East Coast Greenway

Maine to Florida Trail is becoming a reality

The 3,000-mile East Coast Greenway route from Calais, Maine to Key West came closer to completion, according to the East Coast Greenway Alliance’s 2008 State of the Trail report.

Among other accomplishments, “Our route was fully mapped on Google Maps posted on our Web site [www.greenway.org],” writes Executive Director Karen Votava, “accompanied by field-checked cue sheets, allowing experienced cyclists to travel the entire route.” Votava reports that “thousands—volunteers, public officials, friends from the private sector, members and donors” have seen the potential of this undertaking and are making it happen.

Other significant accomplishments in 2008 include

- Entire 3000-mile route between Calais, Maine and Key West,
- Completed trails, 120 in all, are available for people of all abilities.
- New Jersey East Coast Greenway Multi-use Trail Guide published by New Jersey Department of Transportation.
- In April 2008, the ECGA Trail Council and Board designated 17.7 miles of trail.
- ECG trail markers posted on National Mall and along Seacoast route in New Hampshire.
- Second Close the Gaps Club tour conducted for 16 major donors from Wilmington, DE to New York City.
- Informational kiosks installed along the American Tobacco Trail in Durham, NC, the D & R Canal Trail in Millstone, NJ, Johnson Park in Highland Park, NJ, and in Charter Oak Park in Manchester, CT.
- At the October 2008 Trail Council and Board meetings, 42.5 miles of additional East Coast Greenway trail were designated.
- New York City Weekend Trip Planner content prepared and tested for publication.
- Fifteen cyclists participated in Bike Florida’s Inaugural Tour, St. Johns River to the Sea Loop, November 15-22, 2008, Palatka-St. Augustine-Daytona Beach-Titusville-Enterprise-Crescent City-Palatka.
- Hike or Bike the East Coast Greenway in Northeast Florida published.

Wanted: FBA Annual Awards nominations

It’s time to nominate worthy individuals and organizations for their significant contributions to bicycling in Florida.

The purpose of the awards is to bring attention to the efforts and achievements of groups, organizations and individuals that help deliver our mission to inspire and support people and communities to enjoy greater freedom and well-being through bicycling.

Awards are generally presented in conjunction with the annual Pro Bike/Pro Walk Florida Conference, but since the next conference will be held May 11-13, 2010 in Lakeland, 2009 presentations will be made locally based on the locale of each recipient.

Award Categories:

- Bicycle/Pedestrian Advisory Committee
- Club
- Off-Road Club or Advocate
- Enforcement Program or Officer
- Education Program or Regional Trainer
- Trails Manager or Promoter
- Bicycle Friendly Community
- Supporting Agency
- Program or Event
- Bicycle Professional
- Citizen Bike Advocate
- Volunteer
- Special Recognition

For a nomination form and list of previous recipients, visit our Website, click on Programs and then Annual Awards.

The direct link is www.floridabicycle.org/programs/awards.html.

Deadline for submission:

September 1, 2009.
So, who’s going to pay $1,250 to ride around Florida for a week?
I can remember when I was broke 25 years ago riding a week for under $10—and that included the Sunday New York Times.
I camped, ate with friends and otherwise cooked from a 5-lb. sack of brown rice and lentils in my saddlebags.
Who needed money? I had the time of my life.
Then why is Bike Florida charging $1,250 for a week’s ride along the St. Johns River-to-Sea Loop?
I mean, Palatka, Titusville and Crescent City don’t exactly skew the cost-of-living index skyward, and there’s no Ritz for overnighting in DeLand even if you wanted 600 thread sheets.
Why have a touring company at all in Florida when club rides cover the state and membership is cheap?
Consider big economic answers and small personal ones—apart from the fact that, when you do figure in the myriad costs of putting full-comfort rides together, $1,250 is what it costs to make the rides work.
Okay. Big economic answer.
Tourism still runs Florida. Like it or not, tourism is why we have no state income tax.
Last year, tourism (and recreation, with which it’s statistically lumped) generated $3.9 billion in state revenues and nearly 1 million jobs.
Yet theme parks and hotel chains run tourism. Green interests have little voice. If you want to help turn Florida’s #1 economic sector green, you need to demonstrate economic impact.
Linda Crider, Bike Florida’s executive director, and I learned about this 30 years ago when we got Bob Graham to pay attention to cycling.
We convened a meeting that brought together state and national cycling people (Schwinn’s Keith Kingbay and LAW’s Phyllis Harmon were with us). So was a high-up from the Division of Tourism (when the Florida Department of Commerce, before Visit Florida, ran tourism).
Mr. High-Up asked how many cyclists Florida could expect. I said maybe a couple thousand the first year.
He did a quick calculation based on the number of tourists already coming to the state—near 15 million at the time. He announced that he had already sat in our meeting for an hour and that that was all the time our numbers entitled us to. He got up and walked out.
Arrogance did not end. When earlier this year the board of Visit Florida—now helping pull up to 80 million tourists a year—fired its seasoned president & CEO, its reason was arrogance.
More than ever today, only economics will make a difference.
The Pinellas Trail draws about 1.1 million users a year. Estimates are that, by 2014, when the St. Johns River-to-Sea Loop is paved and free of cars for its entire 260 miles, up to a half-million tourists a year will overnight in its five counties. That’s powerful.
But how do you make that happen? You start now, by touring the existing 40 miles of paved trail and otherwise along safe roads.
You do it using water taxis and riverboats. You arrange days at the beach, B&Bs, other one-of-a-kind overnights, and distinct local restaurants for meals.
You work on national coverage for the tours, already begun in cycling and trail journals, and next coming in travel and lifestyle magazines.

Have you been injured while cycling?
(I have. That’s why I’ll fight so hard for you.)
Chris Burns is not your typical personal injury attorney. As an avid rider, he combines his experience on the road with his expertise and insight in the courtroom. This unique perspective provides cyclists across Florida with the representation they deserve.
Your race for compensation begins here.
904-632-2424
CHRISTOPHER BURNS
JUSTICE FOR CYCLISTS

Although few Florida cyclists may want to pay four figures for what they might still enjoy for two, others will want the physical comfort and the peace of mind that the best surprise is no surprise.
For the comfort it assures, Bike Florida’s $1,250 is $200 less than the cost of comparable touring in Vermont and way less than overseas.
And not only is Florida already popular with visitors. Visit Florida also tells us that the most frequently asked question at its five state-line welcome stations is “Where can I ride a bike safely?”
So isn’t Florida gaining a reputation for touring? But don’t we also have a reputation for nation-leading crashes? Doesn’t a touring company supply an answer?
Maybe it is, even if cycling Bike Florida-style isn’t for you. And maybe you also know others for whom it is.
If you reach out to them, you’ll help quicken Florida’s green turnaround, and they’ll have the time of their lives.

