It’s time to nominate worthy individuals and organizations for their significant service and contributions to bicycling in Florida. The awards bring attention to the efforts and achievements of those who forward FBA’s mission to inspire and support people and communities to enjoy greater freedom and well being through bicycling.

The categories are:
- Bicycle & Pedestrian Advisory Committee
- Bicycle Club
- Off-Road Club or Advocate
- Enforcement Program or Officer Educator or Regional Trainer
- Trail Manager or Promoter
- 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. The deadline for submission is Oct. 26, 2012.

FBA Annual Award Nominations
Disabilities Act revisions open bike paths and Rail Trails to cyclists with disabilities

by John Mosley

Head to your nearest bike path or rail-to-trail, and the chances are excellent that you'll see a prominent sign stating unambiguously NO MOTOR VEHICLES.

That would seem to leave us riders of ebikes out in the cold (or at least off the path), but a new regulation that expands the Americans with Disabilities Act declares such prohibitions null and void, at least until new procedures are adopted.

Without those procedures, trail administrators have been slow to accommodate the new regulation.

But once new guidelines are in place, those ebike riders with a physical or mental disability are almost certain to be allowed to ride the trails — and perhaps those of us without disabilities as well.

The purpose of the new regulation (ADA Title II, Sec. 35.137) is to prohibit "discrimination on the basis of disability by public entities."

The entities of interest to us are all agencies that administer any public bike path or trail; the law seems to allow no exceptions.

In the past, agencies have been able to decree that motorized vehicles may not be ridden on such paths, but such prohibitions discriminate unreasonably against people with a disability.

The new regulation requires agencies to review their policies to permit the reasonable use of power-driven "mobility devices."

If a specific device is excluded, it must be on the basis of legitimate reasons of safety or harm to the environment.

Agencies must specify which vehicles are allowed and must post these specifications publicly. Until such guidelines are posted, the agency is not in compliance with the law.

This is great news for those of us with an ebike and a handicap — which includes a lot of us.

The law has in mind both returning young veterans who were wounded and are now unable to ride a conventional bike and older folk whose body is wearing out and who can no longer manage a bike like they used to.

Public cycling paths and trails should be open to use by such individuals and their powered vehicles, the law says, unless there is a clear (and stated) reason to exclude them.

Ironically, powered wheelchairs were always permitted on bike paths; now the same courtesy must be extended to other powered vehicles.

Agencies now have to face the problem of determining specifically which powered vehicles can be allowed on which bike paths, and why others are to be excluded.

They can take into account the type, size, weight, and dimensions of the vehicle, the volume of traffic on the path, safety concerns, and environmental and historical/cultural concerns. Whatever they decide, they must post the guidelines.

Please see ADA, page 6
Advocating a bicycle-friendly Florida

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Join FBA
Use the application form on page 15. Suggested contributions (tax deductible):
Individual $25
Family $35
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Bicycle Club $100
Corporate/Agency $100
Higher donations are greatly appreciated! See membership categories at right.

Make check payable and mail to:
Florida Bicycle Association, Inc.
P.O. Box 916715
Longwood, FL 32791-6715
or join online at floridabicycle.org.

Visit FBA’s Website
www.floridabicycle.org

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Stay up-to-date on bicycle issues with these statewide forums.
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FBA’s Blog is on the website
www.floridabicycle.org

Messenger Deadlines
Copy and Advertising Deadlines: Summer Messenger - May 15
Fall Messenger - August 15
Winter Messenger - November 15
Spring Messenger - February 15

Inquiries and submissions:
tim@floridabicycle.org

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Welcome New/Rejoining Members!
Natalie Moses
Robert Bell
Christopher Quire
Joseph Floyd
Michael Nachigal
John and Christina Campbell

continued page 5
Committee for a Bikeable Community

City Cyclists advocacy committee

useful edits, and provided the opportuni-
ty Dwight Kingsbury made many
Pedestrian/Bicycle Coordinator, and col-
league who can only say “been there, done
been involved in this arena for a while,
who has
a bike/ped champion in both FDOT and
private sector.

One thing that wasn’t the same as in
the past was very welcome indeed.
Billy Hattaway, FDOT District 1
Secretary, and the point person for the
effort to reduce bike/ped fatalities and
injuries, welcomed everyone by noting
his background as someone who has
bicyclist in the US.

That fact is the primary issue that
drives FBA’s board and staff, often to
the detriment of being able to focus on other
important matters. There’s obviously an
urgent need to work towards creating a
better environment for cyclists of all
shapes and sizes for reasons related to
our purpose, and for public safety.

The Florida Department of
Transportation, an agency that FBA and
other transportation and public safety
agencies must look to for leadership in
providing a better, safer transportation
network for non-motorists, has undertak-
en another effort towards that end.

Recently, a number of “roundtable”
sessions were conducted around the state
with the goal of gleaning ideas and
examples of approaches that can work,
have worked, or have been ineffectual.

While we applaud FDOT for their
effort, the roundtables themselves were a
case of déjà vu for those of us who have
been involved in this arena for a while,
who can only say “been there, done
that.”

The fact that he’s an avid cyclist
(including as a commuter) and a
CyclingSavvy Instructor, means we have
someone in a vital role who “walks the
walk” and serves as an example to his
peers and co-workers at FDOT.

My concerns aside, I don’t want to
diminish the importance of this latest
attempt by our state’s main transporta-
tion agency, and I believe something of
substance will come of it.

However, I was also disappointed in
the process being as it was – seemingly
starting from a point we should have
moved beyond by now.

I’m also concerned that FDOT said
they wouldn’t have available for public
access the ideas, comments and exam-
pies that came from the numerous public
gatherings.

Instead, they stated, appropriate ones
would be included in the bike/ped ele-
ment of the Strategic Highway Safety
Plan, currently being updated.

I hope FDOT will reconsider that
approach because it perpetuates a per-
ception that everything’s not really on
the table, including perhaps a very
important one: funding.

MAP-21, the new Federal Transporta-
tion Bill, makes it possible for state
DOTs to use funds in ways that may
or may not be helpful to reducing bike/ped
fatalities and improving the overall envi-
ronment of non-motorized transportation
modes.

Unfortunately, that topic wasn’t one
covered during the roundtables unless
someone from the audience brought it to
light. And even then, while not ignored,
wasn’t given the kind of attention this
“elephant in the room” deserved.

At least that’s what I witnessed, and
what others I communicated with who
attended the various gatherings reported.

To be clear, FBA is a willing partner in
FDOT’s latest effort to reduce bike/ped
fatalities and injuries, one of many who
seek to work with them to achieve this
long overdue and critical goal.

