Central Florida: great bike-riding terrain plus a unique learning experience with FBA’s Discovery Center tours

by John D. Hopkins

The gentle hills north of Orlando reward a bicyclist’s energy and curiosity with natural delights for the ear and eye. Whether your tastes run to birdcalls or to charming vistas, surprises wait along the curving, oak-shaded roads of western Volusia County.

Here in the tiny city of Lake Helen, 11 riders in November and 12 in December embarked on the first five-day tours offered by the Florida Discovery Bicycle Center, a pioneering program of the Florida Bicycle Association.

The idea is to help riders brush up their skills while bicycling with a certified instructor—and especially to refresh their awareness of how to stay safe on the road. I call it bike camp for grown-ups.

You check in on a Sunday afternoon, start Monday in the Road 1 training of the League of American Bicyclists, then daily pedal out from town as weather and other variables allow.

This is a vacation with a second purpose, the greater enjoyment of a hobby that also offers growing numbers of Americans a healthy escape from abject dependence on the car.

Lake Helen stands a minute or two off Interstate 4 between Orlando and Daytona Beach. It's about 50 years removed from either one.

This little place has limited its growth in order to preserve the gentle pleasures of small-town life. Motor traffic is slow, front lawns deep and shady, and the people warmly welcoming.

As we pedaled through town on our excursions to nearby sights such as DeBary Hall, some of us virtually glowing in lightweight garb of neon lime or international orange, smiles and friendly waves greeted us along the way.

The welcome was more than outward. Residents had us into their homes and backyards that first week for two of our evening meals, tasty indulgences in Southern favorites—barbecued ribs and chicken one night, ham, black-eyed peas and fried green tomatoes another. Naturally there was icy sweet tea.

Some other meals were served by two local bed-and-breakfasts, the Ann Stevens House, built in the 1890s by one of the original spiritualists of neighboring Cassadaga, and Cabin on the Lake, recently bought by Phil and Heather Lindsay, from England.

They fed us well, with succulent steaks at the Stevens House and, from the Brits’ kitchen, a hearty cottage pie with young asparagus, rounded off with grandmum’s lemon cake.

Another day, our group pedaled to DeLeon Springs State Park for kayaking, followed by lunch from the tabletop grills at the park’s Old Sugar Mill Restaurant, where diners pour and flip their own pancakes. Our tour of a working orange grove included a healthy

Please see Bicycle touring, page 9

Santos Successes

by Renee Blaney, OMBA president

2006 WAS A BANNER YEAR for the Santos bike trails and the Ocala Mountain Bike Association (OMBA).

In response to threats to the existence of off-road bike riding secondary to the inherent risk of the sport, land managers and cycling enthusiasts teamed up to protect Santos.

We have received accolades from all over—FBA, the International Mountain Biking Association (IMBA), and several national magazines—for the efforts and improvements made by Office of Greenways and Trails (OGT, a division of the Department of Environmental Protection) and OMBA, a club established more than 10 years ago to develop and maintain Santos trails.

This partnership of land managers and a volunteer group has brought incredible

Please see Santos, page 8
Advocating a bicycle-friendly Florida

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Membership in FBA includes a subscription to the Florida Bicycle Association Messenger.
A few months ago a story ran in the Chicago Tribune (and many of its affiliated Tribune papers) on the increasing popularity of “fixies.”

Fixed gear bikes, the kind that track racers ride in velodromes. The rear hub is fixed; you can’t coast.

This trend is not just in Chicago, but nation-wide. I’ve been used to seeing fixies in bike meccas like Portland, or in cities with big bike messenger crews, but seeing them pop up in Orlando has been quite a surprise. I’ve seen groups of fixies riding through my neighborhood. They’re not club riders; no spandex; often no helmets. Some are off-the-shelf models; others home-made from conventional bikes.

This trend is clearly not coming from the bike shops, from bike clubs, or certainly any mainstream media.

One key clue to the origin of the trend: the riders are all 20-somethings. It’s clearly the Web.

Fixies themselves are not the point here; it’s how their popularity has grown.

FBA has attempted to keep up with the evolution of the Web, but not as well as it could, or as I’d like to see.

Ultimately our success as an organization will hinge on how well we connect with people and provide them with things or information of value.

Our Web presence is OK, but it doesn’t take anywhere close to full advantage of the Web’s current connectivity potential, and as quickly as things evolve on the Web we don’t want to get any further behind.

Our site is rather old-school. It has good information on it and it looks great, but it provides no opportunity for others to contribute other than by sending us an e-mail.

We have an e-mail list, but it’s primarily a discussion forum, not a very good tool for compiling information or making connections.

For instance, we have tried (or wanted to try) to collect information on cycling interests such as bike shops, cycling-specialist attorneys, and touring info.

We want to facilitate local cycling advocacy. Doing such things requires a lot of time and money if you have to get a person to go out and collect and update such information.

But what if those interests came to us instead?

If we had a Web presence that provided value to all the state’s cycling interests, they could provide their own information through our hub. How about an interactive map where cyclists could rank the roads?

An area where cyclists could schedule small group rides or find out if another bike commuter might live nearby one could ride with?

Find out where you can rent a bike?

Our site is oriented around the things we do and wish to do, which is necessary. But perhaps it also needs to be about the things people are searching for.

These are not necessarily the same things. Check out www.google.com/trends. You can compare how search terms rank. You’ll see that people are searching for “bike trails” about 20 times more often than they search for “bike safety.”

I know things like these can be done technically; it’s all just data. But we also need to understand how to draw more people to our site and keep them coming back.

So that’s why this column is entitled “Geeks Wanted.” If you are Web savvy, or know someone who is, and are willing and able to help FBA, we want to hear from you.

Even if it’s just to give us some ideas or leads to follow. Please contact me at mighkw@earthlink.net, or Laura Hallam at laura@florida.bicycle.org if you can boost FBA from the 20th to the 21st Century.

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Executive Director’s report...

What is energy exactly?

Maybe this finally could be the year we begin to understand what it is that pushes our bicycles.

Of course, when we think about it, it is energy in the form of calories burned from the food we ate before the ride.

Energy is a component of everything around us not just the stuff that makes the cars go zoom past us or past us past them. Everything that was made, by humans, was usually made by a process that was heated, treated or beat to get that item into the form that it presently exists and energy did the heating, beating and treating.