Advising a bicycle-friendly Florida

Florida Bicycle Association, Inc.

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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 floridabicycle.org.

Visit FBA’s Website

www.floridabicycle.org

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

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

FBA’s Blog is on the website

www.floridabicycle.org

Messenger Deadlines

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

Inquiries and submissions:
laura@floridabicycle.org

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

Membership includes a subscription to the FBA Messenger.

Thanks to Our Donors! (1st Q 2009):
Lifetime members
Kimberly Cooper
dB Technologies
James Nash
Mr. & Mrs. H. Middleton Raynal
Dr. Joe Warren
Mighk and Carol Wilson

Paceline Leaders ($1,000+)
Everglades Bicycle Club
Gainesville Cycling Club

Titanium Partners ($500 - $999)
Alpha Phi Omega

Silver Spokes ($100 - $249)
BOBbies Cycling Club

Bronze Pedals ($50 - $99)

Welcome New/Rejoining Members!

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Join FBA

Use the application form on the last page. Suggested contributions (tax deductible):
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Welcome New/Rejoining Members!
President's message...

T he Florida Bicycle Association is a non-profit organization that is developing programs to promote bicycling education and safety and equal rights. We work with bike shops, bike clubs, advocacy organizations, law enforcement, legislators and others to make Florida a better place to ride for the racers, tourists, commuters, exercisers and kids that visit and live here.

We are doing a lot but there is a lot more to do.

If you are reading this you are also interested in making Florida a better place to ride a bike. I appreciate your membership in FBA and hope that you feel good about supporting our organization.

FBA represents you and we want to reflect your values in what we do.

You can help FBA become a more powerful voice for Florida bicycling by learning more about us.

The FBA Board of Directors holds quarterly meetings that rotate between West Palm Beach, Orlando and Tampa.

The next meeting will be on Sunday, October 25, in downtown Orlando. Are you available to come by, meet the board staff, find out what we are doing and give us your suggestions?

The Florida Bicycle Association is not just for the best cyclists in Florida. We are a people of a wide range of bicycling experience and ability who have a vision of a more bike-friendly Florida and have the people and organizational skills, experience with local and state government, fund raising ability, and connections with other public service groups to help us fulfill the FBA vision.

Do you also have this vision?

Please contact me if you want to come to a FBA Board meeting or are interested in becoming a member of the FBA Advisory Board or Board of Directors.

The organization is made up of all of us and we are stronger when you get on board.

Here are a couple of late-breaking examples of how FBA members have proposed ways that FBA can help empower bicycling in local areas of the state:

- Zmotion is one of the fastest-growing cycling teams in Florida. In two short years they have built their membership to 600 strong and hope to reach 1,000 in 2009.
- The club, oriented toward South Florida riders, began as a way to motivate Zimmerman Advertising Company employees and quickly grew to be a powerful fund raiser for the team National Multiple Sclerosis Society and other causes.

Zmotion recently teamed with FBA to benefit the Share the Road education program.

Get on board

Florida Bicycle Association Messenger
Read ... Tell ... Ride ... Celebrate

Join the inaugural public tour of the richly historic St. Johns River-to-Sea Loop. For seven days, tour backroads, paved paths and waterways by bike, water taxi and houseboat along the longest loop trail forming in the American southeast.

Enjoy Florida in a way that you may never have before, a realm of fall wildflowers, of uncrowded beaches and downhome hospitality. Please tell others.

Ride leaders Linda Crider and Herb Hiller, who 30 years ago together led revival of the Florida bicycling movement, will guide you through waterfront Palatka, through farm-friendly Hastings, into ancient St. Augustine and along the coast through Flagler Beach and New Smyrna Beach. Cross the Merritt Island National Wildlife Refuge into reviving Titusville, before east across the “bamboo curtain” through forgotten Enterprise, culturally vibrant DeLand and give-thanks-still-rural Crescent City and Welaka.

Inaugural public tour October 10-16, 260 miles

- Maps and cue sheets
- Fully equipped support vehicle
- Luggage transport
- 2 on-road guides
- 7 cycling days
- 6 nights in comfortable-to-luxurious one-of-a-kind lodgings
- 6 breakfasts, on-road refreshments, 6 dinners
- Beach swims, historic and nature sites
- Nightly celebrations and regional interpretive programs
- Water taxi across Ponce Inlet, houseboat cruising the St. Johns River
- Tee shirt, safety vest, and certificate of ride completion

BIKE FLORIDA
352.224.8601
info@bikeflorida.org
www.bikeflorida.org

$1,250 per person double occupancy

To Register for Loop Tours in October, November, December, and the annual spring 2010 Bike Florida event, log on to www.bikeflorida.org

Get the skinny on potato skins
by Marilyn Brady, RN, The GoodLifePeople Health Consultant

And now something a little different...

You can say “Po-tah-toe”
You can say “Po-tay-toe”
And even as you think it
You know this veggie is a hit!

You can mash ‘em
You can roast ‘em
And ohhh the ways are plenty
For a crowd from two to twenty

You can bake ‘em
You can shake ‘em
And with our recipes galore
You know your friends will ask for more

So try this recipe
For “you” from “me”
Let’s have some Fun
And try this one....

....79 calories!

Potato Skins with Roasted Peppers
Makes: 12 appetizers
Prep: 50 min. — or less!
Bake: 8 min.
Calories: 79 calories each appetizer

Ingredients:
- 6 Medium baking potatoes (about 2 pounds)
- Sea salt
- 12-ounce jar roasted red sweet peppers, drained and chopped
- 3-5 tablespoons thinly sliced shallots (aka green onions/scallions/eshalotte)
- 1 cup shredded reduced-fat mozzarella cheese (4 ounces)
- 1/2 cup light dairy sour cream
- 1/4 teaspoon dried Italian seasoning, crushed
- Clove garlic, minced

Clove garlic, minced

1 cup shredded reduced-fat mozzarella
3-5 tablespoons thinly sliced shallots (aka green onions/scallions/eshalotte)

Directions
1. Scrub potatoes; prick with a fork. Bake in a 425 degree oven for 40 to 45 min. or until tender; can microwave at 3 min. per potato
2. Cut each potato in half lengthwise. Scoop out the inside of potato halves, leaving about 1/4-inch shells. Cover and chill scooped-out potato for another use such as “potato pancakes”?
3. Line a 15x10x1-inch baking pan with foil. Arrange potato skin side up; brush with oil (good with butter but more fat) and sprinkle with Sea Salt; place in 450 degree oven for 5 minutes.
4. Remove and flip over; fill shells with roasted sweet peppers and green onions. Top with mozzarella cheese. (Set aside few onions for another use such as “potato pancakes”)
5. Bake in a 450 degree oven for 8 to 10 minutes or until cheese is melted and potato shells are thoroughly heated.
6. Stir in sour cream, Italian seasoning, and garlic. Make a dollop on each potato and top with a few shallots or a shallot sprig for a dressier presentation.