However, their partners must remind
them to keep moving in the direction of
creating equity in transportation options,
which means providing adequate funding
for the programs and infrastructure nec-
 essary for that to be a reality.

That means putting pressure on FDOT
leadership and elected officials to stay
that course, and not revert back to the
formulas and practices of the past, in
which way too much emphasis was put
on moving cars and trucks at high speeds –
at the expense of all other road users.

If we fail to do so, trucking/freight and
automobile interests, and their lobbyists,
will seize on the newfound opportunity
MAP-21 has provided to blow us off.

As I mentioned earlier in this piece, it
may be a case of déjà vu… one we don’t
want.

This car-centric
focus has resulted
in Florida’s
dubious distinction of
routinely having
the highest fatality
rate for bicyclists
in the US.

The 2012 edition of the
Florida Driver’s Handbook
brings added attention to
bicycles and pedestrians,
thanks to the work of
Tallahassee cyclists.

Dennis Scott, the (now retired) State
Pedestrian/Bicycle Coordinator, and col-
league Dwight Kingsbury made many
useful edits, and provided the opportuni-
ty for several of the Capital
City Cyclists advocacy committee
(Committee for a Bikeable Community)
to make suggestions as well.

The FHSMV included in the final
2012 driver’s handbook all the commit-
tee’s suggestions.

What changed?

In many places throughout the handbook
motorists are asked to pay attention to
bicycles and pedestrians.

And this new version finally explains
what sharrows are (shared-use roadway
markings, mostly in urban areas, that
alert motorists to bicycles on the road
and indicate where cyclists should ride ) –
they have been present for years on
several of our roadways, but the driver’s
handbook had yet to mention them.

Word count of bicycle- and pedestrian-
related terms increased significantly over
the 2011 edition of the handbook.

The word “bicycle,” for example,
appears 40 times in 2012, compared to
28 times in the previous edition. Mention
of “pedestrian” jumped from 46 to 71
and “cyclist” from 45 to 62 times.

The term “bike lane” doubled from 7
to 14 mentions and reference to “shar-
row” went from zero to two mentions
with the addition of an explanation of
the term and an illustration of the mark-
ings used on the roadway.

The handbook’s Section 5.17 –
Bicyclists includes a Share the Road
illustration and multiple text additions.

Section 5.27 – Traffic Lanes adds men-
tion of bicycle lanes. Section 6.5 –
Pavement Markings adds text and images
for bicycle lanes and sharrows.

The online version of the handbook is
at www.flhsmv.gov/handbooks/

According to the Florida Department
of Motor Vehicles Website, more than
800,000 new Florida driver’s licenses are
issued every year.

Additional references to bicycles and
pedestrians, advocates hope, will
increase both cyclists’ and motor vehicle
drivers’ knowledge of traffic rules with
regard to bicyclists and pedestrians on
the road, leading to improved interac-
tions and a safer environment.

— Information in this article taken
from the Capital City Cyclists blog at
www.cccyclists.org and used with
permission.

Capital City Cyclist members see recommended Florida
Driver’s Handbook changes adopted

From the FBA Program Director...

Working toward a Florida bicycling culture

by Dan Moser

Florida Bicycle Association

Letter to FBA...

Thanks to your crash information

Via “Contact FBA” – I’m a new
member and I just wanted to thank
you (the FBA) for your guidance and
assistance with my recent crash.

Thanks to the information on the
FBA Website, I decided to contact a
lawyer to recover the money for my
medical bills that resulted from the

A month ago a dog ran out in front
of me causing me to crash and land on
my head, shoulder and back. I
received a concussion, brain hemor-
rhage, broken collarbone, 3 broken
ribs, and 3 days in ICU, along with
$50k in bills (so far). The lawyer
agrees with the FBA that the dog’s
owners & home owners’ insurance
should be responsible for my medical
bills. That’s a huge relief; now to heal
up and get riding again.

THANK YOU ALL!!

— M.S.
Free roads cost too much

Earl Lang, FBA Treasurer

After decades of building more and better roads, we still have too much congestion. In Tim Hartford’s book, The Underground Economist, he said, “It is because roads are free that we have run out of spare road space.” He explains that the marginal cost of driving is so small that we never consider it.

Marginal cost is the cost of doing one more of anything, after the original cost of the equipment, the infrastructure, is in place and the annual fees – licenses, registration, insurance, and taxes – are paid.

We think one more trip costs nearly nothing. We believe it is efficient and inexpensive to jump in the car to go to the market for a loaf of bread. We don’t see all the costs. We don’t relate our “quick trip” to the destruction of the environment caused by wide roads, the damage caused by extracting oil and refining it, the global warming caused by burning fossil fuel.

Do you ever think of the coal, iron ore, rubber, glass, and oil based materials that go into the car we all take for granted? Can you imagine the waste produced by our “Marginal Cost” thinking is destroying us, and the world we live in?

Is there an answer? I offer one solution.

Some Online Resources

Have you a subscription to the Share the Road Newsletter? It’s filled with information about bicycling events, people and places (including great trail maps for off road cycling). sign up at www.bikeflorida.org.

If you are an Adventure Cyclist, check out the adventurercycling.org newsletter, Bike Bits. To subscribe, visit: http://www.adventurercycling.org/bikebits subscription form and read their blog at http://blog.adventurercycling.org

FBA board president Mikhail Wilson blogs regularly at www.mikhailwilson.com. His well-researched, philosophical essays will get you thinking on a higher plane.

Don’t forget to check out our Cycling Savvy guru, Keri Caffrey’s favorite site, http://cycling.savvy.org. There you’ll find a panner-load of stories about “empowerment for unlimited travel.” FBA’s own little program is so popular it’s spreading across the country. Have you taken your class yet?

For information about Florida’s bicycle laws, go to http://FBIkeLaw.org. Read through the archives, or ask your own burning question. We reprint some of the questions and answers in the FBA Messenger, but there are many more on the site.

Can’t get enough of Keri? Go to her Website/blog at http://CommuteOrlando.com. Lots of great information on “Bicycling in the Real World.” And don’t leave your computer without a visit to (I know it’s another Central Florida site…sorry) the Orlando Sentinel’s own cycling blog, The Chain Gang.

http://blogs.orlandosentinel.com/sports_thechaingang

Sign up for the Rails-to-Trails Conservancy eNewsletter at http://support.railstotrails.org/site/ PageServer/Pagename=rth_registration to keep on top of advocacy, trail conversions and more.

Florida Cycling Magazine, a semi-monthly digital magazine dedicated to promoting Florida cycling and focusing on racing, can be found at www.floridaarac-inmagazine.com. Sign up for the e-mail.