This heat, beat and treat mentality uses huge amounts of energy, most of which comes from overseas in the form of crude oil.

Being a part of a bicyclist-related organization, we may want to consider in the upcoming year all the ramifications of the word energy whether it’s while we drive our cars, when we buy new things or, on our bicycle, be quite efficient and effective with using locally produced energy to do our local types of things.

When we shop we look for products that are bio-regional and created by methods other than the heat, beat and treat method such as local foods and products that don’t hide all their transportation energy costs and wastes associated with them.

Most of the time we forget that energy is used in the transportation and creation of almost all the products, even organic ones that show up at our doors or on our tables. By cutting out the transportation costs we bring the efficiency level up to a much higher point than if we let everything show up from other places. Most fertilizers that grow the crops come from crude oils too.

There’s a term that is growing in our society and it deals with processes with manufacturing that happen at room temperature using water as the main solution. Not dangerous chemicals, where nothing is heated, treated or beat.

Bio-mimicry is the word.

Presently with bio-mimicry, scientists have been observing natural processes and applying those to industry. Gigantic gains are being made in the areas of solar panels, cleaning agents and natural solutions of all kinds and both types.

Think of the word solutions and check it all out on the WEB. You may be surprised—as was I.

Within the next 10 years, scientists hope to have all the protein interactions understood with the process of natural sunlight driven photosynthesis where light energy is transformed to other types of energy with an efficiency rate of 98%.

This will one day give us organic—based solar collectors that are cheap to produce, highly efficient and will simply change everything about energy forever.

Plants have been doing it for hundreds of millions of years very effectively and efficiently.

You as the consumer will have to educate yourself on the real issues concerning electric versus hydrogen powered cars and understand that it’s not about what kind of power is pushing you forward but what kind of energy it takes to create, maintain and drive those vehicles.

Total Energy Loading and use is the thought package we need to unwrap and use each day with each purchase.

There is no free ride in a world of energy and the sources of it are changing and should be.

Today it seems we are still being manipulated by both the automobile manufacturing associations and the oil producing companies.

It is up to us, the citizen and consumer of these products, to understand their true energy coefficients. Mandates are falling in the last days of the oil empire only to be restored and applied by us the informed consumer.

This is the year for knowledge and then action. Ride your bike more and look up more too. If you upgrade your auto, upgrade it to something more efficient, preferably electric or hybrid.

And when you buy products look deeply into their energy use history. But by all means, make it a fun year full of useful discoveries, applications and preparations.

Why as bicyclists should we care? It’s more about being partners in a world where everything is dependent on oil and energy.

It’s about knowing and understanding that there are many scientists around the world working hard on these issues and making great headway.

It’s about not giving up hope and becoming involved in your community wherever you live.

It’s about regionalizing your lifestyle and needs to reflect conservation of energy and better manufacturing processes. You’ve always been part of the solution as a bicyclist.

Now you can be a bigger part of the solution as an educated citizen who uses a bicycle for uncountable real reasons too.
FBA in its 10th year working toward better Fla. bicycling

Renewed inspiration drawn from tragedy brought the association back to life.  
FBA on September 27, 2006, entered its 10th year of dedication to building a more bicycle-friendly Florida.

Jump in on our back wheel as we lead you toward our 10th anniversary with a review of where FBA has been, and, with your encouragement and support, where we hope to be.

FBA's original logo represented the statewide emphasis on bicycling programs organizers felt was crucial to an effective advocacy program.

A newsletter without a name announces the rebirth of the Florida Bicycle Association. The official 501(c)(3) charter is dated September 27, 1997. The cover story reviews the December 26, 1996, crash that killed Margaret Reynal and Doug Hill near Gainesville, whose deaths, according to the newsletter, “cast a glaring light on our plight as cyclists in a motorized world.” What difference, the story asks, would better roads with marked bicycle lanes, better education for both cyclists and motorists and more supportive law enforcement make?

Board of Directors
The summer 1998 newsletter listed FBA’s board as follows:

President  
Henry Lawrence

Vice President  
Linda Crider (succeeded Lawrence in October 1998)

Secretary  
Dwight Kingsbury

Membership  
Art Ackerman

Lee Marks

Daniel Moser (nominated)

Tina Russo (nominated)

Very Important Volunteers (VIPs)

Lyndy Lyle

By Miller

Chris Sands

Executive Director  
Carol Wilson

Summer 1998
Share the Road specialty license plate campaign announced

The new FBA was no slouch in the visions department with a mission of statewide education and advocacy. That was a big order for a club with few members and membership fees of only $20/individual ($30/family). To help provide funding for educational programs it hoped to manage and develop, FBA resurrected an idea from the old FBA and set out a campaign to obtain legislative approval for a “Share the Road” license plate. All the association needed was 10,000 signatures on a support petition, $30,000 to pay for the initial plate run, a marketing plan for spending the funds and encouraging ongoing sales and a bill passed by Florida’s House and Senate. Deadline for signatures and funding: December 1998.

As 1998 drew to an end, FBA asked Bike Florida for help with the required fee. Bike Florida was happy to assist. FBA and its new plate partner met the year end deadline and proceeded to the next stage of the game: tag design and legislative approval.

Then executive director Carol Wilson credited, among others, Henry Lawrence for spearheading the tag campaign, the Governor's Council (Bike Florida's parent organization at the time) for helping with the initial hurdles and FDOT's Pat Pieratte for her work in securing 402 grant funding that reimbursed Bike Florida for the $30k.

You can read a more complete history of the tag at www.floridabicycle.org/sharetheroadstory.html.
FBA's first 10 years...

FBA and FORBA begin merger talks
Off road association becomes
FBA committee

Late in '98 FBA dispatched its then secretary Dwight Kingsbury to meet with Florida Off Road Bicycle Association board members about merger possibilities. After a long meeting, during which, as Kingsbury reported, “the consumption of prodigious platefuls of Italian cuisine” (accompanied we surmise by equally prodigious amounts of adult beverage), the group reached an agreement to consider agreement.

Shortly thereafter, FORBA’s Bob Michaels attended FBA’s 1998 annual board meeting where much give and take ultimately resulted in a marriage, of sorts of the two organizations.

Nuptials eventually took place in February ‘99, with FORBA becoming an FBA committee.