“Ask-a-nurse”
Health related questions – 407-257-5958

Nutrition Facts
- Servings Per Recipe 12 appetizers
- Calories 79,
- Total Fat 3g
- Saturated Fat 2g
- Cholesterol 8mg
- Sodium 110mg
- Carbohydrate 11g
- Total Sugar 0g
- Fiber 1g
- Protein 4g
- rich in fiber, potassium and vitamin C

ASK THE CYCLING ATTORNEY...
Can I ride on the sidewalk?
by Chris Burns, Esq.

Q: OCCASIONALLY I AM IN AN AREA WHERE THERE SEEMS TO BE A LOT OF CAR TRAFFIC. SOMETIMES I CHOOSE TO RIDE MY BICYCLE ON THE SIDEWALK TO GET AWAY FROM THESE VEHICLES. IS IT LEGAL FOR ME TO RIDE MY BIKE ON THE SIDEWALK, OR DO I HAVE TO RIDE IN THE STREET?

A: It depends on where you are.
Our state law (Florida Statute 316.2065) says you can ride on the sidewalk unless the local government has passed a city or county ordinance opposing it. By state law, when you ride your bike on the sidewalk, you must (1) yield to pedestrians, and (2) give an audible signal before passing a pedestrian.

While most Florida city and county ordinances say nothing about cyclists and sidewalks, there are some which do. Those ordinances restrict cycling due to the perceived safety risks. Here are a few examples:

In Belle Glade, one cannot ride on sidewalks anywhere in the city.
In Jacksonville Beach, Dade City, Daytona Beach, Mt. Dora, Palm Beach, and St. Petersburg, cycling on sidewalks is prohibited in “business” districts or “commercial” districts of the City.
In Deerfield Beach, cyclists cannot use the sidewalks that are along the beach.

In Escambia County, cyclists are prohibited by law from riding on the boardwalks.
In Fernandina Beach and Fort Myers, the local ordinances specifically designate certain roads where cyclists may not travel the sidewalks.
In Fort Lauderdale, cyclists may not ride sidewalks in areas where signs are posted prohibiting this.
In Jacksonville, you can ride on the sidewalk, but you are prohibited from parking a bicycle on the sidewalk.
Is cycling on the sidewalk SAFE? Most experts say sidewalks are less safe for cyclist than the road.
Many safety experts recommend against using the sidewalk. Most cycling crashes happen at intersections.
On the sidewalk, every driveway becomes an intersection. Many driveways have vision blocked by shrubs, trees, or utility poles.
Users of the sidewalk often don’t follow a “flow of traffic.” Many safety experts claim sidewalk cyclists become “invisible” to motorists. For this reason, most cycling safety advocacy groups encourage cyclists to avoid the sidewalk.

Chris Burns, a Jacksonville attorney, has handled hundreds of injury cases for fellow cyclists over the past 25 years. He is an avid cycling advocate who often speaks to cycling clubs and groups of cycling, safety, and the law. He handles cycling cases around and outside the State of Florida.

2009 Bicycle Bash by the Bay!
Winner of the 2007 Florida Bicycle Association Event of the Year Award
October 11 from 11 AM to 4 PM
Vinho Park Downtown St. Petersburg waterfront
www.bicyclebash.com

Each year, the Bicycle Bash by the Bay gets bigger and better. The Bicycle Bash by the Bay brings together bicyclists of all stripes to promote, grow and advance bicycling as a healthy lifestyle and an effective mode of transportation.

Bash sponsors: South West Florida Bicycle United Dealers (SWFBUD), an alliance of nine retail bike stores and Tampa lawyer Tom Singletary. We believe that by pulling together, we can grow bicycling to help all.

SWFBUD is looking for vendors, volunteers or sponsors—you’re invited to play a role in growing bicycling in our area.

Fun features this year include: The Share the Road Ride, Youth Triathlon Series Season Celebration, a swap meet and demos.

You can participate in four ways:
1. Be a “presenting” sponsor. For $2,500 you can have your business name be included as the Bicycle Bash by the Bay presented BY YOUR BUSINESS. It will appear on all event platforms such as our web site, fliers and T-shirts.
2. Be an event sponsor. For $1,000, your business will appear on all event platforms.
3. Be a vendor. It will cost only $100.
4. Be a volunteer. Help SWFBUD put on the Bicycle Bash by the Bay.

SWFBUD looks forward to your participation and please don’t hesitate to contact us if you have any questions.

Contact: Alan Snel, Director of SWFBUD and organizer of the Bicycle Bash by the Bay
Website: www.bicyclebash.com
Check out the Blog: www.swfbud.blogspot.com
Phone: 813-468-0064
Youth Profile...

Racing in the Garden State
by Nick Blanchard

The echoes of cheering students as they emptied the halls on the last day of school had barely died out as my parents and I set out on a trip to New Jersey to attend the Somerville Race Series. Those races included the Cycling Hall of Fame Criterium, Boundbrook Critterium, and the Tour of Somerville.

I was registered to race in all three races in the Junior 15/16 Category.

I was nervous about racing in New Jersey because I had heard that the juniors were mainly 17/18 year olds who are very well trained and cooperative teams, which makes them fast.

I had concerns about being off the back from the start line.

I was surprised at how cooperative and friendly the Colavita Juniors Team in New Jersey was. I found others to work with before the race started and worked with them during the race.

As a result, I finished 5th in my age group the first day, and in the top 20 the second day with all the results compiled as ages 15-18.

The third day was the Tour of Somerville.

I had a Colavita NJ team mate work with me the whole race but we got lapped with two to go and because they don’t use transponders we were pulled.

That course was fast and the leaders (all CAT 2 Juniors Racers) were holding a high 20 mph pace. Those Juniors are the top junior’s racers in the North East.

Overall, as a 14-year-old and one of the youngest Junior 15/16 Category Racers, I did well in all of my races. Because I will be 15 before December 31, the rules require me to race at a “race age” of 15 years old.

Most of the Juniors that I competed with in Somerville were 17/18 year old race age. I learned a lot about racing from those three races and am glad for the experience.

Next year I will train harder for the series to finish up front with the intent to podium.

I am writing this from Flagstaff, AZ where I am training at altitude and attending the USA Cycling SW Juniors Development Camp.

I am going to do my best while at the camp and will update you in FBA’s Fall Issue.

For now, I will breathing the thin air at 7,000 ft and creating more experiences to write about.

Letters to FBA

Helmets, high fructose corn syrup, flats, senior-length tours

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 bels. The opinions offered here do not necessarily reflect those of the Florida Bicycle Association, its officers, staff, board of directors or FBA Messenger editors.