You’ve certainly run across many more. The list is virtually endless. These few offer a variety of subject matter, just to get you started.
EDS 101: understanding those pesky cogs

I hate stopping for anything! You lose all your momentum and it’s a pain getting the bike back up to speed. That’s right, you lose the momentum but starting and getting back up to speed is a piece of cake if you know your gears.

The gearing system on a modern bike is one of the most efficient devices on the planet for translating human effort into actual work. Understanding gears should not be daunting.

Properly used, gears make you as efficient as possible for the speed, wind conditions and terrain. They’re easy on the knees. And they prolong the life of your chain and cassette. That translates into money saved. So let’s start with the basics.

In a standard configuration, the shifter on the left handlebar controls the front derailleur, which controls the position of the chain on the crank set, where the pedals are attached. The right shifter controls the rear derailleur, which positions the chain on the cassette mounted to the rear wheel.

Remember when you drove a stick shift car? Did you ever try to start out in fourth gear? It didn’t work out for you then, and it doesn’t work very well on a bike either.

**Gear combinations**

The lowest gear combination on a bike is when the chain is on the inside chain ring on the front (smallest diameter chain ring), and the inside cassette cog on the rear wheel (largest cassette cog), as shown in the figure at right. If you have numbers on your shifters, they will each start out at “1” closest to the wheel through “x” farthest from the wheel.

**Front chain rings**

Many geared bikes have three chain rings – such as mountain bikes and touring bikes; road bikes usually have two.

The low, or No. 1 “granny gear,” is designed for going up steep hills, or in the case of riding in Florida – high bridges with a headwind. You’ll pedal like mad, but eventually, you’ll get to the summit.

**Rear cassette**

The mid crank ring (smaller of two crank rings on road bikes) is your basic utility front gear. It optimizes your rear

Above: Front derailleur on “2” (outside) rear: “4.” Hard pedaling but you go faster.
Below: Front derailleur on “1” (inside) rear: “1.” Easy pedaling but you go slower.

Jeff Hohlstein, CSI, Chapter Director

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**ADA revisions open bike paths to motorized vehicles**

Continued from page 2

Eebikes are a shoo-in because they’re virtually silent, non-polluting, low speed, and take the same footprint as a non-electric bike, where a Segway might well be prohibited because of its width and gas-powered vehicles are not likely to be allowed for several reasons.

A huge question that hangs over all discussions is how to determine that an eebike is a handicapped vehicle; the ADA regulation is to help *disabled* cyclists specifically as opposed to anyone who happens to own an eebike who would like to ride the trails.

Wheelchairs are handicapped vehicles by virtue of being wheelchairs, powered or not. There is no process to certify that a wheelchair is a handicapped vehicle — it just is. Wheelchairs don’t display a decal with the blue handicapped logo.

Likewise, there is no process to certify that an eebike is a handicapped vehicle and no agency is empowered to issue special handicapped decals or plates, so there is no way for a trail officer to know by inspection that an eebike is being used as by a person with a disability or not.

The ADA regulation makes it clear that an officer can ask a rider if the eebike is for disabled use but may not inquire as to the nature of the disability or demand proof of a disability, so this leaves the question of enforcement wide open.

Without a way to certify an eebike as a handicapped vehicle with a decal or plate, it seems that the only option trail authorities have is to allow all eebikes (and other vehicles) that meet their standards to ride the trails, whether for handicapped use or not.

Just as people can have handicapped license plates and windshield tags issued by the state, eventually we might see the equivalent decal or small license plate issued by local police departments, upon receiving a note written by a doctor or upon receipt of a completed form.

And we might see a standardization in exactly what constitutes an accepted eebike so that a eebike licensed in one jurisdiction is honored elsewhere. If so, we can hope that the guidelines are written carefully and thoughtfully.

When trail authorities eventually issue guidelines as to which eebikes are allowable there may be a mixture of good news and bad news.

Pittsburgh now allows eebikes on their trails, but only if the motor is 250 watts or less — to limit the speed to 15 mph. Bad regulation! This seems to be a clear case of discrimination — many of us have motors with a higher wattage to climb hills, not to speed along on the flat. If Pittsburgh wants to limit speeds to 15 mph on their bike paths they should post and enforce a speed limit rather than ban eebikes with the theoretical ability to go faster on the flat.

Hopefully agencies will get useful input from the eebike community before issuing guidelines that are then hard to modify.

The new regulations, posted in 2010, went into effect on March 15, 2012. Complaints should be referred to the Department of Justice (there is a form for registering complaints at their web site), and all administrators of bike paths and rails-to-trails should realize that messing with the Americans with Disabilities Act and the Department of Justice is not a matter to be taken lightly.

As an eebike rider with a disability, I cycle past the “no motorized vehicles” signs without slowing, but I carry in my pack a printed summary regulation. To learn more:


A detailed discussion of the regulation, how it came to be, and guidelines for its implementation: [www.ada.gov/regc2010/titleII_2010_regulations.htm](http://www.ada.gov/regc2010/titleII_2010_regulations.htm)


Another article on how Pittsburgh is implementing the regulation: [www.post-gazette.com/stories/local/state/low-power-electric-bikes-allowed-on-trail-287385/](http://www.post-gazette.com/stories/local/state/low-power-electric-bikes-allowed-on-trail-287385/)
Self-supported bicycle touring in the Florida Keys

by Earl Stine

Since I first visited the Florida Keys in 1973, “The Keys” have always been a mystical escape for me. The sunshine, the aqua-blue waters and soft tropical breezes are my idea of paradise. But, like most of us, that little issue called work always kept me from experiencing her charms and exploring her many secrets.

A trip to “The Keys” usually meant flying into Miami, renting a car, driving straight to Key West… windows closed and the A/C running. Quick stops along the way, jump out of the car, take a look, snap a picture, back in the car and off we go at 60 mph… There was never enough time to truly enjoy the beauty around me. As an international business executive, my life was spent in an aluminum tube, 30,000+ feet in the air on endless flights. I was away from home 5-6 weeks at a time and always on the move with never enough time to slow down and just relax.

In 1998 I started to give some thought to those “golden years” that were rapidly approaching. My retirement target date was January 1, 2006, and I knew one thing: I did not want to spend the next stage of my life in planes, trains, automobiles or buses labeled “senior tours.” I was going to be different and explore as much of the United States as possible by bicycle. There would be no schedules, no time lines, no bosses and no group dinners!

Touring By Bicycle

I have always enjoyed bicycling, but rarely had time for touring. In 1998 I began cutting back on travel for work and started to take more time for myself. It was in this stage of my life I began to enjoy supported bicycle touring.

These trips were always enjoyable and I had the opportunity to explore many breathtaking locations across the U.S. All I had to do was hike or bike and they took care of everything else.