June 1999
‘Share the Road’ tag bill passes
Gov. Jeb Bush signs bill into law

The plate design (shown on facing page) used to kick off the initial campaign subsequently evolved into the plate design shown above. The original design created problems with the tag authorities and was set aside in favor of a centrally located graphic drawn to show the biker as seen from a passing car “allowing plenty of room” for the bicyclist.

After six years on the road the original plate has been retired, replaced by a design that hearkens back to the original layout. For those of you who came in late, the newest plate design (see page 8 and also the back cover) was the result of a competition juried by FBA members. From the beginning, Share the Road revenues have been split between FBA and Bike Florida and used for education.

Top 10 Cyclist Resolutions for 2007

10. Create an off road bike trail easement through your neighbor's yard.
9. Find IRS loophole enabling tax-free purchase of your 10th bike.
8. Clean out large fungus colonies infesting Camelbak.
7. Shave total body to decrease wind resistance.
6. Rent pressure washer to clean mud cemented to your mountain bike.
4. Add hot tub in space previously occupied by T-shirt collection.
3. Contribute favorite recipes to Cooking with Cliff Bars recipe book.
2. Introduce yourself to someone new at each ride. Use a different name each time.
1. Commit to a wild bike trip worthy of a cover spread in the FBA Messenger and actually send in the story with pictures.

CAUSE OF DEATH: APATHY - A Cautionary Tale...
West Palm Beach Bicycle Club folds
by Linda Leeds

It is with regret and sadness that we announce the disbanding of what was perhaps the oldest cycling club in the state, the West Palm Beach Bicycle Club, on December 31, 2006.

Founded in 1963 by Bob Husky, who passed away this past summer, this once-great club slowly died of apathy, disinterest and the unwillingness of most members to take responsibility for running the club.

For most of its 43 years, the club was very active in many aspects of cycling: regular weekly rides, a time trial series, advocacy, social events and touring.

Touring included three major events: the Tour of Sebring, the Cross Florida Tour and the Lake Okeechobee Lark.

The Tour of Sebring began in 1982, growing out of the September Century program by the League of American Bicyclists (then using the term “Wheelmen”) and was attended at its peak by almost 600 cyclists.

It was tremendously successful both in popularity and as a “cash cow” for the club, allowing it to make substantial donations to many worthy causes involving cycling and/or children.

Hurricane Frances in 2004 caused the tour’s postponement, and by the next year, no one wanted to take responsibility for producing the event.

The host hotel, the Kenilworth Lodge, graciously ran it in 2005, donating the proceeds to the club, with the arrangement that the event would “belong” to the Lodge after that if the club was unable to organize it. In 2006, that’s what happened. The event continues successfully, but no longer under club auspices.

The Cross Florida Tour began in the ‘60s as a stage race across the state, and nationally-known racers came to participate. The route varied, but for many years went from the East Coast to the West.

In later years, as it became harder to produce a race due to increasing traffic, the event evolved as a tour. It always included a century, and sometimes went from Okeechobee to Punta Gorda. It was discontinued several years ago, because no one wanted to organize it or even help.

Bob Mohr started the Lake Okeechobee Lark, a one-day 120 mile road ride around the Big O, in 1989, with eight riders and one support vehicle.

It grew to over 100 riders and was successful for several years. It later was dominated by racing groups from other counties, making it very difficult to run properly and safely.

Then the same old problem reared its ugly head, and that event, too, was discontinued.

The Time Trial Series was tremendously successful for quite a while, drawing riders from all over South Florida. Most took place on A1A, with a few longer ones out on State Road 80 near 20 Mile Bend.

Traffic management became difficult. Without this, it’s not possible to run a safe and effective race. And then, too, the same old problem.

Several of the weekly rides go on as self-sustaining events, but these don’t require much effort or commitment, and people want to ride, so naturally, the rides go on.

Interest in helping with club administration dropped to almost nothing. The club was on life support for the past two years: no president or vice president, very few directors, and no one offering to step up despite repeated pleas to the general membership. Many wanted to have a club, but no one wanted to help make it happen.

Club assets have been split evenly between the Florida Bicycle Association and the Boca Raton Bicycle Club’s A1A Legal Defense Fund.

PLEASE don’t let this happen to your club. Do what you must to maintain interest and participation in not just activities but in administration.

Bring in new people to keep things fresh. Make it fun.
Most of all, instill a sense of responsibility in your members, and urge them to “own” part of cycling’s future.

Linda Leeds was a WPBBC member from 1973 until its demise in December.
Health Matters...

Do you have computer vision syndrome?

by Louis P. Brady, MD, AAOS

Take this short quiz to see if you may have symptoms of computer vision syndrome.

1. What are the symptoms of computer vision syndrome, or CVS?
   a. Eye strain
   b. Headaches
   c. Blurred vision
   d. Neck and shoulder pain
   e. All of the above

2. According to the American Optometric Association, what percentage of the estimated 143 million Americans who use computers are affected by CVS?
   a. 10-15 percent
   b. 25-30 percent
   c. 50 percent
   d. 70-75 percent

3. The eye responds to a printed word in a way similar to the way it responds to a computer image.
   True
   False

4. What is the primary reason for computer vision syndrome?
   a. Glare on the computer screen
   b. An inability to focus properly on the computer images
   c. Images that are too small
   d. Computer stations that are not ergonomically sound

5. Studies show that the "Big E" vision test that most people are familiar with is the most reliable way to determine computer eye strain.
   True
   False

6. When using a computer, the eyes blink about...
   a. Twice as frequently as when reading
   b. The same amount
   c. Half as frequently
   d. Five times less often

7. In a room or office where a computer is used, lighting should be...
   a. Half as bright
   b. Twice as bright
   c. About the same
   d. Doesn't matter

8. There is a relationship between workplace productivity and a proper vision prescription for computer use.
   True
   False

9. A recent study on children and computer use found that...
   a. Children may experience more problems than adults because of their size and the fact that most computers are set up for adults.
   b. As many as 30 percent of children who use computers are putting undue stress on their eyes.
   c. Preliminary research shows a possible correlation between computer use and premature myopia (nearsightedness) among children.
   d. All of the above.
   e. None of the above

ANSWERS
1. e. All of the above. Eye strain, headaches, blurred vision, and neck and shoulder pain are common symptoms of CVS.
2. d. The American Optometric Association estimates that 70-75% of computer users are affected by CVS.
3. False. The printed word has contrast and well-defined edges that the computer image lacks.
4. b. An inability to focus properly on the computer images.
5. False. The traditional way of testing distance vision, known as the Snellen Test, does not provide the eye doctor with sufficient information to determine the proper prescription for use at the computer.
6. d. The eyes blink an estimated five times less often while at the computer. This can cause the eyes to become dry.
7. a. Half as bright. It is recommended that lighting in an office or room used by people at computers be reduced by half. This includes closing the blinds to reduce glare.
8. True. A study by the University of Alabama at Birmingham School of Optometry found a direct correlation between workplace productivity/accuracy and the proper lens prescription for the computer user whether or not the individual reported symptoms of CVS.
9. d. All of the above. A study conducted by the University of California at Berkeley School of Optometry found that children as young as two may be seriously affected by extended computer use unless they are using the right prescription.

