlando.

We held our first ride on June 7 on the trails of the Cross Florida Greenway at Santos, just south of Ocala.

We brought six boys from Orlando’s Parramore Kidz Zone program (Parramore is a low-income, predominantly African-American neighborhood).

Seven adults came along for the ride; three of them mountain biking for the first time! (Thanks to Tom Punzak, Addey Hendrickson, Nikki Robinson, Karina Veaudry, Laura Hallam, and Carol Wilson).

The kids had great energy, and were quick studies on singletrack skills. After tackling nine miles of easy, yellow-blazed trails, we refueled at the trailhead and headed back out to challenge ourselves for another eight miles on the blue trails. (For those not familiar with mountain biking, those 17 miles are equal to about 35 miles on the road.)

TKO currently has a fleet of six bikes; five donated bike Trek as our “starter kit,” and a sixth made possible through a donation by the Central Florida Chapter of Florida Planning and Zoning Association. David’s World Cycle assembled the bikes for us at no charge.

We’re always looking for more help: especially adult ride guides, donations to purchase more bikes and equipment. The more of each we have, the more kids we can serve and the more trips we can make.

To get involved contact Mighk Wilson at TKO@earthlink.net. Look for more information on TKO on FBA’s updated website, and learn about Trips for Kids National at www.tripsforkids.org.

A three-hour course currently offered in Seminole County to individuals with suspended or revoked driver’s licenses is ready to expand to other areas of the state.

The ATE Program grew out of findings in Seminole County that the majority of pedestrian and bicyclist fatalities involved people who had not been licensed, suspended or revoked.

FBA and Metroplan Orlando worked with the Florida Safety Council to develop and hold courses in Seminole County and to date over 800 people have participated.

The class covers pedestrian safety, bicycling safety, practical bicycling, using transit and other issues important to those who are not permitted to drive.

Even if instructors don’t convince the students to use their bikes for transportation (at least while they can’t drive their cars), educating them on safe cycling principles and sharing the road with bicycles intends to make them better drivers once they are back behind the wheel.

The program requires qualified instructors and county traffic court judges willing to mandate the class.

Mighk Wilson and Lyndy Moore have taught the class, held once or twice a month in Seminole County.

FBA held three instructor training workshops to support program expansion in other areas of the state. Currently 21 qualified instructors reside in the following areas:

Jacksonville/Duval
St. Augustine/St. Johns
Palatka/Putnam
Tampa/Hillsborough
Fort Myers/Lee
West Palm Beach/Palm Beach County
Miami/Dade
Fl. Lauderdale/Broward
Stuart/Martin
Brooksville/Hernando
Orlando/Orange
Maitland, Winter Springs/Seminole
Waldo/Alachua

If you’re interested in becoming an instructor, the only pre-requisite is Road I.

FBA is also looking specifically for people who actually use their bikes for transportation since the credibility it brings is very important for this audience.

If you know a county traffic court judge willing to discuss this program, please let FBA know by contacting Laura Hallam at laura@floridacycobo.org.

The program is also open to people who haven’t been mandated to take the class though FBA has not marketed it for the general public.

Alternative Transportation Education Program (ATE) targets court-ordered cyclists/pedestrians

FREAKBIKE MILITIA

Website
http://freakbikenation.homestead.com

FBM – West Palm Beach
Website: http://forum1.freakbikenation.com/viewforum.php?f=4
Contact: Kenny Prather
Email: kennyclean1@aol.com

FBM – Spaced Coast
Website: http://forum1.freakbikenation.com/viewforum.php?f=19
Contact: Bullet

Other Chapters
FBM – Golden Horseshoe, Ontario
FBM – Great Lakes, Michigan
FBM – Rockies Division, Vancouver
FBM – Twisted Spokes, Oregon
FBM – Montreal
FBM – New Zealand

FBM – Phoenix Phreaks, Arizona
FBM – Monterege, Quebec
FBM – FirstStateFreaks, Delaware
FBM – Chicago
FBM – Warped Sprockets, California

And it all began in West Palm Beach!

Freaky fashions and fantastic mechanical apparatus are the rule at Militia events

continued from page 8

The creativity of the bikes and the costumes is amazing, with some even building new bikes for each ride. Many qualify as rolling art. Some are just junk, salvaged and slapped together in a totally unconventional way, hardly identifiable as a bicycle.

The group grew and grew. Every time we’d ride, people would ask what we were doing, where we were going, what was the occasion? They’d ask how along could they join us. Answer: “Get a bike and meet us next time we ride.” More often than not they’d show up.