However, a group trip in many ways is similar to a corporate trip. The agenda and time line are set. There are group breakfasts, group dinners and set times to move to the next starting point.

I wanted something better. So around 2004 I started to give serious thought to self-supported bicycle touring. I could be like the pioneers, self-reliant. I could set my own agenda, start when I wanted to, stop where I wanted and best of all, there’d be no group dinners!

I researched what was needed to become a self-supported bicyclist and I began acquiring the equipment and learning the mechanical skills necessary to be a confident rider. Finally, I had to build my endurance and learn how to

Please see Biking to Key West, page 8

Share the Love – top 20 counties in Share the Road specialty plate sales

by Ken Foster, Bike Florida Marketing Director

We really love all the counties but this group has proven, year after year, to be among the highest Share the Road specialty plate selling counties. To offset counties with the largest populations tendency to dominate the “Most Plates Sold” list, we compare the number of Share the Road specialty plate sales to all specialty plate sales. The counties with the highest populations do still make it on the list.

Here are the top 20 Share the Road specialty plate selling counties for the past 18 months ending June 30, 2012.


Share the love, visit your nearest tax collectors office to purchase a Share the Road plate.

www - ShareTheRoad - org

Join us at these 2012 events:

- Endless Summer Watermelon Ride
- Spaghetti 100 in Tallahassee
- Withlacoochee State Trail Ride
- Mt Dora Cycling Festival
- Gainesville Cycling Festival
- Horrible 100
Biking to Key West and back
continued from page 7

conserved energy so I could easily ride 50+ miles per day on a loaded bicycle.

Florida Keys Overseas Heritage Trail (FKOHT)
There was never a question about where I would do my first self-supported bicycle tour. It would be the Florida Keys. I retired on January 1, 2006, and I began my first tour 11 days later. My route would take me from Key Largo to Key West and back for a total of 210 miles.

Before starting my ride, I did as much research as possible about riding in the Florida Keys. It seemed as though everything I read painted a not so positive picture of biking in The Keys. I read blog after blog and it was depressing. But, I was determined, so at sunrise on January 12, I was off.

The blogs were correct. Many sections of US1 were being repaved, so many times there was only one lane for all traffic, bicycles included. Bridges were also being repaved, again forcing traffic into a single lane.

You don’t make a lot of friends when you are touring. Of the old bridges have been converted to fishing bridges and the center lane is dedicated to bikers and pedestrians. And, work is continuing on building a continuous trail from Key Largo to Key West. It is my understanding that another 30 miles of bike paths will be added in the next year.

The trip from Key Largo to Key West and back is a now safe and pleasant trip. It is flat except for the bridges. However, the winds can be strong, especially during the winter and for this reason I usually break the trip into 50 mile segments. If you can ride 50 miles a day you can easily do this ride.

The Ride From Key Largo To Key West and Return
I no longer camp. I stay in motels in the evening. I prefer the old mom and pop “Keys Motels” which are part of the charm of the area.

The blogs were correct. Many sections of US1 were being repaved, so many times there was only one lane for all traffic, bicycles included. Bridges were also being repaved, again forcing traffic into a single lane.

You don’t make a lot of friends when you are using the only available lane, riding a loaded bike and going at a top speed of 12 mph especially when all of those cars behind you are racing to get to Key West! I hung in there, did the entire ride and loved every moment of my adventure.

Today, the FKOHT is much different story. There are numerous bike paths on many of the keys, and, when it is necessary to use US1, there are beautiful wide shoulders. I have learned over the years that many times it is possible to avoid US1 and pick up a frontage road. Many

Florida Bicycle Club Leadership Workshop
set for Horrible Hundred weekend

The Florida Bicycle Club Leadership Workshop returns to Clermont November 17, 2012, in conjunction with the Florida Freewheelers’ Horrible Hundred.

Date: Saturday, November 17, 2012
Time: 3:00-6:00pm
Location: Fairfield Inn & Suites, 1750 Hunt Trace Blvd., Clermont, FL
Fee: FREE, however, registration is required.

Contact Hallam at laura@floridabicycle.org.
Ask an Attorney...

What's the real scoop on bicycle helmets?

by Christopher G. Burns, Esq.

Do I have to wear a helmet when I ride my bike?

Helmets are hot, uncomfortable, strain my neck, and some of them cost more than $200! Are they legally required? Are they really necessary? Motorcyclists travel a lot faster than we do on a bike, and many of them don’t wear helmets.

A.

Twenty-one states and the District of Columbia require bicycle helmets for children. No state currently requires them for adults. Here is the legal answer to your question about bike helmets in Florida:

1. In Florida, it is NOT mandatory that you wear a helmet if you are age 16 or older.
2. If you are under 16, you must wear a helmet that meets federal safety standards, and that is fastened to your head with a strap.
3. Assume this scenario: YOU are:
   A. riding your bike without a helmet
   B. involved in an accident that was not your fault with a motorist
   C. You suffered a head injury
   D. You pursue an insurance claim or lawsuit to compensate you for your medical bills, lost wages, and injuries against the at-fault driver.

Can the at-fault driver defend your legal claim by saying you caused your own head injuries by failing to wear a helmet?

Answer: No. Florida Statute §316.2065(18) says: “The failure of a person to wear a bicycle helmet or the failure of a parent or guardian to prevent a child from riding a bicycle without a bicycle helmet may not be considered evidence of negligence or contributory negligence.”

Having described the legal consequences of bike helmets in Florida, what is the most reasonable decision about whether to wear a bike helmet?

The statistics for wearing a bicycle helmet are overwhelming and compelling.

The statistics for wearing a bicycle helmet are overwhelming and compelling.

About 9 out of 10 bicyclists who die are not wearing a helmet.

According to the Bicycle Helmet Safety Institute, 91 percent of all cyclists killed in 2009 in the United States were not wearing a helmet.

In Florida in 2009, there were 100 bicycle fatalities. Only 12 riders were wearing helmets. 88 were not. From 2000 to 2010, Florida suffered 126 bicycling deaths to helmeted riders. But there were 964 deaths to cyclists not wearing a helmet.

In 2007, about 67 percent of bicyclists who died had suffered a fatal brain injury. Helmets decrease the risk of head and brain injury by 70 to 88 percent.

Bicycle helmets reduce the risk of facial injury to the upper and mid face by 65 percent.

Helmets help prevent fractures and injuries to the head, neck, face, and jaws. It has been posited that 75 percent of bicycle fatalities among children could be prevented with a bicycle helmet.

In the studies conducted, the conclusion is reached that wearing an industry approved bicycle helmet significantly reduces the risk of head injury during a crash or collision.

Since the statistics are so obvious, one might think that most cyclists would religiously wear helmets. Unfortunately, one would be wrong.