As people mature, subtle changes may become apparent in their vision.

Although it may be cause for concern, such vision changes are considered normal and an expected part of growing older.

Common sense dictates that with newfound science regarding optical computer exposure, wearing glasses set for the computer working distance and decreasing the accommodative effort, can prevent permanent vision changes.

Even contact lens wearers may need to wear glasses over their contacts for computer use.

What to do?
1. Get routine eye exams.
2. Know your vision status.
3. Know your family's history (glaucoma, macular degeneration, cataracts).
4. Eat dark leafy vegetables high in Lutein—specific for eye health.
5. Take action if you are on a computer two hours or more daily.

With recent gains in research on health and longevity, we can take positive action to maximize one’s overall health.

Unicity’s Vision Complete formula contains some of the most useful nutrients to support and maintain the health of your eyes including alpha lipoic acid, bilberry and eye bright.

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Order Vision Complete, item #0961 by calling 1-800-864-2489 mention account R45790501. All profits go to FBA when you use this account number.

Questions: call 1-800-605-5322

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Bed, Breakfast & Bike Florida

by Dale V. Lally, Jr.

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

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

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

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

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

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

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

-bed, breakfast & bike florida-
League of American Bicyclists presents...

**National Bike Summit 2007: ask Congress to ‘Think Bike’**

**March 13-16, 2007**

The National Bike Summit brings together stakeholders from user groups, industry, government, and elected officials from around the country to share their ideas and best practices.

Industry superstars, innovative thinkers, and effective national, state and local advocates will help craft a persuasive case statement for bicycling.

Delegates will discover the value and impact of bicycling in the critical fields of transportation, health, recreation, tourism, energy and the environment.

Every bicyclist, advocate, enthusiast, and industry leader has a vision of where bicycling should be. At the 2007 National Bike Summit, these visions will be presented, discussed and analyzed before being turned into a visionary national strategy for bicycling in America.

The Summit will focus on a legislative agenda in these areas that delegates will take to Capitol Hill.

The National Bike Summit is our opportunity to inform our members of Congress of the importance of bicycling, and to educate them on specific bicycling issues.

We need delegates from each and every congressional district in the United States at the National Bike Summit. With your help, we’ll ask Congress to Think Bike and do what it takes to create bicycle friendly communities across the country.

Your attendance gives bicyclists their best chance to be heard on Capitol Hill.

**EDUCATIONAL PANELS AND WORKSHOP THEMES**

In each of these areas, we will identify the key issues affecting bicycling, document the value of bicycling, and present our legislative priorities to the 110th Congress.

- Transportation
- Recreation and Tourism
- Health
- Energy and the Environment

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**Achievements Include**

- Establish Senate Bike Caucus and encourage more than 160 House members to join Congressional Bike Caucus
- Visits to more than 350 House offices and more than 90 Senate offices annually
- Introduction of bills such as the Bicycle Commuter Act

**Overview**

Day one is devoted to educational workshops, discussion of the bicycle movement’s legislative agenda and lobbying training.

The Capitol Hill day advances the bicycling agenda and energizes participants as they meet members of Congress and legislative staff and ask for their support.

The third day includes a debriefing and strategy session, and a bike ride around the Capitol with members of the Congressional Bike Caucus.

**Act Now:**

bikeleague.org/conferences/summit07

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**More cycling deaths rob Fla.**

*Jenita Porfilio by Lyndy Moore*

**Ute Burkhardt by Karin Sanders**

Jacksonville cyclist Jenita Porfilio, 64, died August 2, as the result of being struck by a car in rural Ontario. Dan, her husband, was riding directly behind her when the crash happened.

Wandering Wheels, a bicycle club based in Upland, organized the Canadian biking tour. Jenita and Dan were helpful volunteers at Bike Florida events. They were among the few whom you could put in charge and know that everything would be in good hands.

"It was the fourth day of a 12-day ride," Dan Porfilio reported. "She had ridden 35,000 miles in 34 states and Canada."

But there were many other numbers that helped define the life of Jenita. She was a mother of three, a four-year-survivor of breast cancer and had helped build 35 Habitat for Humanity houses in Marion, Indiana.

"She was organized and creative," Marv Wiseman, her Indiana pastor said. "She had that ability to be the kind of family switchboard for keeping relationships connected. "And when they take off cross country, there is not a shortage of places where they can stay overnight, simply because she maintained all those relationships."

"We’re having a hard time dealing with her loss," said Elaine Behnke, a friend of 33 years. "The only consolation is she loved bicycling and going on these trips and she was doing what she loves to do when she died."

Dan, who retired from running a local insurance agency, said he has no plans to ride again.

Wednesday morning, he was on his bike, riding in a group of three with his wife, as is the custom on the tour. The group was biking along the Trent-Severn Waterway, which links Lake Huron and Lake Ontario.

"From where I was, I could see everything," Dan Porfilio said.

A car came around a curve out of control and crossed the centerline. Local police said the driver was 25-year-old Elizabeth McLean.

Jenita was at the front of the cyclists and could not avoid the car, which was coming at her sideways.

The car struck her bike, and she was pitched about 30 feet in the air, landing in a nearby ditch.

Dan was able to avoid injury and went to his wife’s side. She was conscious, waiting for help.

"I asked her where it hurt," Dan said. "She said, ‘Everywhere.’"

The police came and a helicopter, which transported Jenita to a Toronto hospital more than 100 miles away.

Dan was left at the scene with a few bikers. A passerby took him into Peterborough, where he rented a car for the drive to Toronto.

"I thought I would probably be dealing with getting her home with a broken leg," he said.

But Jenita died in Toronto of internal injuries before her husband could reach her.