I was a bit disappointed by a photo in the last edition of the Messenger [Vol. 12, No. 2, Spring 2009]. The article about the helmet give away had a photo of a young lady sporting her new helmet. Unfortunately, her helmet is NOT fitted properly. (“Public Safety Council Sponsors St Augustine Helmet give-away,” page 12). I applaud the organization and school for making helmets available and hope that her helmet was correctly fitted that day.

I believe we, FBA, have a higher standard in printing pictures that reflect what we do and support.

I would prefer to see a properly fitted helmeted child featured, or if not available, a caption stating: “This cyclist is awaiting her turn to have her helmet properly adjusted to cover her forehead.”

— Lyndy Moore, LCI Coach

Bike and Build Southern Route

by Lyndy Moore, LCI Coach

Several teams of men and women, 18 - 25 years old, are pedaling across the USA on GIANT bicycles and stopping along the way to work on Habitat for Humanity houses.

I had the opportunity to meet and work with these amazing young adults at a bicycle safety session on Friday, June 12. Several members of the North Florida Bicycle Club and local cyclists joined me as I covered helmets, lane positioning, making left turns, laws and other basics to help the riders understand vehicular cycling.

After an indoor segment, we went outside to learn the #1 technique all riders need to know: how to change a flat tire in the sun, heat and grass; remembering to watch for fire ants and critters is an important part of this skill since it must be done off of the roadway.

The next portion was skills—rock dodge, scanning, instant stop and quick turn. We broke for a ride to lunch and then had a “shakedown” ride to practice what was learned and to make sure the bikes, riders, and countdowns were all in proper working order.

The riders count off at each start of the day and evening to make sure all are accounted for. Each rider has to know the whereabouts of the “number” preceding and following their “number” as a safety measure.

Saturday June 13, an excited group of 34 left Jacksonville, FL sporting Share the Road mini tags on their bikes after dipping their rear wheels in the Atlantic Ocean.

At the end of the 3,510 mile trip along the Southern Route, they will dip their front wheels in the Pacific Ocean.

During the 69 day trip, they will stop and build at six locations, spending a whole week building in Louisiana.

If you would like to donate to their cause, or send care packages to these fellow cyclists, or just follow their progress via blog updates, you can do so here: http://bikeandbuild.org/rider/route.php?route=SUS&year=2009

If you’re worried about future leaders of our country, don’t be – with these folk’s education, attitude and commitment, we’ll be in good hands. Learning about the world from the seat of a bicycle gets my support.
re we crazy? Is this going to be worth it? Will everyone be able to safely complete the ride? Will the cars and trucks drive uncomfortably close to us on the bridges and shoulder-less roads or will they give us three feet as provided by the law? What were we thinking when we decided to lead this trip?

These were some of the questions that filled Gregg Friend’s and Randy Clark’s mind as they made plans to take a small group of boys across the state of Florida on bikes.

Thankfully, many of these questions and fears were eased when Gregg took a SmartCycling Traffic Skills 101 class through the North Florida Bicycle Club.

Gregg and Randy spent three years mentoring and encouraging a group of eighth-grade boys from their church, Christian Family Chapel. Biking across Florida would be a culmination of these boys’ middle school career—a huge accomplishment and something to celebrate as they move into high school.

Five boys signed up for the challenge. One father wanted to ride with them, and a college student volunteered to drive the SAG wagon. So the team would total nine people: eight riders and a driver. The date was set for April 25-26, 2009.

Now, the anticipated weekend had arrived. The training rides were done. The essential gear (ride-whatever-style-you-own bikes, helmets and spare tubes) had been collected and put into a U-Haul trailer the previous night. At 6:30 Saturday morning, sleep was still in everyone’s eyes as they gathered at Gregg’s house in Jacksonville. Parents waved goodbye and the team crawled into the van for the ride across the state.

The mood was subdued as they tried to ignore the facts: every hour driven west at 60 mph represented four-to-six hours on a bike for the return trip. Thinking about it was overwhelming. Now it was the students’ turn to wonder, “What have we gotten ourselves into?”

They arrived at Cedar Key, unloaded the bikes, and headed toward the water for Photo Time at the Gulf of Mexico! Reality set in as their thoughts swirled: “This is actually happening!” “We are REALLY going to do this!” “Instead of being at home in bed, I’ve chosen to spend two days on a bike!”

The journey began at 10:00 a.m. The route was along SR-24, going toward Gainesville. They rode 60 miles the first day, taking five rest breaks. An unusual east wind meant the riders rode into a headwind, although it was less difficult than expected. The first day brought one flat tire, but it was a quick 10-minute change. One student got scraped up when he fell off his bike and another courageously biked all day with bad pain in his knee. The end of day one’s ride was through the University of Florida, which was fun for the Gator fans in the group.

Chris, the SAG driver, was a wonderful servant, going ahead of the group on each leg of the trip to set up a table, put out drinks and snacks (bananas and freeze-pops were a huge hit), make lunches and set out chairs for the bikers to rest and rejuvenate. He gently coaxed the hot, tired boys to eat when they needed to.

At the end of day one, Chris drove the group to their hotel where they swam and showered, then drove them to an Outback Steakhouse for dinner. The riders were thankful to be off the bikes and to enjoy a good meal. Everyone was tired and in bed by 10:00 p.m. except Chris, who stayed up to wash the biking clothes.

Sunday morning, they were back on their bikes by 8:00 a.m., riding east on SR-26. Everyone expected to be sore and dead-tired but were surprised that once they got on the bikes, they felt ready to go.

Happily, the first three legs passed quickly. The group turned north onto SR-21, then east onto SR-16. This road held their next surprise.

The coast to coast team lines up at the Atlantic Ocean finish line. They rode just shy of 146 miles in two days to get this picture. We believe they did some other fun stuff, too. Read the story.

Continued on page 9
Coast to coast team
continued

prise. The hills, coupled with a strong head-wind, made this 25-mile stretch extremely difficult. One student later said that they had to rely on willpower to keep going because it felt as though they would just drop off their bikes before getting to the lunch stop at Green Cove Springs.

After lunch the riders felt rejuvenated. However, the adults were dreading the next hurdle – the Shands Bridge. This bridge is one mile long and has a barrier close to the lane line. The options were to load up the bikes and drive the boys across or “take the road” and have the traffic follow slowly.

They had discussed the options and literally prayed for wisdom, safety, and God’s provision. God answered that prayer in an incredible way. Just as the riders were organizing to cross the bridge, Chris spotted a State Trooper. Chris flagged him down and the officer agreed to escort the bikers across. Not only was the bridge crossing safe, it was fun for the boys.

Once into St. Johns County, they rode north on SR-13, then east on CR-16A, then east on CR-210. They had to take a jog on US-1 to stay on CR-210, which headed them to their objective: the Atlantic Ocean.