After a dozen rides or so, everyone decided we needed a name other than “the chopper ride.” A request for proposed names went out; many were submitted. At the next ride a vote confirmed Freakbike Militia as clearly the only appropriate choice.

Coming up on its 20th edition, Freakbike Militia has become a movement. Each quarterly ride is bigger and more fun. People come from all over the place to ride.

The phenomenon of Freakbike has spread far and wide. Freakbike chapters have sprung up across North America and as far away as New Zealand. Prather, the founder, CEO and Grandmaster of Freakbike Nation couldn’t be more pleased.

“Every kind of bicycle is welcome on a Freakbike ride, says Kenny. “Nobody will ever be told they can’t ride with us. If they have a bicycle, they ARE one of us!”

What is most impressive about the rides is that they work so well to get people on bicycles. Many come out who would otherwise not ride at all. And the group is so disarming to the motoring public.

Occasionally attracting two hundred riders, the Freakbike Militia rides down the road taking an entire lane, waving to motorists and cheering themselves on. To my knowledge there has never been a single negative interaction with a motorist or law enforcement. The riders’ exuberance seems to spill over onto all they encounter.

On the rare occasion that someone new has gotten out of line, acted aggressively toward a motorist, or otherwise ruined the good vibe of the group, they have been dealt with and asked to please play nice or don’t come back. So far there has been 100% compliance.

So far, the Militia seems to be the best thing that has happened to cycling in South Florida since pneumatic tires.

The only way to really grasp this madness is to come down and get your Freakbike on. Any human powered vehicle is welcome, the weirder the better. Freakbike Militia rides every Wednesday night starting at 7:00 P.M. at the eastern terminus of State Road 80 in West Palm Beach.

The ride goes along the city’s waterfront at parade pace and right into the heart of downtown where the festivities take place.

Then everyone saddles up and heads back to wherever they came from.

Check out Freakbike Nation at www.freakbikenation.com. You and everyone else in your town will never look at bicycles in the same way again.
Some Upcoming Bicycle Touring Events in Florida

ABRAGED 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 bike@piercereads.com.

See complete calendar, including many out-of-state rides we don’t have here, and all the hype we edited out at www.floridabicycle.org/bfb.

August 2 (Sat) Mobile FL
WWW: http://www.wuswa.org/ Active.com Online Registration

August 8-10 Suwannee River State Park FL
Dog Days Open House
Held at Suwannee River State Park 9 miles west of Live Oak. Saturday morning will start off with either a fun ride at Anderson Springs, Big Oak or along the scenic country roads. Saturday afternoon, we will float down the Suwannee River through the black-hitch Roe River in inner tubes. Bring a covered dish for the Saturday evening pot luck dinner. Make your hotel or campsite reservations today. This is a great event to introduce your friends to the SBA as it has no entry fee. Suwannee Bike Association, PO Box 247, White Springs, FL 32096.
WWW: http://www.suwanneebike.org

August 16 (Sat) Tampa FL
Tour de Guava 2008
Charity bike ride of 206K (125 miles) completely circumnavigating Tampa Bay. Rider Check-in: 5pm - 8pm August 15th 5:30am - 6:30am August 16th. Start Time: 7am for pre-registered riders 8am for same-day registrations and late arrivals. Registration fee $25 - Pre registert at any time on our Web site or in person 6pm to 8pm August 15th. $35 - Same day registration.
WWW: http://www.tampacycling.com/

August 24 (Sun) Melbourne FL
9th Annual “Ride for the Red” Cycling Tour of Brevard County
116/55/33/20/12 mile options, 20 mile guided Fun Ride, NEW for 2008 5K run! Registration begins 6:30am; the 5K run: 7:15am; cyclists: 8am. Fun ride 9:00am. Start and Finish at Wickham Park Pavilion next to Brevard Community College, Melbourne Campus. Your fully supported ride and run takes you through some of the most scenic areas of Brevard County. Rivers, countryside, villages, wildlife, beautiful Florida neighborhoods and Kennedy Space Center will make this event a memorable one. Our traditional “Pasta OVERLOAD NIGHT” dinner is Saturday, August 23rd, 6-8pm at the Wickham Park Pavilion. Proceeds: American Red Cross-Space Coast Chapter. Contact Vicki at 321-231-3599 for more information. WWW: http://spacecross-trerecross.org/

August 30 - September 1 Sebring FL
Tour of Sebring
Explore the natural beauty of the rolling hills, citrus groves, cattle ranches, small towns and gem-like lakes in scenic Central Florida. Join over 400 cyclists for the Bok Tower Century, part of the TOUR OF SEBRING event. You can choose to ride the 62 or 31 mile rides. Fully supported. Route is well marked and excellent maps are provided. Riders are done at your own pace, so this event is perfect for riders of all levels of experience. MID-day meal is included, as are tee shirts, ice cream socials, poker runs. Linda Leeds, Event Director, lindalee78@juno.com.
WWW: http://www.kenilworthlodge.com Active.com Online Registration