"She was a wonderful ... person," said Bob Davenport, founder of Wandering Wheels. "She was probably the one person in the whole group who knew everyone.

When you have someone like that die right in your midst you know the whole group is deeply impacted."

He said it was the first fatality the club has had on one of its tours. It was established in 1964.

Jenita’s son, Richard Porfilio, Fort Wayne, said his mother did so much with her life.

"She loved to ride," he said.

In addition to more than 150 mourners, there were quite a few cyclists at her memorial ride. There had also been a service with friends and family in Indiana.

**Memorial ride honors**

**Ute Burkhardt**

Ute Burkhardt, 38, of Hollywood, Florida, was struck and killed October 26 by a truck driver while she was cycling.

To honor her, members of several cycling clubs in South Florida along with numerous friends and co-workers gathered at Big Wheel Bicycle.

On November 26, more than 200 cyclists departed shortly after 8:00 a.m. riding anywhere from 20 to 40 miles and returning to a festive bar-b-que thrown by Big Wheel Bicycle.

A donation drive resulted in a monetary gift to FBA in Ute’s name. The association will earmark benefit proceeds towards bicycle safety education and awareness programs for cyclists and motorists.

The group hopes this event will be the kickoff of an annual memorial ride to honor not only their friend and riding companion, but all the bicyclists who have lost their lives to road accidents.

In addition to honoring lost lives, they hope to unite like-minded cyclists to promote education to vehicle drivers, cyclists, pedestrians and law enforcement officers to allow drivers and cyclists to coexist safely on the roads.

Seventy percent of bike crashes occur when the motor vehicle driver fails to yield to bicyclists. According to the National Highway Traffic Safety Administration’s Website, last year 784 bicyclists were killed nationwide and an additional 49,000 were injured in traffic crashes.

Of the 784 killed nationwide, 124 crash related deaths occurred in the state of Florida making it the highest fatality state followed by California.

These numbers can be greatly reduced by better bike path systems and proper education to cyclists and drivers alike.

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**Planned Giving to FBA**

Did you know you can make a gift to FBA in cash, publicly traded securities, real estate and tangible personal property? You also can provide for future generations of bicyclists through proper estate planning.

Instructions for making gifts of securities are now online. Go to the FBA website at www.floridabicycle.org for more details.

Planned Giving provides a method to provide assets for a bicycle-friendly future from your will or estate. You can provide for FBA in your will or as a beneficiary of a life insurance policy, or consider other gifts that may also provide you with current income.

If you have an interest in supporting FBA programs for current and future generations in this manner, FBA’s executive director will be glad to discuss details of this option with you at your convenience.
Santos improvements a result of partnerships and sound planning

from page 1

enhancements to the trails while satisfying risk management concerns.

OGT won over the volunteers by hiring the IMBA Trail Solutions Crew for a visit last winter. The year before we had consulted the Crew for risk management guidance. The volunteers implemented many of their recommendations in 2005, and IMBA felt the local support was present to go forward. The crew consisted of trail building professionals from Virginia, British Columbia, Delaware, and California. Heavy equipment for moving mud made development of the Freeride complex a reality. OMBA members inspect and document trail and feature conditions on a monthly basis.

Local riders quickly accepted the trail changes. Respecting closures of some trails to simplify routes and ensure safety became easier. OMBA also moved forward with other recommendations that ensure safety and increased enjoyment of our trail features. Skills classes are offered before club meetings, some women-specific.

Besides simplified routes, we have provided current maps and a progressive "skills area" to practice near the parking lot, and established the Ocala Bike Patrol.

This division of IMBA’s National Mountain Bike Patrol serves as ambassadors on the trail, providing direction, basic first aid and rescue knowledge, as well as bike tools. Look for the yellow and green jerseys! Documenting volunteers and their hours "proves" the club’s value. This year OMBA will have contributed 2400 documented hours to the Greenway Santos trails!

Having progressive, pro-active land managers makes riding and volunteering easy in Ocala. (Personally, I wish it were so easy with road planners!) We are on track for an exciting 2007 at Santos. IMBA designated Santos an "Epic Destination" at the end of 2006. A specifically labeled "Epic Trail" will debut, leading the rider over 40 miles of original single-track.

IMBA’s Trail Care Crew returns for a celebration (less sweat this time!) with OMBA at our first Spring Break Fat Tire Festival, March 23-25th 2007 at the Santos Campground.

Guided rides, food, entertainment, and a vendor village are planned. Registration is limited to 200, and is available at www.OMBA.org and www.Active.com.

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Police Activities League members at the Mount Dora Bike Festival in October hold a poster of the new 3-foot passing statute. Lake-Sumter Bike/Ped coordinator Mike Woods is at far right.

Kids and adults put their mettle to the pedals at a variety of Santos activities by Renee Blaney

Above: Take a Kid Mountain Biking Day drew a respectable crowd of kids and their parents to the Santos off-road area near Ocala. The Ocala Mountain Bike Association (OMBA) and local bike shops cooperate to generate interest in and preservation of the many excellent off-road riding opportunities in the area. Right: OMBA president Renee Blaney during a women’s clinic at Santos instructs a “student” in the finer points of hill negotiation.

Include with your registration fee an additional $27 to receive your “Share the Road Specialty Plate” on your license renewal form.
Bicycle touring/training center begins operations in Lake Helen

from page 1

How different we all were and how quick to become friends were a wonder to me. Your writer was the least-experienced rider on this trip, but even the road-burning long-distance riders and two rock-wise mountain bikers picked up useful tips.

We all slept at the friendly Cassadaga Hotel, next to the century-old Southern Cassadaga Spiritualist Campmeeting Association, and started each day with tea or coffee in the homey lobby.

Our rooms were included in the all-inclusive fee of $845, and were quite adequate. However, if you’re fussy about decor or your shower, either of the B&Bs or the Azalea Cottage could offer nicer rooms—though you’ll pay more. The other cost of comfort would be less time spent with your fellow riders.

Our great unexpected pleasure was a campfire talk by natural historian Mike Brothers, whose word pictures of how the sea formed the land around us helped us understand how precious is the natural life between the mid-state ridge and the western outskirts of his growth-curbed city. We all could be glad that we came first, and rode path for good riding. And if there were tense moments when a motorist behaved badly or the pavement was too narrow for comfort, we were quickly learning how to each take responsibility for our own safety and that of fellow riders—things like verbal alerts for debris on the road, hand signals for all turns and slowdowns, and how pedaling at a steady pace, even downhill, can help prevent a spill among riders behind.