In 1999, the U.S. Consumer Product Safety Commission conducted a survey, which found that roughly 50 percent of all bicyclists wear a helmet.

It may also surprise you that the majority of cyclists who die are actually adults, and not children.

For the last 10 years, the average age of a bicyclist killed in the U.S. is about 40.

The average age of bicyclist who suffers injuries is 29. This is particularly relevant because only 38 percent of adult bicyclists wear a helmet. By comparison, about 66 percent of children wear bicycle safety helmets.

Many ask, then, why do those riders in the Tour De France not wear helmets?

THEY DO – NOW.

Cycling race regulations are set by the Union Cycliste Internationale, which historically did not mandate helmet usage. For this reason, most professional cyclists did not wear helmets because they claimed the weight was a disadvantage, especially during steep uphill courses.

However, in 2003, new rules went into effect. The 2003 rules require pro cyclists to wear a helmet at all times, except they may remove their helmets during the final climb. It has now been almost a decade since all pro cyclists began to wear helmets.

As bicycle advocates, what can we do? We must try to educate and convince all bicyclists of the safety merits of wearing a bicycle helmet.

We must also provide access to inexpensive helmets and assistance in making sure the helmets fit properly.

All bicyclists should wear approved and properly fitting helmets to reduce the risk of head injuries, facial injuries, and death.

— Christopher G. Burns, Esq. is an attorney who has 25 years experience in representing cyclists, mostly in cases involving wrongful death and serious bodily injury. He is an avid cyclist who has participated in organized rides around the United States and in Europe.

Mr. Burns is also a long-standing sponsor of cycling clubs and race teams in Florida. He has also served on numerous boards, clubs, and governmental organizations in advocacy issues related to cycling. He can be reached at ph: 904-632-2424; e-mail: burns@terrellhogan.com. He is happy to take your phone calls or e-mails.
Self-supported touring

continued from page 8

Frequently the wind will be a steady 25mph with gusts of 30-35mph. That easy southbound ride across the 7 Mile Bridge will now become a challenge. Every inch of riding northbound on the bridge requires work. It is now easy for a rider to understand why it is important to pick a motel close to the bridge.

What Were They Thinking?

Probably the most dangerous section of the entire ride is the arrival into Key West at intersection of US1 and A1A. For the last few miles into Key West there is a nice bike path. At the intersection you have an option to either continue right or go left. My preference is to go left because there will be a very nice view of the ocean. However, going left means having to cross US1. There is a traffic control light because US1 meets A1A at this junction. But, to reach the control button for the walk light you must cross the section of US1 that flows into A1A to the right. And, there is no light to stop the traffic and the traffic is not about to stop for a biker or walker.

I’ve found it best to dismount and slowly force the issue by moving the bike out and hoping that a courteous driver will stop.

Again and Again

I am 71 now and I still average about 6,000 bicycle miles a year. With good luck I hope to continue self-supported touring for another 20 years. It has been the best decision I’ve made for spending my retirement. I’ve had great self-supported trips on the Katy Trail, The Great Allegheny Passage/C&O Canal and Maryland’s Eastern Shore, to name just a few that are my favorites. But I keep returning to the Florida Keys because they will always be special to me. I have made 15 trips since 2006 and will again ride the FKOHT in November of 2012.

My first 13 trips were solo, but in 2011 I began inviting others to join me, but only if they could meet my ride expectations. If interested, drop me an e-mail (estine2208@mac.com) and I will send you the expectations. Those who are interested in speed need not apply. After all, I am riding to enjoy The Keys, and life in The Keys is laid-back and casual.

Touring has taught me to enjoy the adventure at a slow and steady pace. There are many great and natural experiences in The Keys but only if one takes time to seek them out.
Do you have a question about the laws related to bicycling?

**Ask Geo @ FLBikeLaw.org**

George Martin

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**Electric bikes in bike lanes**

Q: Alex asked: I was riding in a marked bicycle lane when a vehicle made a right turn through me. I was already at the hospital by the time the police officer arrived at the accident site. The driver of the vehicle told the officer I was riding on the sidewalk so the officer didn’t issue a citation for hitting me because, he later told me I was in the wrong. And there were no witnesses to confirm or deny either story. Is there any way to get the driver cited to make the insurance process go more smoothly?

A: Your best option is to go to the police and ask for a full investigation into the incident. A letter to the police chief with copies to the mayor, city council and local Bike/Ped Advisory Committee may help. At a minimum, you should ask to provide a statement for the crash report or investigation and talk to the officer making the report. Ask what laws and facts led the officer to claim that you were at fault.

Educate yourself with the information at [www.flbikelaw.org](http://www.flbikelaw.org). An attorney can assist with the proper approach, but you probably will have to educate the attorney, since few are fully knowledgeable in bicycling law. There is a list on the FBA website of attorneys that have shown an interest in representing bicyclists. Even if on the sidewalk or crosswalk, you are not automatically at fault in a crash. Bicyclists in a crosswalk have the rights and duties pedestrians.

**Bicycles on the sidewalks**

Q: Jocelyn asked: I am going into middle school and I have to ride my bike and I don’t know if I can ride on the sidewalk or if I have to ride in the road?

A: There is no state law requiring or prohibiting cyclists’ use of the sidewalk. There may be a city or county ordinance that could prohibit sidewalk use. When on the sidewalk or crosswalk, cyclists have the same rights and duties as a pedestrian, must yield to pedestrians and signal when passing.

s. 316.2065 – Bicycle Regulations

(10) A person propelling a vehicle by human power upon or along a sidewalk, or across a roadway upon and along a crosswalk, has all the rights and duties applicable to a pedestrian under the same circumstances.

(11) A person propelling a bicycle upon or along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.

A bicycle on the sidewalk is still a vehicle, not a pedestrian. Other statutes about helmets, lights, etc. still apply.

Sidewalks are designed for pedestrians, and bicyclists on the sidewalk must exercise “due care” to avoid a collision. Speeds should be commensurate with the conditions. Simply yelling “passing” and blowing by a pedestrian is not only rude, it is also a violation of the statutes.

Riding on the sidewalk, particularly against the flow of traffic in the roadway, is hazardous:

- At intersections and driveways, motorists are not expecting traffic from the right.
- Bicyclists on the sidewalk may not be able to see traffic signs and signals.

Before using the sidewalk, ask your school officials or the local police if there is a local ordinance prohibiting sidewalk bicycling.

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**Hot New Handbooks**


Both publications recommend that a cyclist passing a parallel-parked car maintain 4 ft or more of clearance to avoid the “door zone” — but why this much?