August 31 (Sun) Sebring FL
Bok Tower Century
Explore the natural beauty of the rolling hills, citrus groves, cattle ranches, small towns and gem-like lakes in scenic Central Florida. Join over 400 cyclists for the Bok Tower Century, part of the TOUR OF SEBRING event. You can choose to ride the 62 or 31 mile rides. Fully supported. Route is well marked and excellent maps are provided. Riders are done at your own pace, so this event is perfect for riders of all levels of experience. MID-day meal is included, as are tee shirts, ice cream socials, poker runs. Linda Leed, Event Director, lindalee78@juno.com.
WWW: http://www.kenilworthlodge.com Active.com Online Registration

September 7 (Sun) Jacksonville FL
19th Annual Endless Summer Watermelon Ride
A classic one-day bicycle event designed for experienced, touring, intermediate and beginner cyclists. 30, 45, 65, 80 and 100 mile routes primarily traversing lightly traveled country roads. Starting at the Jacksonville Equestrian Center located at 13637 Normandy Blvd 2008 32221. Past riders have been very pleased with the new facilities which include huge restrooms and parking for up to 1000 cars. Bring your bathing suit and a towel for a cool dip after the ride in the olympic size pool.
Showers facilities
WWW: http://www.nbsj.org Active.com Online Registration

September 13 (Sat) Ponte Vedra Beach FL
The 7th Annual Patriots Memorial Bike Ride
Honors the victims and heroes of September 11th 2001. It is 91.1 km on four lane highways and scenic country roads. Please wear red, white & blue to honor the day. Short Memorial Ceremony starting at 6:30 am. Please be parked and ready to roll by that time. Departs Nease High School in Northern St. Johns County (Ray Road at US 1, 1 mile south of CR 210) at 7:15 am. Some four lane highways and some scenic rural county roads. Suggested “for experienced road riders” — no baby strollers, no sidecars. Bicycles are available for those races or any of the late season long course triathlons. This is not a race. All cyclists must obliter all traffic signs and signals. Bicycles are not allowed. Helmets are required for all riders.
WWW: http://tritoflorida.com Active.com Online Registration

September 20-21 St Augustine FL
Bike MSI: PGA Tour Cycle to the Shore
A 2-day route with an overnight from St. Augustine to Ponte Vedra Beach. The route is fully supported with food, water, medical and safety support and guidance. WWW: http://bikemisi.natlassoc.org/site/PageServer?pagename=BIKE_MSI_Details

October 5 (Sun) Inverness FL
Ride to Trails 14th Annual Bike Ride
Rides are done at your little as much as you like on the Withlacoochee State Trail during this fun ride. Registration from 7:00 am to 9:00 am. At the North Apopka Trailhead in Inverness. The railroad-converted asphalt trail is 46 miles long and enthusiasts riders may ride 100 miles by including the 8 mile loop at the north end. Five SAG stops provided. Most of the trail is level with light rolling hills and wildlife can be seen. A continental breakfast and a light lunch are included in the cost of the ride. Trails to Trails of the Withlacoochee, PO Box 807, Inverness, FL 34451. (352)726-2180.
WWW: http://www.rtztotrails.com/

October 11-12 Mt Dora FL
3rd Annual Mount Dora Bicycle Festival
Sponsored by the Mount Dora Chamber of Commerce, P. O. Box 196, Mount Dora, FL 32757.
Phone: (352)321-2294.
WWW: http://www.mountainobikefestival/index.php

October 11 (Sat) Moccasuke FL
25th Annual Spaghetti 100
Route is 100 mile dirt road ride. For registration, directions, and ride information please visit the Capital City Cyclists Website (below). WWW: http://www.ccyclists.org/ Active.com Online Registration

October 18 (Sat) Gainesville FL
14th Annual Santa Fe Century
A tour through the lush forest and pasture land north of Gainesville up through the Santa Fe River valley. Rides start at 8:30 am from the North West Boys Club at 2700 NW 51st Street in Gainesville. Enjoy a 100 or a 55 mile road ride, or the 18 or 28 mile Millhop-k Rambler family fun ride, with well stocked rest stops. Fees include a T-shirt, BHOP, breakfast, and Dominos pizza.
WWW: http://gccfa.org/gcf/