These and many more are the parts of outreaches of Daytona Beach.

We also learned how the meandering St. Johns once brought hunters, planters and land speculators to the Florida interior, where great schemes and dreams were hatched, tried and sometimes abandoned.

Today’s dreamers have their own big ideas, and some would fill the open space between river and Atlantic with new cities and suburbs. Lake Helen’s hospitable mayor, Mark Shuttleworth, was lamenting someone’s effort to hammer together 4,000 homes at the outskirts of his growth-curbed city. We all could be glad that we came first, and rode the parks and roadsides in relative peace.

It’s not that every mile was smooth rolling. This is part of Florida’s hill country, after all, so working up a sweat didn’t take long.

We rode almost entirely on streets or highways. Part of the point, after all, was to demonstrate that one doesn’t need a bicycle path for good riding. And if there were tense moments when a motorist behaved badly or the pavement was too narrow for comfort, we were quickly learning how to each take responsibility for our own safety and that of fellow riders—things like verbal alerts for debris on the road, hand signals for all turns and slowdowns, and how pedaling at a steady pace, even downhill, can help prevent a spill among riders behind.

These and many more are the parts of safer bicycling, and safer roads for all travelers.

I’m already benefiting from fellow rider Lee Berger’s demonstration that my thumbs are no match for a tire gauge to tell whether my tires have the 85 to 100 pounds of air needed for easy pedaling, and FBA president Mighk Wilson’s seat-height adjustment, which has markedly reduced the stress on my knees.

And Scott Zubarik, an avid mountain-biker from Orlando, quickly got comfortable with the road-riding technique of the pace line.

Our riding friends back home might well have taught us these things, but—for me, at least—the lessons “took” in part because we all were there to learn.
Orlando on still another ‘top 10’ list

One of the dubious pleasures of living in a popular state is the notoriety. We eagerly search the lists that result from studies, surveys and polls to see whether our community has made the grade—or avoided the disparagement.

Well, ever-in-the-news Orlando climbed to the bottom rung of another top 10 list as one of America’s Worst Communities for traffic rush hour delays. According to Forbes.com, the Los Angeles-Long Beach-Santa Ana, CA highway system leads the list with 93 hours average annual delay.

This means in addition to however long the normal commute time, LA-LB-SA commuters waste more than two work weeks sitting in traffic tie-ups.

Orlando commuters, number 10 on the list, spend a mere extra 55 hours of delay per year due to accidents, bottlenecks, train crossings and construction.

Source of the figures is the 2005 Urban Mobility Report, released in May of that year so the numbers really are a picture of 2003 traffic. Back then the prognosis was higher than normal growth in congestion, traffic and delays compared to other large cities of between 1 and 3 million population.

So, Orlando, now you know how you stood—literally—in traffic three years ago.

Why do we bother mentioning this ancient history? Because Tim Lomax and David Schrank, who publish the report out of Texas A&M University (http://mobility.tamu.edu/ums/) took 2006 off to refine their research methods. Their next UMS is due out this coming May.

We’ll all be eagerly waiting to see whether Orlando—or any other of our traffic congested cities—makes the top 10 list again.

Young rider profile...

Megan Glanz

by Tiffany Glanz (with help from FBA Program Director Lyndy Moore)

“HEY DAD, what are we doing this weekend?” Megan and I asked. Dad—Jim Glanz—responded, “Going on a bike ride!” 2002 found our family searching for activities we could do together. We located the Florida Freewheelers bicycle club and joined the Saturday social rides. That, indeed, is where it all began.

Megan and I alternated weekend rides on the trailer bike pulled by dear old Dad. As we grew and became more experienced (about a year), Megan rode her single bike while I continued pushing Dad on the rides.

Soon, I was on my own bike and our car arrived at ride starts with a three-bike rack loaded with bikes.

In 2005, Megan got the racing bug and joined the Orlando Road Club (ORC) to begin training and learning skills needed for competition.

Her first race was in Sanford and even though she placed last this did not discourage her. She continued to practice hard and ended up placing 4th in both the Florida Point Series and the Florida Cup.

We were all very excited for her and house from cheering during the race. One advantage of a big sister being tired after a race: no energy remaining to pick on little sister.

At age 11 Megan completed her first century at the Endless Sammer Watermelon ride in September and rode many a mile with a biking buddy and mentor, Mr. Larry Gies.

He sang songs with Megan when the riding got boring and that is SURE to motivate anyone to keep pedaling. Plus, it’s always better riding and learning from experienced cyclists instead of Dad. Megan went on to complete her second century at the Horse Farm Hundred. We’ve both made some great friendships on the rides and enjoy our bicycle family.

Miss Fairie (Florida Freewheeler president and a school teacher) always talks with us on the rides and keeps us motivated to do our best.

Mr. Mike at Mud, Sweat and Gears in Orange City keeps all our bikes mechanically ready to ride or race and makes sure Megan has everything she needs for each race.

Megan has received a lot of moral support and advice from fellow racer, Michelle Blake and her mother Miss Diane. Plus, they have fun together off the bike too!

We both participate with the Lake County PAL cycling team and encourage each other and the new riders that show up. Megan also can be found riding with the BOBbies, an all girls cycling group, and we also practice on Thursdays with Colavita team.

Our dad helps other kids on the rides, because they will listen to him and not their parents just like us!

Megan’s fastest time trial average was 19.6, so she really gives Dad a workout on the rides they do together!!

As for me, I will start racing when the 2007 season starts, and it will be fun for us all to compete with each other to help us all get better. When we’ve grown up, we’ll ride on the front of a tandem and let Dad ride as the stoker to pay him back for all the years he’s pulled us around on the bikes. And then WE will be in charge.

No, I don’t always say nice things about my sister, we fight and argue just like all normal sisters. I do admire her for racing and going after her dream and I am learning while I watch her so I can beat her when we’re in the same class. So, look out sis, I’m on your wheel and waiting to pass.

Tiffany is a 9-year-old 4th grader at Discovery Elementary School. Megan is 12 and in 6th grade at Deltona Middle School. Jim Glanz is just Dad. At home taking care of the rest of the family is, of course, the most important cheerleader, Mom.