Even the widest-opening car doors open only about 40 inches from the side of the vehicle body. In practice, though, riding this close to cars is not practical.

Cyclists don’t have laser range finder and guidance systems to track exactly 40 inches from parked vehicles. To maintain adequate clearance and avoid being startled by a suddenly opened door, a rider needs to maintain 4 ft or more of clearance.

Similarly for motorists: even though section 316.083, F.S., requires a motorist passing a cyclist to pass “at a safe distance of not less than 3 feet,” intentionally passing with just 3 ft of clearance would require superhuman skill.

At higher speeds, and depending on the motorist, being sure of passing with at least 3 ft of clearance might require 5 or more ft of clearance. A truck that swerves left to pass (apparently) enough room can clip a cyclist with a wide, off-tracking trailer.

Motorists and cyclists used to be expected to be prepared to react to conflicts, but that approach has been discredited. Problem: when a conflict suddenly develops, operators often cannot react quickly enough unless they have already anticipated the conflict and made appropriate adjustments in their paths or speeds; wait till a traffic threat definitely emerges, and it’s apt to be too late to take evasive action that doesn’t risk conflict with another driver.

Planning ahead for common errors by riding in a visible, predictable line is the practical way to avoid problems.

Rather than huff and puff about conflict anticipation strategy in a narrow lane, the handbooks quote the Florida Greenbook (FDOT Manual of Uniform Minimum Standards for Streets and Highways), which states: “Wide outside lanes are through lanes which provide a minimum of 14 feet in width. This width allows most motor vehicles to pass cyclists within the travel lane, which is not possible on more typical 10-ft to 12-ft wide lanes.”

A key amendment in the regulations allows bicycle lights to flash. Obtaining and maintaining pricey bicycle lights that required frequent recharging or replacement of batteries was once a nontrivial challenge for evening riders, providing a perennial theme of discussion and review in cycling magazines and online forums.

Now, with compact, relatively moderately priced LED lights that can run for many hours on a charge (especially on flash or low-power settings), cyclists who ride with lights at night (as legally required) are cooking with gas, so to speak.

Hard copies of the revised handbooks are expected to be available this fall compliments of Florida’s Pedestrian and Bicycle Safety Resource Center, [http://www.pedbikescrce.ufl.edu/](http://www.pedbikescrce.ufl.edu/). They’ll also be posted online.

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**Show Your Support and Help Get the Word Out**

Educate other users that bicycle drivers are allowed the full use of the lane on most of our roads* with an FBA static cling. Only $2.00 to cover shipping and handling. New and renewing members get this free!

Order via FBA’s online store at [www.floridabicycle.org](http://www.floridabicycle.org)

*Florida Statute 316.2065(5)(a)3.
Shifting gears 101
continued from page 6

Gears for speeds from zero to between 15 and 20 MPH.
If you generally operate below 20 mph should use the mid crank almost exclusively.
The large crank is for speed. It should be used normally when cruising above an average speed of 15 - 20 MPH. The correct shift-point is dependent on many factors, including bicycle gear ratios, and rider pedaling cadence (how fast your legs are spinning the pedals).

See “Gears 102” in the next issue for more on cadence.

Depending on what rear cassette ring your chain is on, if you start from zero on the large crank ring you are starting out in the equivalent of at least second gear in a car, probably higher.

Rear cassette cogs are like the accelerator
Most geared bikes have from seven to ten cassette cogs. These cogs change gear ratio in small increments. Use them as you would use your car’s accelerator.

When you start from a stop, you should be in the first or second cog. As you accelerate and hit your target cadence, shift up. As you hit it again, the rear derailleur shifts the chain on the back side or slack side of the power stroke and you don’t have to ease up on the power. Just keep on pedaling, and shift.

Let’s get going
Armed with this information you now have enough to go out and get to know your gears — it will change your ride for the better.
Or, in CyclingSavvy’s “Train Your Bike,” we take gear novices, some of which have pedaled for years, and make them basically competent through a set of exercises in about 20 minutes. You can find out more at the CyclingSavvy website at [http://cyclingsavvy.org/]. If you live in northeast Florida you can get all the local info at the FBA First Coast website at [http://floridacycle.org/chapter/firstcoast].

Cadence and gearing are tightly intertwined to deliver the best power to your bike. That, and simple power train maintenance can cut your power train repair costs in half! In the next FBA Messenger edition, “Gears 102: Get maximum performance from your legs and gears and save $5” will explore how using both cadence and gears, you can extract the maximum performance that you are capable of on every ride — and save big bucks in the process.

Available to FBA members as much as possible.
However, much to my surprise, the DeLand business community and local elected officials have been very supportive of our efforts to improve conditions for bicycling in Florida because they get it! They understand our need to improve road safety for all road users. They understand that bicycling and walking are good for eco-tourism, that it improves quality of life for all Floridians — and that it’s good business! We are hoping this positive perspective will catch on in other communities as well.

Speaking of efforts to improve conditions for bicyclists, the Florida Department of Transportation recently completed one of the first stages of its new safety program by hosting a series of “routable” meetings throughout the state.

There were six meetings over a period of a week held in most of the major metropolitan areas of Florida, each lasting four hours or more. The purpose of these meetings was to solicit input from many of FDOT’s partners — including FBA — in addition to planners and engineers from local government, and the general public.

Many local cyclists showed up to articulate their needs, and to request that FDOT work on specific projects. The Florida Bicycle Association was represented at all of these meetings, including our own Dan Moser (FBA Program Manager), and his summary of the meeting we attended in Bartow for FDOT District 1 is included in this issue of the Messenger.

As most of you are aware, we here at FBA have been working hard on getting a good federal transportation bill passed that would help improve safety on our roadways and pathways for bicyclists and all road users.
Unfortunately, congress took three years to pass a two-year transportation bill that fell way short of what we had hoped for.
Most of the verbiage is inordinately infamously quoted by Jerry Garcia of the Grateful Dead, “It’s been a long, strange trip!”

Executive Director’s Corner...

‘It’s been a long, strange trip!’

As infamously quoted by Jerry Garcia of the Grateful Dead, “It’s been a long, strange trip!”

I’ve been with FBA a little over a year now, and during that time, we’ve had some successes, and we’ve had some failures — we just try not to have too many of the latter. The last quarter has been no exception, except that we’ve had mostly successes! ☹️

This past spring, we finally had our grand opening for the new FBA office in DeLand, and we had a great turn-out! In addition to board members and valued FBA members, we also had the mayor of DeLand, city commissioners, county council members, the executive director from the DeLand Area Chamber of Commerce, and many other members of the business community.

This is one of the reasons I’m glad we established our new HQ in DeLand. I had originally settled in Deland primarily because it’s close to the geographic center of Florida, and I wanted to be

want to see...and more competition for the few dollars available...