October 19 (Sun) Pamplin FL
10th Annual Fenner McCollin/Matt Wantz Blackwater Heritage Trail Century
Cycling through quiet roads in and around the Blackburn Water State Park. The ride starts on covering 20 miles of downtown and neighborhoods project awarded best of Florida. 42.6 and 102 miles. Well stocked rest stops, fantastic volunteers beautiful scenery all combine for a memorable event! Registration includes per person fee, event T-shirt, limited sag support, fully stocked rest stops, well marked and signed roads and maps.
WWW: http://www.nfbc.us Active.com Online Registration

October 20 (Sat) BubbaFest FL
BubbaFest 2008
More a vacation than a normal bike tour. It’s a loop ride starting and ending in Key Largo. You will bike the entire key system down and back with one layover day on Marathon Key and two layover days in Key West.
Swim with the dolphins. Snorkel. Dive. Deep-sea fish. Sunsets as only the keys can provide.
Seven breakfasts and five dinners and lots of fun surprises included with the registration fee.
For complete details, visit www.BubbasPamperedPedalers.com or email BikerBubba@AOL.com.
Bicycle Crashes—Know How to Protect Your Rights

by Christopher Burns, Esq.

Here are some great reminders – if we call it we’ll have to charge you – of steps you should take after a crash. — Ed.

1. Always report the crash to the police. Always even if you don’t think you are hurt or your bike has been damaged.
   If you are in a crash with a motor vehicle where there are personal injuries or damage to property that exceeds $500, Florida law requires you to report the crash. But even when not required by law, reporting the crash is critical to preserving your rights.
   The crash report will document important facts about your crash – road conditions, the weather, the eyewitnesses to the crash – and will usually contain a diagram of the crash scene.
   If the other party to the crash acted improperly, reporting the crash will likely result in the other party receiving a traffic citation.
   Often bike crash victims’ back or knee pain didn’t occur until hours or even days after the crash. Sometimes bike damage is not obvious until the bike shop inspects.
   Report the crash even if it involves you and a dog or a hole in the road.

2. Get the names, addresses and phone numbers of witnesses. If you can, try to find out the identity of eyewitnesses to your crash.
   Police frequently do only superficial investigations and don’t bother to take the names of all the witnesses. Don’t rely on the police officer to do this.
   After the witnesses leave the scene, you may never see them again.

3. Don’t say anything to the other party about how the crash happened. It is really true – anything you say may be used against you later on.
   Never make a statement apologizing for the crash or accepting part of the blame. It is not fair for an assessment of fault to be made right then, before the whole sequence of events has been analyzed.

4. Preserve the condition of your property.
   If you are not too badly hurt, it will be tempting to head right for your bike shop to fix the bent handlebars, broken rear derailleur, and other necessary repairs. Don’t do it until you have chatted with a lawyer about your rights.
   Also, carefully photograph the damage, and have the bike shop manager document the exact nature of the damage. If another party caused your crash, they may be responsible for paying for your bike damage.
   But you must give that party or its insurance company a chance to inspect the damage before your bike is repaired.

5. Report the crash to your car insurance company as soon as possible.
   If your bicycle crash involved a truck or car, you may be entitled to receive certain benefits from your own car insurance. Even though you weren’t driving a car, under Florida law your car insurance will be obligated to pay you “PIP” benefits, to the extent you incur medical bills or lose wages by being unable to work.
   Your car insurance may also have to provide you with “uninsured motorist” benefits. Your insurance agent is obligated to explain to you all of the potential benefits to which you may be entitled. Get a lawyer to help you fill out the necessary forms or letters so you begin receiving Florida “PIP” benefits.

6. Report the crash to the at-fault party’s insurance company as soon as possible.
   In a bike/car crash, the investigating police officer will usually take information in the other party identifying that party’s car insurance company. This information will then be placed in the written crash report.
   If the crash involved a dog, you should learn who owned the dog, and information about the owner’s homeowners insurance.

7. Document your physical condition. Take photographs of your bumps, bruises, road rash and scabs. If you must have a cast, use crutches, or wear a splint, keep these items, and have photographs made of you using these things.
   Consider writing a diary of all the activities you can’t perform, and the aches and pains you feel. Months down the road you’ll forget about all this.

8. Photograph the location of the crash.
   Take photographs or videotape of the crash scene even if there are no markings on the road to suggest an crash occurred. Roads are resurfaced, widened, and new signs put up all the time.
   After the conditions of the road when you had your crash may be changed by road construction. Take photographs before the crash scene changes.