By now, other cars joined in the bikers’ chase. Family, friends, the junior high pastor and junior high students from church kept showing up. People cheered the bikers on, then went ahead to wait for the grand arrival at the beach.

Just as it seemed the end was near, one bike had a flat tire which took about 45 minutes to fix. The delay was timely, however, ensuring that the welcoming committee would arrive at the beach before the biking team.

The boys had been dreading the bridge in Palm Valley all day—it looked so intimidating, coming on the final stretch of the ride. All afternoon they talked about how they planned to walk up, thinking it would be just too hard to pedal over. But once on the bridge, no one stopped. One student commented that he was surprised at how easy it was, saying, “After all we had done the last two days, my body was numb to it, and it was not as hard as I had anticipated.”

Around 7:00 p.m., they arrived at Mickle’s Landing beach with huge smiles on their faces and were greeted by more than 40 cheering, banner-holding and photo-taking well-wishers.

The riders went straight to the ocean for another Wheel-dip Photo Shoot to commemorate their team’s having met its huge goal. Standing there, they were filled with joy, accomplishment, relief and even a sense of sadness that it was over.

In two days, five 14-year-olds and three men had ridden for 12 hours and 27 minutes, and covered a total distance of 142.85 miles, at an average speed of 11.5 mph, with a maximum speed of 23.4 mph and most rode mountain or hybrid bicycles.

When asked what impressed them about the trip, the students said, “God provided!” “When I wanted to give up, I didn’t!” “Doing something that big lets me know that I can do other big things!” “When it got hard but I didn’t give up, I found that I really COULD do it!” “I thank God that I was able to do this—and it didn’t without getting hurt.”

As to future riding, several students would like to do a century ride; at least one is dreaming about riding cross-country one day. Many said that they would like to ride across Florida coast to coast again, but are eager to try another route and see new sites. Overall, it was a fantastic experience.

In the future, Gregg suggests that each biker take Traffic Skills 101 as part of the training. His participation in that class was definitely a key ingredient in the success of the ride.

Everyone knows that the Dutch are the bicycle-riding nation on the planet. Even the Prime Minister AND the Queen ride bikes.

There are bicycle lanes on all the main city roads and bicycle stop signs at intersections, with a red, yellow and green bike logo just like a car stop sign.

By law, bicycles have no right-of-way over cars or motorbikes, but automobiles must stop if they are turning right across a bike lane.

Rules of the road are followed carefully by the Dutch nation. In fact, at the primary school level, all the children in Grade 4/5 must pass a street exam on their bicycles.

Exams are conducted both by the police and the school authorities and the children are given a route through the neighborhood to follow. Judges, disguised as painters, gardeners or housewives, watch and judge the riders, who all wear large numbers on their shirts.

Dutch bikes are designed for people who love touring, racing or sports. There are two major racing tours held each year and Dutch companies like RABO BANK sponsor international racing teams for the Tour De France and other similar events.

The most common bike is the “Stads Fiets” or City Bike. This is the businessman’s, school children’s and postman’s bike. You will see Dutch housewives doing their shopping or fathers taking their children to school on this model.

It is very common to see a mother with one child on the bike seat in the back and another on the child seat on the handlebars...and with the two saddlebags loaded with groceries. The rear metal rack is strong enough to support a person, so you might see a couple out on the town, with the boy pedaling and the girl sitting side-saddle on the back.

A Dutch Gazelle City Bike in Miami
by Richard Freeberg

After living 39 years in The Hague, The Netherlands, my wife and I decided to move to Miami. We shipped our Dutch bikes in the container along with our other household goods.

We own two Gazelle City Bikes and they are perfect for the streets here. We sit high up on the seat, so we have good visibility. Our bikes have three gears, hand roller brakes and an Auto-L hub dynamo to operate the front head light.

We have all the Dutch police-required equipment: reflector wheels front and back, a rear red and white tail reflector, on the pedals, a bell and a fully integrated heavy-duty locking system on the back wheel, registered with the insurance company. There are also two shopping bags on each bike and these stretchable straps for large packages.

The Gazelle company is just starting to import bikes to the United States and this means that we won’t have to have parts sent to us from The Hague any more.

Our Gazelle City Bikes cost about $1,000, which makes them quite expensive for a normal daily-use bicycle, but their sturdiness and weight (44 pounds) make them very stable in traffic.

We love riding around Miami and going to the beaches on our bikes and feel quite secure. The bike trail beside Route 1 is a great safety help for us. Although drivers here are not always conscious of our presence, we drive slowly at intersections and, just like Holland, we always make ourselves known by eye contact and, at red lights, by stopping in front of the first car. We try not to ride on sidewalks and hug the right side of the streets. Since there are no bike lanes, people opening car doors are a hazard. But so far, so good.

As the Dutch say, “Lekker op de fiets,” or, “Delicious on the bike.”
Defining your ‘right’ to the road

by Jeffrey Lynne, Esq.

In the June 2009 edition of Bicycling, the column “First, There Was the Bicycle” makes a number of references to our rights to use the road.

Statements such as “our rights to the road are sometimes challenged” and “we exercise our right to the road” were among several using the word.

As a fellow advocate for all Florida cyclists, I am concerned that the repeated mantra that we have the right to use the road is illusory; that right is actually nothing more than a privilege’ that the state can take away from us, without recrimination. Recently, in the Florida case of State v. Wells, 965 So.2d 834 (Fla. 4th DCA 2007), the court reaffirmed what we lawyers all know—limitations on the use of the public rights-of-way do not implicate a fundamental constitutional right; and, thus, any such law is not unconstitutional on overbreadth grounds; the right to travel does not encompass a fundamental right to drive, and driving is a privilege rather than a right.

As such, I remain concerned, and have repeatedly expressed as such, that my fellow travelers exhibit to other users of the roadway. While some of us view such behavior as civil disobedience, our right to use the road is not protected in our state or federal constitutions and therefore our behavior on the roads is not making the point some of us are trying to make (i.e., that bikes belong). By refusing to act maturely and responsibly on the roads, we are eroding our long-standing rights and undermine the hard-earned gains from entities such as the LAB and Bikes Belong. In short, we tend to be our own worst enemies.

Sadly, sometimes Bicycling inadvertently encourages such behavior.

Repeated bike-on-car accidents are not winning the hearts and minds of our elected leaders (or our motoring neighbors) that bike safety needs to be elevated to a national dialogue.

We must first get our own house in order to ensure that we are not degrading the privilege to use the road for the next generation and, perhaps, get that privilege elevated to a right.