Moreover, the language in this bill gave the governors in each state the opportunity to “opt out” of such programs as the Recreational Trails Program that has served us so well in Florida. The good news is that nearly every governor in the country has chosen to “opt in.”

The bad news is that Governor Scott chose to opt out (the only other state in the country that chose to opt out was Kansas). However, we have been working with FDOT Secretary Ananth Prasad, and he has stated that the only reason Florida chose to opt out was to maintain flexibility in funding.

And in a press release published the last day of August, Mr. Prasad stated that FDOT remains committed to continuing the Department’s support of the Recreational Trails Program, as well as critical programs such as “Safe Route to Schools.” Additionally, the Transportation Alternatives Program (formerly “Transportation Enhancements,” which has funded many bicycle facilities projects over the last 20 years, including bike lanes and bike paths) will continue to be funded at 2009 levels.

We will continue to work with FDOT to help ensure that limited funding is spent where it is appropriate to help improve the safety of bicyclists and pedestrians throughout Florida.

On a more positive note, fall should be officially beginning right about the time FBA members and affiliates start receiving this issue of the FBA Messenger. And you know why we appreciate fall more than people in most parts of the country? Because we feel like we’ve earned it!

After sweltering on long rides all summer, and dodging afternoon thunderstorms, we’re more than ready to start enjoying the cooler days of fall. And we deserve it. Be careful out there!
Your Executive Director,
Tim Bustos

Florida Bicycle Association

[Image 756x937]
Don’t just go...ElliptiGO?

Design for this “vehicle” was born of a desire to maintain fitness in spite of injury. Discovering that hip and knee injuries meant that he could not run or engage in any high impact sports or exercise, co-founder of the company, Bryan Pate, teamed up with Brent Teal, (mechanical engineer and former Ironman triathlete) to design this elliptical trainer on wheels. Their idea was to create the feeling of running, without the impact, and to build a device that would get Brian out of the boring workout room. Several years and several designs later the first ElliptiGO was delivered to a customer in 2010. The ElliptiGO comes in three models with prices ranging from about $1,800 to $3,500. With that kind of outlay, you could just go ahead and buy that new 55” plasma to spruce up your own boring workout room. But, hey, you’d still be missing the great outdoors.

You can find dealers in Jacksonville, Orlando, Tampa, Fort Myers, Miami.

Of course they have a Website:

www.elliptigo.com

JTA drivers learn to share the road

by Stephen Tochnell, FBA First Coast Regional Advocacy Director

With a PowerPoint that was put together by Jeff Hohlstein, and help from Keri Caffrey from CyclingSavvy, volunteer bicycle advocates gave presentations at all eight of the regular training sessions held for Jacksonville Transportation Authority (JTA) bus drivers in July 2012. JTA bus drivers are required to attend one training session per month.

Each of the presentations on bus-bicycle interactions took up about 20 minutes of the one-hour sessions.

The main points covered included correct procedures for overtaking bicycles, positioning of bicycles in travel lanes, bike lanes and shoulders and communications between bicyclists and bus drivers in traffic.

Two videos from Orlando, showed correct procedures when buses and bicyclists interact. Following each presentation, bus drivers had ample opportunity to ask questions and to comment on their observations with regard to bicyclists.

The major theme was that most bicyclists are untrained and that all bus drivers are trained professionals, it’s the bus drivers who are ultimately responsible for ensuring the safety of the vehicles, passengers and bicyclists.

Even though Florida law requires overtaking vehicles to maintain at least three feet of separation from bicycles, the rule for bus drivers is to maintain a separation of at least four feet. Also, when bicyclists use the bike racks on buses, they have to be sure to exit from the front, and to let the bus driver know that they are going to retrieve their bike.

If they exit from the rear, there’s a good chance they’ll be run over when trying to take their bike off the rack.

Response to the presentations, both from JTA officials and bus drivers, has been overwhelmingly enthusiastic. In an e-mail message, Patricia Emard, the JTA interim Superintendent of Transportation, reported that the presentations on bus-bicyclists interactions may be something that the JTA would like to consider doing on a regular basis.

She also reported that the video was very impactful.

The idea for the presentations came from Mr. Michael Blaylock, the outgoing JTA CEO. I was proud to help set them up.

For volunteering to make one or more of the presentations, thanks to Jacksonville Council Member Don Redman, Jeff Hohlstein, Mark Fetzer, and James Reed, the City of Jacksonville Bicycle Pedestrian Coordinator.

If you would like to know more about these sessions, please post a comment or send me a message.
Upcoming Bicycle Touring Events in Florida

This printed version is 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 an online calendar database maintained by Roger Pierce. To add an event to his (and our) calendar, e-mail to fbc@piercepages.com or go online to post your own entry. See complete calendar, including many out-of-state rides we don’t have room to print here, and much of the hype we edited out in this here version, at www.floridaobservercycle.com.

October

October 6 (Sat) Miccosukee 29th Annual Spaghetti 100 Enjoy a day of touring the roads (paved or dirt) of Miccosukee. Florida and South Georgia for a day, followed by a sumptuous spaghetti dinner with lots of accoutrements. There are four (4) ride options. Classic Options: 100 miles or 100 kilometers on paved rural roads. Dirt Options: 62 miles or (42 miles) on mostly unpaved (dirt) roads. All ride options will be supported with marked routes, rest stops, and emergency SAG. For registration, directions, and ride information please visit the Capital City Cyclists Website (link below).
http://www.ccycyclists.org/

October 7 (Sun) Inversion 18th Annual Rails to Trails Bike Ride Start: 7:30 am No Mass start. Location: North Apopka Trailhead in Inversion. Distance: 46 mile paved trail. If you ride the trail both directions an 8 mile loop is offered for a century ride. Entry Fee $25.00 per rider over 12 yrs old, $15.00 for riders 12 and under (must be accompanied by an adult). Mailled and ONLINE entries must be received no later than Midnight October 4th, 2012. All others must register at “WALK UP” the day of the ride. All support ends at 3:00PM DAY OF RIDE For more info: go to our website www.railstotrailsonline.net, and print out or send in entry form Call 352-527-9535 if additional info. needed E-mail richg37s@yahoo.com. http://railstotrailsonline.com