Bicycle-friendly B&Bs

The innkeepers of this bed and breakfast inn near Gainesville in High Springs invite bicyclists and others who enjoy the outdoors to use the Grady House while visiting the many springs and rivers in the area. Check out the inn’s website at www.GradyHouse.com.

Rates: Rooms: $90–$140/night*
Cottage: $190–$210/night (weekly rate avail.)

Paul and Lucie Regensdorf, Innkeepers
Grady House Bed & Breakfast
420 N.W. 1st Avenue
P.O. Box 205
High Springs, FL 32655
Phone: 386-454-2206

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

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

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

<table>
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### Other FDOT, state & federal agency staff
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  - **Linda Crider** | 352.392.8192 | lcrider@aol.com |

### Rails-to-Trails Florida Office
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- **Ralph Salvas** | 850.245.4440x2774 | ralph_salvas@dot.state.fl.us |
Plans underway for August 2007 conference

by Lyndy Moore, conference coordinator

If you’ve attended previous conferences, you know stuff this good is worth coming back to. If you’re new to the Pro Bike®/Pro Walk Florida conference, you have something to look forward to.

We prefer to hold the conference in a city with a League of American Bicyclists designation as a Bicycle Friendly Community. With only a few choices in the state, we’ve selected Orlando, a bronze community, as the host town for 2007.


If you’re interested in submitting a topic for a session, please follow the procedures noted below and on the conference Web site.

Preliminary plans are to have a first day, pre-conference session on Trails: planning, building and connectivity—getting from here to there and beyond.

Other pre-conference sessions will be a State Wide FDOT Coordinators meeting, possibly a health professional conference, half-day sessions on certain topics as requested at the last conference.

Stay tuned: more Pro Bike®/Pro Walk Florida details in the next FBA Messenger; too.

“Healthy Community Makeovers: Designs and Programs for Active and Healthy Lifestyles” will be the focus of our conference this year. Have you created a community design that encourages neighbors to walk, bike or skate together? Tell us your ideas for improvements that have been incorporated into a downtown revitalization. Have you taken on a particular area to partner redevelopment and growth limitations? How do you get people to park the car and bike or bus to work and school? What innovative programs are working to keep people active? How are you addressing safety issues and education?

We have seen and heard many possibilities at the first two conferences and we know there are even more that have been developed since April 2006. If you would like to be a presenter at the conference, please send us your ideas as a CALL FOR PAPERS response.

Provide the following information in your paper:
1. Your Name
2. Your title/position
3. Your Agency (if applicable)
4. Your Phone Number
5. Your E-mail Address
6. Your session topic
7. An outline of what you propose to cover
8. The topic significance to the conference
9. Other presenters you suggest to complement your topic
10. Date submitted

Please include the above information in a WORD document titled “2007 [Your last name and first name]” (If you submit more than one, vary the name to indicate the topic.)

Ideas should be submitted by January 31, 2007 to Lyndy Moore, Conference Coordinator, at pbpwf@earthlink.net. The conference website will be updated with information as it is received. The website has this information that you can copy into your document to get started.

Interested in being a sponsor and having a booth at the conference? Opportunity levels and provisions will be on the website mid-January for your viewing. If you don't see a package that works for your office or your budget, send us a proposal and we'll work with your office on an appropriate opportunity for you to be involved.

Host Hotel: Embassy Suites Downtown August 27, Monday, Pre-Conference workshops August 28, Tuesday, Plenary Session and Guest Speaker (ideas for this person?) August 29, Wednesday, Sessions all day; rides and walks in the evening August 29, Wednesday, Sessions all day; rides and walks in the morning and evening August 30, Thursday, sessions in the morning, door prizes at noon. Post conference workshop in the afternoon.

FBA begins its 10th year with solid list of 2006 accomplishments

In 2007, FBA will celebrate ten years of service to Florida's bicycling community.
Our successes were plenty in 2006, including the following:

- Creation of Florida Discovery Bicycling Center tours
- Group Riding Ethics and the Law DVD
- Combination Florida Bicycle and Pedestrian Law Enforcement Guide
- Re-print of Florida Bicycling Street Smarts
- Triple feature plus more Bicycle/Motorist Law Enforcement DVD
- Bicycle Law Enforcement - Officer Training program curriculum
- 2nd Annual Pro Bike®/Pro Walk Florida conference
- Alternative Transportation Education program
- Bicycle safety education training to adults and children
- Redesign of Share the Road License Plate
- Share the Road License Plate Sales exceeded 14,000 cumulative issued plates

FBA director Laura Hallam (c) with Flo and Leo taken at Interbike 2006 in Las Vegas in Sept. So who the heck are Flo and Leo? They're featured in a heart monitor gizmo ad in Bicycling Magazine. They were signing autographs and providing posters, etc. at one of the booths.

Hallam and friends at the Highlands Bike Fest in Sebring. People love to get in pictures with our celebrity director. Maybe it's the other way around. Laura just looks like she's having too much fun. She actually works hard at promoting FBA across the state and U.S.A.
Upcoming Bicycle Touring Events in Florida

ABRIDGED from promotional material provided by tour organizers. We're not responsible for accuracy of information or quality of these rides. Use the contact information for more details about each ride. Ask your friends. Data are from a calendar maintained by Roger Pierce. To add an event to his (and our) calendar, e-mail to fbtc@piercepages.com. See complete calendar, including many out-of-state rides we don't have room to print here, and all the hype we edited out at www.florida bicycle.org.

February 3 (Sat) Brooksville
Cruisin 35-50 Singletrack Challenge
35 or 50 miles of great single-track.
No pavement - No two-track. This ride will test you with challenging climbs, tight technical trail, and several big holes-in-the-ground waiting to pull you down. But mostly it's just miles & miles of rolling singletrack. Event Activities Include: • Well marked ride utilizing 35 or 50 miles of single-track • Breakfast, SAG stops, and fantastic dinner after the ride • Bike shop displays and demo bikes • Bike mechanic services (at HQ and on the trail). www.swampclub.org Email: info@swampclub.org Active.com Online Registration (813)689-5109.