— Attorney Jeffrey Lynne practices law with Akerman Senterfitt in Fort Lauderdale. This article is taken with his permission from his letter to Bicycling columnist Bob Mionske, Esq. Attorney Mionske published a detailed response on the magazine’s Website at http://bicycling.com/blogs/roadrights/20090602/cycling-a-right-or-a-privilege/.

BikeWalkLee meets with Mayor of Miami on complete streets

by Darla Letourneau, Sanibel

Members of BikeWalkLee, a new community coalition working to complete the streets in Lee County, traveled to Key Biscayne and Miami from May 15-17 to participate in “Winning Campaigns” training for leaders of grassroots coalitions sponsored by the Alliance for Biking and Walking, a North American coalition of grassroots bicycle and pedestrian advocacy organizations.

The training dates coincided with Miami’s popular “Bike Miami Days.” This event is Miami Mayor Manny Diaz’s landmark campaign to promote community, livable streets, bicycling and walking in the City of Miami.

Each month, the event is held in a different part of the city.

As a Sanibel resident and a member of the leadership team of BikeWalkLee, I took the opportunity to thank Diaz for his leadership on complete streets.

I shared with him that the complete streets resolution adopted by the City of Miami on March 12th is serving as a model for Lee County [see companion story on page 12], as its Smart Growth Committee considers developing a similar resolution for our community.

Bike Miami Days is a great way to encourage citizens of all ages and abilities to bike and walk in their community, and is something I’m going to encourage Lee County leaders to consider.

Participants in the Alliance for Biking & Walking “Winning Campaigns” training meet with Miami Mayor Manny Diaz on May 17. Pictured from left are Dave Snyder (Alliance Consultant), Kathryn Moore, John Timoney, Toni Ferrell, Mayor Diaz, Darla Letourneau and Jeff Miller (Alliance ED). In May the Alliance partnered with Green Mobility Network and FBA to facilitate the third Winning Campaigns Training of 2009. Nearly two dozen advocates from the Southeast launched several winnable campaigns.

Participants left the workshop motivated to tackle their own new campaigns.

“This was one of the most effective seminars I have ever attended,” said Toni Ferrell of BikeWalkLee. “The entire group of trainers left us energized and with a clearer direction for success.”

Advocates are keeping an eye on these new campaigns, which include youth bike safety education, improving cyclist harassment laws and completing bike paths. Miami Training sponsors included Planet Bike, SRAM, Cannondale, Bikes Belong and Momentum Magazine.

Workshop participants: Rebecca Afonso (Oldsmar citizen and FBA member), Michelle Avola (Naples Pathways Coalition), Jim Barton (Asheville Bicycle Network), Amy Diaz (Everglades Bicycle Club), Toni Ferrell (BikeWalkLee), Darrin Flusche (League of American Bicyclists), Laura Hallam (Florida Bicycle Association), Herb Hillier (East Coast Greenway Alliance and FBA advisory member), John Hopkins (Green Mobility Network and FBA member), Darla Letourneau (BikeWalkLee), Gary Mendenhall (J&B Importers and FBA member), Kathryn Moore (City of Miami/Office of the Mayor and FBA member), Gabrielle Redfern (Miami citizen), Hank Sanchez Resnik (Green Mobility Network), Adam Schachner (City of Miami/Emerge Miami), Dina Weinstein (Green Mobility Network), Angela Wolz (BikeWalkLee), Collin Worth (City of Miami and FBA member).

Attendees at the Winning Campaigns workshop in Key Biscayne, Miami, May 15-17, 2009.
### Selected State-wide Contacts

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

<table>
<thead>
<tr>
<th>AGENCY/FUNCTIONAL RESPONSIBILITY</th>
<th>NAME</th>
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BikeWalkLee: working toward Complete Streets
by Dan Moser

ike many communities in Florida, Lee County, in the southwest part of the state, is wrought with sprawl and the problems that result from that kind of development pattern. Especially for bicyclists, pedestrians, and transit users, the transportation environment is problematic at best and downright hostile or inaccessible at worse.

As our state and country are coming to grips with the new reality in terms of how we will get around and live now that traditional sources of energy are becoming less available and more expensive, as well as other factors — economic and otherwise — individual communities are being forced to make many choices.

To ensure Lee County makes the right decisions a coalition called BikeWalkLee came together to push the various transportation and planning departments to build a system that serves all users: Complete Streets. Thanks to Lee County DOT’s decision a year ago to officially refuse to include bike lanes on any county road, would-be advocates came together to challenge this short-sighted policy that’s based on saving a few dollars in maintenance cost and the liability that might result.

Because unmarked paved shoulders needn’t be maintained but designated bike lanes are travel lanes that require a certain level of service, LCDOT reasoned that it was more important to save the cost of sweeping than keeping usable the space they claim is adequate for cyclists.

From that policy, BikeWalkLee was born. Since coming together BikeWalkLee has made quite an impact in policy shaping and funding priorities. Although LCDOT hasn’t yet changed their policy, much more comprehensive and far reaching decisions that both County leaders and the multi-jurisdictional MPO are making because of BikeWalkLee’s efforts will eventually force them to get on-board.

America’s transportation policy priorities are clearly changing in ways that many of us who’ve been involved in bike/ped advocacy have been working toward for many decades. It’s imperative that local communities understand and officially embrace this transformation for them to receive the necessary resources that will create a much better environment for cyclists, pedestrians, and transit users.

If your locality doesn’t have an advocacy group to help further that cause it may miss the opportunity to take advantage of this historic and positive change of direction.

If you’d like to learn more about grassroots organizing please go to the “Take Action” pages of FBA’s Website (www.floridabicycle.org) and the Alliance for Biking and Walking (www.peoplepoweredmovement.org).

A visit to BikeWalkLee’s site (www.bikewalklee.org) can also be helpful, especially for those interested in trying to implement Complete Streets in your community.

Expanding the SWFBUD model to other towns and regions
By Alan Snel, SWFBUD Director

The food was incredible and

The Florida Bicycle Association was incorporated in 1997 for educational and charitable purposes. FBA is a nonprofit, tax-exempt corporation under Section 501(c)(3) of the Internal Revenue Code. Donations, including membership dues, are tax deductible. A copy of the current financial statements may be obtained by contacting FBA, P.O. Box 718, Waldo, FL 32694. To join FBA complete the form in this newsletter and send with your dues, or join online at www.floridabicycle.org.

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New frames for new ages (part 1)

by Mighk Wilson

The street is an extremely important symbol because your whole culture and experience is geared around keeping you out of the street. “Just remember: Look left, look right, look left again… No ball games… Don’t talk to strangers… Keep out of the road.” The idea is to keep everyone indoors. So, when you come to challenge the powers that be, inevitably you find yourself on the curbstone of indifference, wondering “should I play it safe and stay on the sidewalks, or should I go into the street?” And it is the ones who are taking the most risks that will ultimately effect the change in society.