9. Don’t ignore traffic citations. If you were issued a traffic citation, you have more choices than just paying the ticket. Under Florida law, if you pay a ticket without contesting it, your record will indicate you were “guilty” of the offense, but no points will be assessed unless your violation involved the use of a motor vehicle.
   Your insurance company will probably learn of your violation, and could consider your infraction when deciding whether to continue insuring you. Your guilty plea will also be used to your detriment in any claim you may make against the motor vehicle driver/owner.

10. Don’t talk about the crash or your injuries, other than as required to report the crash to the police, insurance companies or your doctors. Never give a recorded statement to the other party’s insurance company – you have no obligation to do this.
    Anything you say about the crash or your injuries may be used against you later in court. On the other hand, whatever you say to your attorney is confidential, and cannot be used against you.

11. Consult with a reputable attorney. Crashes may have ramifications in traffic court, criminal court or civil court. There are time deadlines on most claims with which you must comply or your rights could be terminated.
    You should at least meet with an attorney to discuss your rights in all three courts. This attorney should have expertise in bicycle crash cases, and should have handled numerous bicycle crash claims in the past. Most reputable attorneys will meet with you free of charge. After an initial consultation, you can decide better whether you have any need for an attorney.

Christopher Burns is a Jacksonville attorney who specializes in handling bicycling related accident cases and who has been an avid cyclist for 25 years.
‘Ride to work’ gets Jax officials wheelin’
by Miriam S. Gallet, NFBC

More than 100 cyclists and spectators participated in the inaugural, “Ride Your Bike to Work” event held in Jacksonville May 16. Sponsored by the North Florida Bicycle Club (NFBC), three organized rides departed from Arlington, Mandarin and the Westside and arrived at Hemming Plaza at 8:30 a.m. The three groups, consisting of newcomers and club members made a brief stop in downtown Jacksonville and met Jacksonville Mayor John Peyton and City Councilman

Mayor John Peyton (right) addresses the crowd at Jacksonville’s downtown Hemming Plaza. Councilman Don Redman (at rear) waits for his turn at the mic.

Don Redman, who rode their bicycles from their homes. Peyton and Redman led the peloton to Hemming Plaza, where a crowd, photographers and news reporters greeted them.

Accompanied by Redman, Mayor Peyton delivered his remarks on the importance of the event and applauded the NFBC for their support. He then read the proclamation commemorating the historic event.

Redman, who cycles to work most every day, is committed to improving the bicycling environment around the city.

Nabbed by the law? Think you’re getting the short end? Here are some...

Strategies for fighting traffic citation injustice
by J. Steele Olmstead, Esq.

When I represent an injured cyclist I assume they are not guilty for one reason: they have more motivation to avoid a crash. To a car it’s just another hood, to a cyclist a crash is a long time of pain, flashbacks, lost cycling and huge medical bills.

However, here are the simple rules I use to fight traffic injustice when my injured cyclist client has bizarrely gotten a ticket:

1. Obey the @&*^%g laws. This is a gimme. Newsflash: you have the same rights, responsibilities and rules as any vehicle.

2. Be conscious of your emotional state. After a crash or if you’ve gotten pulled, you might be rather “unset.” In a crash situation, since you almost became road kill you are really pissed.

3. The people writing the citations are people in cars who don’t ride.

4. Whip out the camera phone, dude. Before your bike or (the crash scene) the vehicles are moved. Take a picture of EVERYTHING. Here’s scenes you’ll want to snap. With a ticket: the road, markings on the road (those are actually called traffic control devices (yes, the white arrow, line or dash)) or the signs or lights, the position of your bike, where the cop pulled you on your bike and the position of the cop car.

5. “Law enforcement is serious job.” As far as they are concerned, you are on a “toy” that kids ride. If you are extremely polite and act conservatively, (“yes ma’am, no sir, yes officer, no officer”) You can embarrass them into not writing you a ticket if you are polite and firm. “I am pretty sure I was in my lane officer...” “the light had already changed...” “I was in the intersection already...” (in a crash) “the motor vehicle A failed to see me. B. didn’t stop at the stop line next to the stop sign. C. Failed to indicate changing lanes D. Failed to give me three feet of clearance as required by Section 316. E. Came into the bike lane...” The officer has no idea how much that bike cost? ($250? $300? Try $1,500, bubba). Generally only people like us who brave traffic to ride take cycling seriously. Really, what kind of braggadocio are they going to have when they say the ticket they wrote was for a person on a ten speedy. (Ha ha. “Wrote a bicycle a ticket??? You’re joking, right? Ha, ha, ha, ha...THAT’s really stopping crime Simmons.”)

6. Officers usually don’t have the code books on them. DO NOT talk to them when...
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
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243 W. Park Avenue, Winter Park, FL 32789
(407) 647-6441 Office (407) 645-0099 Fax