February 11 (Sun) Sanford
The Great Valentine Century
Start & finish: Central Florida Zoological Park (on Lake Monroe)

February 17-18 Sebring
Bike Sebring 12/24 Hours
This event allows competitors to ride as many miles as they can in 12 hours. Mark Andrews (863)385-3936.
Email: info@bikesebring.org www.bikesebring.org Active.com Online Registration

BICYCLE RIDE ACROSS GEORGIA
Contact info@brag.org or 770-498-5153 www.brag.org

Bike Florida 2007
March 17 - 23, 2007
Deland, Flagler Beach, Daytona Beach
New Smyrna, Deland

Florida Discovery Bicycling Center
www.florida bicycle.org/discovery

Register online!
All-in-one registration with meals and jersey options.
Bike 300-400 miles during the week, beginning and ending in Deland.

Highlights
The ride covers historic points of interest which in the past have included such sites as St. Augustine, fishing towns, forts, recreational areas and parks as well as an intimate interaction with quaint Florida towns.

Bike Florida is a non-profit organization whose mission is to promote safe cycling in the state of Florida.
www.bikeflorida.org

Other Touring Calendars
National Bicycle Tour Directors Association
www.nbtda.com

Georgia Bicycle Federation Calendar
http://bicyclegeorgia.com/gac.html

National Multiple Sclerosis Society - MS 150s
www.nmss.org

American Diabetes Association - Tour de Cures
www.diabetes.org/tour

The Good Cyclist – charity rides nationwide
www.goodcyclist.org
A successful partnership between Seidler Productions, FDOT, Transportation Technology (T2) and the Center for Education and Research in Safety (CERS) has students donning helmets before getting on their bike. 

After a successful pilot program tracking helmet use and increases in middle schools, FBA is adding elementary schools to the program. 

We're especially interested in elementary schools that will promote students into the participating middle schools. 

The pilot program results showed that students wore their helmets more often, didn't remove them when "out of sight" of the school and wore them properly. 

Since middle school students are VERY focused on driving, it's important to emphasize that bicycles are vehicles and bicyclists are drivers and follow the same rules as other drivers, though no license is needed. 

One key fact that students remember is that if they get a ticket while on a bicycle (no helmet, running traffic control devices, wearing headphones, etc.) and they don't pay the fine, it will delay their getting a learner’s permit. 

You have to use any means you can to make them comply. But once they get used to helmets, they find that riding and helmets are just a way of life. 

We've put helmets on heads of about 500 students who could not afford helmets plus the ones who have increased wearing with a purchase of helmets from local bike shops and retailers. 

Along with the helmets, students are being educated about bike and helmet safety. 

While FBA’s helmet program is no longer grant funded, we do have a “helmet angel” who has generously donated funds to help us help promote healthy kids through more activity. 

Biking to school and for recreation can get students off the couch and out in the fresh air to exercise and burn calories. 

Students biking to school also protect the environment by reducing emissions for short car trips and waiting in the parent pick up line at the school. 

If any elementary or middle schools in your area have high numbers of bike riders, and have a Safety Resource Officer or Safety Resource Deputy and faculty that wants to participate, please have them contact Lyndy Moore at 407-282-3245 or lyndybyke@earthlink.net for details.

Bicycle Club support
Florida’s bicycle clubs were very generous to FBA in 2006 over and above their $100 membership dues. FBA appreciates all membership clubs, but wishes to recognize the following for their commitment to our association:

- Boca Raton Bicycle Club $5,000.00
- St. Petersburg Bicycle Club $4,000.00
- Suncoast Cycling Club $3,000.00
- Tampa Bay Freewheelers (proceeds from 2006 Share the Road Ride – collaboration between 3 clubs) $1,000.00
- Spacecoast Freewheelers (2006 and 2005 proceeds) $3,000.00
- Suwannee Bicycle Association $300.00
- North Florida Bicycle Club $250.00

FBA also received $1667.00 in contributions from the United Way. If you contribute to the United Way, you can designate FBA as your preferred non-profit organization to receive funds.

Florida Bicycle Association Balance Sheet

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| TOTAL LIABILITIES & EQUITY | $83,540.87 | $65,633.29 | $109,443.29 |

Avoid the Right Hook
by Richard E. "Rich" Corbett, LCI, Tucson, Arizona

A right hook occurs when a motorist passes a cyclist then brakes and turns sharply right in front of the cyclist causing or almost causing a collision. 

Prevention starts with keeping aware of intersections and driveways on your right that drivers may turn into. 

Watch (with a rear view mirror) as you approach these, and if you see a motorist coming from the rear whose arrival timing might put them in conflict with you, do two things: 1) put your left arm out in a slowing/moving left signal (hand and arm straight, pointed down at about a 45 angle), then 2) move a foot or two to the left to emphasize your presence. 

Motorists who are going to turn right will almost always slow and go behind you, and those who are going through the intersection will move left a little and pass you. 

Be prepared, as you approach these locations, to brake and or swerve/tum to the right, if someone sneaks past your preventive measures. 

You don't need to be fearful, just alert. 

Emergency braking (do you know how?) and/or a quick turn to the right (do you know how?) can stop or steer you out of the path of an illegally turning motorist. 

Both these maneuvers are taught in the LAB Road 1 Course. 

Ride aware: know what is going on around you and think what if? as you ride along—know what you will do if various, predictable things happen. 

Be prepared: know how to do emergency braking, and quick turns, as these two maneuvers can save you. 

Ride safer by doing these things and your cycling will be more confident and enjoyable.
The beauty of the BOB
by Mighk Wilson

In addition to the immense practicality of a B.O.B. trailer (stands for Beast Of Burden), sometimes it's just plain fun to show off all the things you can carry with it.

Do you have a trailer? Please send us photos of your impressive loads!

Clockwise from left: Kids toys inside the black nylon bag and a kids bike bought at a garage sale, a new helmet for Mighk and two large panniers full of groceries. Eight-foot lengths of lumber from Lowe's six miles away (the length made for challenging handling characteristics—both hands on the handlebars at all times!). Not only practical, it's like you're a moving landscape! Even cats love the B.O.B. Well, as long as it's not moving.

Add your voice for the future of bicycling in Florida.

JOIN FBA TODAY

Membership includes the FBA Messenger!

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

Winter 2007
I'm sorry Mr. Smith, that's an impressive bicycling mileage figure, but the standard mileage deduction is for motorized vehicles only.

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

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

Scearce, Satcher & Jung, P.A.
CERTIFIED PUBLIC ACCOUNTANTS

Kenneth L. Scearce, CPA
David A. Satcher, CPA
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(407) 647-6441 Office (407) 645-0099 Fax