The car system steals the street from under us and sells it back for the price of gasoline. It privileges time over space, corrupting and reducing both to an obsession with speed or, in economic lingo, “turnover.” It doesn’t matter who “drives” this system, for its in economic lingo, “turnover.” It doesn’t effect the change in society.

In the late 1910s and early 1920s motorists were often limited to speeds of 8 or 10 mph in the cities. Pedestrians had free reign, wandering the streets as they had for as long as there had been streets.

Rights column in the June 2009 Bicycling Magazine.

The introduction of fast and massive vehicles into this chaotic mix resulted in an alarming increase in fatalities, mostly of pedestrians. With only 7.5 million cars on the road in 1920 there were 11,000 traffic fatalities (one death for every 680 vehicles per year); about three-quarters were pedestrians, with children highly over-represented.

By comparison, there are about 250 million cars and trucks on our streets today, with an annual death toll of 35,000 to 40,000 (one death per 6,000 vehicles per year); about 5,000 being pedestrians and cyclists. Indeed, we have a much safer system today, but it has not improved much over the past three decades, and some point to air bags and better emergency room care as the reason it has not climbed.

Police in those days saw their role as upholding the existing order. According to Norton, safety came first, and traffic congestion was none of their concern.

In fact, congestion was thought to keep speeds down, reducing crash severity. But motoring and economic interests wishing to see “better traffic flow,” experimented with various new rules and traffic control devices. Citis experimented with their own unique rules and devices, making things confusing for those traveling from city to city.

Motoring interests often worked with local safety councils to improve traffic safety by railing against careless motorists.

Things changed dramatically in 1923 when Cincinnati threatened to pass a law requiring speed governors on all motor vehicles, limiting them to 25 mph. Much as Texas bicyclists got organized back in the late 1960s when threatened with a cycling ban on many rural roads, motoring interests got seriously a-vated. They defeated the Cincinnati referendum and went on to develop a masterful campaign to redefine what streets were for.

There’s nothing like a threat to get people organized.

In the early 1920s, Norton writes, “Motordom claimed that a new age had dawned, making the old customs obsolete.” The new “Motor Age” demanded new ways of thinking and behaving, and new laws to reinforce them.

“Freedom” was their rallying call; the fewer laws the better.

Speed was reframed from a danger to a “right.”

Previously “speed” was considered an integral, and even primary, element of “recklessness;” motordom’s spinmeisters decoupled the two.

Now pedestrians became “reckless” for doing what they had done for centuries, and motorists could go fast without being called “reckless.”

Part of the strategy was to avoid differentiating between “groups” (motorists, bicyclists, pedestrians) and focus on behaviors (motorizing, bicycling, walking).

It’s acceptable to criticize a bad behavior; not to criticize a group of people by association. But this hinged on whether an automo-bile was considered “inherently dangerous.”

If it was, then motorists must be strictly controlled due to the very nature of their vehicles, not their individual actions. Auto interests won this argument not with any dis-passionate assessment of physics, but with better propaganda.

The motoring propaganda machine launched campaigns to blame pedestrians for crashes. Since there were no Uniform Vehicle Codes, motorists led the effort to create them, holding the lion’s share of the seats on both state and federal committees writing them.

Support for these changes came from the very top. Then Commerce Secretary Herbert Hoover helped motoring interests get what they wished. Pedestrian interests, having little organization, had no seat at the table.

Not surprisingly, the new codes limited pedestrians to sidewalks and crosswalks. Thinking long term, auto interests ran their heaviest propaganda efforts in the elementary schools – “streets are for cars… no playing in the streets.” The campaign in the streets themselves progressed from ridicule to arrests as police upheld the new laws. With the introduction of traffic signals, officers were no longer needed to control traffic at busy intersections.

Unfortunately for pedestrians, this meant there was no one there to defend their right-of-way in the crosswalks. Motorists promptly started using their size and speed to scare pedestrians to the curbs.

Bear in mind that this was in a country where there were only 19 million automo-biles but a total population of about 114 mil-lion. Motorists were still well outnumbered, but had the force of law and the power of petroleum on their side.

It’s startling to conceive of how quickly things changed. In a few short years, pedes-trians went from being historic rulers of the streets, to an outcast majority.

States started imposing gas taxes in the early ‘20s. Initially they were condemned by motoring interests, but in a few short years they realized that gas taxes in effect “bought” them not only more roadway space, but also a stronger claim to “ownership.” The percep-tion of our streets changed from public spac-es and public utilities managed by govern-ment for the good of all, to a “commodity” paid for by users. Pedestrians, cyclists, and other non-motorized users, not paying into this system, now had a lessened economic claim to the streets.

Next came the propaganda of the “forgiv-ing highway,” which began in the late ‘20s. The belief was that safe highways could be designed that would require very low driving competence. One need only spend a few min-utes on an American street today to see that this was a self-fulfilling prophecy…except for the safety part.

Next time: Mighk explains how bicyclists and pedestrians can learn from the past and use the same strategies to regain public space for alternative ways to get around.

‘Lights on Bikes’ campaign brightens restaurant employees’ commute

During April 2009, Naples Police officers along with Naples Pathway Coalition members visited a total of 16 restaurants located within two business districts in the southern end of the City of Naples, Florida.

The purpose for the visits was to distribute and install bicycle light sets on restaurant employee’s bicycles.

The light sets, purchased with “Share the Road mini-grant,” consist of a rear red light blinker, front LED white light and tire valve blinkers.

Members of the Naples Pathway Coalition (NPC) also explained the rules of the road and gave bicycle safety brochures to restaur-ant employees.

Naples Police officers and nine volunteer NPC members installed a total of 71 light sets on the bicycles of individuals who pri-marily use their bicycles to commute to and from work at night.

The employees were very grateful to the officers and NPC members for their efforts in attempting to keep them safer while they ride their bicycles during the day and at night.

This effort is an ongoing campaign between the Naples Police Department and the Naples Pathway Coalition with funding assistance from FBA’s “Share the Road mini-grant.”

The Naples Police Department and Naples Pathways members plan to install another 49 light sets and educate the recipients at an up coming “Lights on Bikes” event at Venetian Village, a shopping district located in the northern part of the City of Naples with multiple restaurants.

After the conclusion of the 2009 Lights on Bikes campaign, the Naples Police Department and Naples Pathways Coalition will have installed a total of 120 Bicycle Light sets and blinkers, helping to ensure that these recipients are safer and better educated in their commute to and from work.

— Ofc. Pablo DeBien
Naples Police Department
Upcoming Bicycle Touring Events in Florida

ABRIDGED from promotional material provided by tour organizers. We’re not responsible for accuracy or information of 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 Price. To add an event to this calendar, e-mail to fbot@ piercepages.com. See complete calendar, including many out-of-state rides we don’t have room to print here, and all the hype we edited out at www.florida-bicycletour.org.

July
July 18 (Sat) Inverness
Citrus County Classic Cycling -- Ride For The Future
14/46/92 miles starting at the Withlacoochee trail head in Inverness.
7:30 am registration, no mass start, rain or shine. 14 mile ride on trail. Others include well marked scenic roads and finish at the Hotel and Hernando counties. Three well-marked rest stops and SAG truck.
Free water bottle and goodie bag. Prizes and light lunch after ride. All proceeds benefit the Boys and Girls Clubs of Citrus County. Citrus Cycling Club, PO Box 103, Inverness, FL 34464.
www.citruscycling.com
July 24-26 Dale City
2009 Dale City Bike Fest
Tour of Scoten:
Starts at historic Kenilworth Lodge for the 27th annual Tour of Scoten. Four 21-mile, 45-mile, and 12-mile routes. Well-stocked rest stops, poolside potluck party, ice cream and a light lunch included. www.trailflorida.com
Active.com Online Registration
August
As of this printing, no Florida rides appeared in the FBA online touring calendar. Check for nearby states to ease your biking jones.
September
September 5-7 Selving
Tour of the Suwanee Trail
Start at the historic Kenilworth Lodge for the 27th annual Tour of Sebring. Four 21-mile, 45-mile, and 12 mile routes. Well-stocked rest stops, poolside potluck party, ice cream and a light lunch included. www.trailflorida.com
Active.com Online Registration
September 20 (Sun) Glen St Mary
YMCA National Forest Swampman 100
Ride starts at 8 am at Baker County High School in Glen St Mary. There are 15/33/50/100 mile routes. Well-marked rest stops, poolside potluck. ice cream and a light lunch included. www.myswampman.com
Active.com Online Registration
September 24 (Sat) Jacksonville
The 8th Annual Patriots Memorial Bike Ride
Ride to honor the veterans and heroes of 9/11/2001. It is 91.1 km on four-lane highways and scenic country roads. Rain or shine. 27.2 mile ride, 55.4 mile ride, and 105.8 mile ride. Day. Short Memorial Ceremony at 6:30 AM. Begins early Monday at 5:15 AM. Bike ride begins at the Historic strains high school in Northern
St. Johns County (Ray Road at US 1, mile south of CR 210) at 7:15 AM. Ride is suggested for experienced road riders; no official rest stops (numerous convenience stores on the route). SAG services provided by ABC, Champion and Oldsmobile. T-shirts are provided for pre-registered riders. Any proceeds after expenses will be donated to the American Legion and Henderson. Love.
September 5-7 Selving
Tour of the Suwanee Trail
Start at the historic Kenilworth Lodge for the 27th annual Tour of Sebring. Four 21-mile, 45-mile, and 12 mile routes. Well-stocked rest stops, poolside potluck party, ice cream and a light lunch included. www.trailflorida.com
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by Robert Seidler

Car-nage

The country needs a bold new vision for America failed on its laurels. GM is history; their vision for America failed for Americans and, in the end, for them. It was not rational, sustainable, livable or realistic.

But it dominated three generations of Americans, leaving the last sickly, fat, lethargic, ignorant, broke and pessimistic.

Leaving America with the greatest opportunity ever—good riddance GM. Opportunity USA?

Heads on fire! Sorry for the reality, but catharsis is needed for all of us. The car was a 4,000 lb. safety package delivering a 150 lb. gift.

That is 3,850 lbs. of packaging. Look around you at your packaging: the garbage, waste, environmental degradation due to the wrong road followed by us and led by GM.

I heard the word TRAFFIC SEWERS as related to our street system and didn’t laugh. It has gotten that bad.

Now look at your bike, the many different types of bikes and the many different types of people. Look at the roads as a place reserved for mass transit of all sizes.

All the devices GM replaced with a monoculture of two ton safety boxes. Look at the bike as the link in modal split. Look at your feet and your checkbook and think, too, about health not healthcare, fun not funds.

Think about the words PROGRAM, CULTURE and see how we will believe as GM replaced with a monoculture of two ton safety boxes. As we travel our JOURNEYS FROM the car culture, is choking good folks that gave us the car culture, is choking.

The car culture was against nature and not sustainable, simply put. Job losses or planet losses—pick one!

First, let’s change a few KEY WORDS. Leave highways in the street and bring HUMANWAYS to the public. Drop navigate back in the sea and begin to PEDIGATE, BIKEIGATE and CARIGATE with vigor.

CAR-NAGE, CAR-CASES, CAR-NIVOROUS and CAR-NATION deserve some consideration but given that GM is bleeding from billions of tiny wounds crafted by tiny lies we could let them be.

We can lead with pride out of this menagerie of mistakes and misdeeds if we want but we have to lead by example, inspire not attack, free not force and calm not anger. We had that.

Now look at your bike, the many different types of bikes and the many different types of people. Look at the roads as a place reserved for mass transit of all sizes.

The bicycle was said to be in the 1890’s “the most noble of inventions” and time has proven it so. Assembly lines, paved roads, transmissions, tubed tires, planned obsolescence, ball bearings and hundreds of other innovations were first used and invented for the bicycle.

It may be time to change a few words, change a few minds, change a few behaviors and pick up where we left off.

A neat and clean 50% of all our trips easily could be by bike, 25% could be by transit and 25% could be by efficient and practical cars.

Some will never ride as some will never drive, but all of us share the same planet, resources and need to get along.

As we travel our JOURNEYS FROM HOME to our choices of places along the way, fresh air, quiet streets and beautiful nature could be with us. It is a choice we have, as GM was a choice we had.

Never before could we share information never before could we share information like we do now. Social networking and social marketing elected an intelligent and innovative President. Maybe it can compose an intelligent transportation system too.

— Robert Seidler is a Filmmaker and Presenter who lives in Sopchoppy.
Good News, Mr. Smith! The IRS now allows your employer to give you a tax-free reimbursement of up to $20 per month for reasonable bicycle related expenses as a qualified bicycle commuter.*

We can keep you up to date with the latest rulings affecting cyclists everywhere, offering 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, Satchter & Jung, P.A.
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Bike Florida and FBA share in promotion of and proceeds from sale of Share the Road specialty license plates. Income from the plates is earmarked specifically for education and awareness programs for bicycle and motorist safety.

Step up to the plate today with your support for a bicycle-friendly Florida. Get your Share the Road license plate at your county motor vehicle registration office. For a list of county offices, go to www.dmvflorida.org/dmv-offices.shtml.

Get Ready to Make a Difference...

STEP UP TO THE PLATE

www.ShareTheRoad.org

2010 ProBike/ProWalk
www.floridabicycle.org
May 2010
Lakeland Center/Hyatt Place Lakeland Center