October 7 (Sun) Heathrow CFC Fibrosis Foundation Cycle For Life 100/62/25 Registration 7 a.m., Start 8 a.m. - The CF Cycle For Life is a one-day tour where hundreds of men and women will come together to participate in an event to find a cure for cystic fibrosis. Participants have the choice of 35, 62, or 100 mile routes riding through the back roads of northern Seminole and Volusia Counties. The bike tour is a fully supported journey with stocked rest stops every 12-15 miles, support and gear (SAG) vehicles, on-site medical services, marked route, and much more. This unique event empowers participants to take action and demonstrate their fight in finding a cure in a tangible, emotional and experientially powerful way. For any questions please contact the Cystic Fibrosis Foundation at either P.O. Box 46, Lee Rd. Suite 111, Winter Park, FL 32789, or Paul Glosner at 407-339-2978 or pglosner@cff.org http://floridaobservercycle.com

October 11-14 Chiefland Chiefland Fall Bicycle Fest

October 15-19 Cross City Gulf Coast Highball Tour 15, 35, 65, or 100-mile routes through the pine flatwoods and around North Port. $35 online registration fee includes breakfast, mobile support, rest stops/snacks/lunch. A free commemorative ride t-shirt and water bottle to the first 50 to pre-register by Oct. 1st. Registration can be done online up until Oct. 19. Check-in/on-site registration ($40 for the 35/50/100 mile routes, $50 for the 15 mile ride) begins at 7AM; the 15-mile special “Family Ride” begins at 9AM (Family registration rate for this ride is $50 for up to 6 riders) (t-shirts NOT included). Dallas White Park, 5900 Greenwood Ave. Start. Presented by People for Trees, Inc. www.peoplefortrees.com

October 21 (Sun) Bonita Springs Ride 4 Hope to Benefit Hope Hospice Join the ride and help give Hope to others! 25/50 mile routes. All proceeds benefit Hope Hospice, a non-profit palliative care and support to everyone with a life-limiting illness. Check-in begins at 7:00 a.m. at Joanne’s House at Hope Hospice in Bonita Springs, 27200 Imperial Parkway. 50-mile ride departs at 8:00, 25-mile departs at 8:30. Registration fee includes rest stops, shirt, goodie bag, SAG support and pre-event safety check. Hope Hospice, (239)489-9164. www.hopenhospice.org/ride

October 26-28 White Springs SBA Suwannee Fat Tire Festival Enjoy 3 days of riding SBA’s 6 unique mountain bike trails (50-miles of great single track). Ride guides. Free beginner mtb clinic; hiking and Suwannee River paddling options. Camping included at the beautiful Stephen Foster State Park. Come early for the Thursday night potluck dinner at SBA’s four headquarters in White Springs. Social events and more. Roadways welcome to enjoy the scenic, low traffic rural roads (maps available). For details visit website or call 386.243.0115. www.swaanneebike.org/fit.htm

October 27 (Sat) Gainesville 20th Annual Santa Fe Century A tour through the lush forest and rolling land north of Gainesville up through the Santa Fe River valley. Rides start at 8:30 am from the North West Florida Women Girls Club at 2700 NW 51st Street in Gainesville. Enjoy a 100 or a 55 mile road ride, or the 18 or 28 mile Millihooper Rumble family fun ride, with well stocked rest stops. http://gcfla.org/gcf/

October 27-28 Gainesville Gainesville Cycling Festival Two centuries in two days! (Or enjoy the shorter options for a weekend of fun and cycling.) See the details in the listings for the Santa Fe Century and Horse Farm Hundred. Full info is available on the web site. http://gcfla.org/gcf/

October 28 (Sun) Flemington Horse Farm Tours The Horse Farm Tours start in Flemington on CR 329 ( Interstate 75 CR 318 exit). Registration will be open till 9 am. If you want to start with a group, we’ll send you off at 8:30 am. Otherwise, you can start whenever you wish. With 25, 30, and 45 mile routes to choose from, there should be a distance to satisfy everyone in the family. The terrain that you will encounter as you wind through the horse farms is rolling. If you are from the coast, it will be a different challenge than just riding over the odd canal bridge. But during this washboard ride, you wind through the horse farms is rolling. If you are from the coast, it will be a different challenge than just riding over the odd canal bridge. But during this washboard ride, you may want to make frequent stops to take in the scenery, and perhaps have a conversation with a horse. http://gcfla.org/gcf/

October 28 (Sun) Gainesville 32nd Annual Horse Farm 100 The Gainesville Cycling Club’s tour through the picturesque horse farms of northern Marion County. We have the best stocked rest stops in Florida! The 102 mile ride (and a 55 mile option that doesn’t get into horse farm territory) starts at 8:30 am at Loften High School at 3000 East University Avenue. Bagels & muffins will be available in a paved area before the start. http://gcfla.org/gcf/

October 28 (Sun) Marionland Spoonbills & Sprockets- Friends of A1A Scenic Byway Ride Metric 100/53/20, Mass start 7am. Come ride along the beautiful and scenic A1A Byway through Flagler and St. John’s Counties. Fully supported including SAG, this first year event will showcase stops at Gamble Rogers, Marineland, and the St. Augustine Pier. Then join us for fun and barbeque at Marineland to finish off your weekend of cycling & celebrate our byway. Registration opens June 1, day of registration available. $35 for pre-registration until October 26th. 45 day of. Includes T-shirt. http://www.scenica1a.org

November

November 2-4 Madison North Florida Tour Host: The Southern Bicycle League. Come for 3 days of loop bicycle rides in and around Madison, canoeing, kayaking, swimming, fishing, exploring, and more. Friday package at Camp Cherry Lake includes some meals, 2 or 3 nights lodging, Saturday lunch at Artistic Things by Marshall (Greenville), Saturday night dinner & dance, door prizes. Per person rates, see application, www.bikeule.org or www.north-floridatours.com

November 3 (Sat) Largo Ride to Defeat ALZ 62/25/5 mile routes. Start and finish at Walsingham Park in Largo, Florida (just north of St. Pete and due west of Tampa). $35 reg fee for metric century and 25-milers. Routes include coastal roads, scenic areas and paved trails. Rest stops every 4-10 miles. SAG support and ride marshals on the route. $20 registration fee for 5-mile Family Fun Ride which stays on a paved trail. Breakfast and lunch included. Fundraising prizes & awards. We’re riding to defeat ALS. (Lou Gehrig’s Disease). ALS Association Florida Chapter. 888-257-1717 x131, ride@alsfl.org. www FloridaRideDefeatALS.org. Join us! http://ridetodefateals.org

November 18 (Sun) Clermont Horrible Hundred 33rd Annual. 35/70/100 mi. routes. For 32 years, this has been the most challenging ride in Florida. Several rides are scheduled for Saturday morning led by local cycling clubs. See ad in this issue or www.horriblehundred.com for more information as it becomes available.

November 19-23 Cross City Gulf Coast Highball Tour Tour package consists of 5 days and four nights; cycling on Florida’s beautiful Gulf Coast, other attractions include a visit to Historic Yulee Sugar Mill, see the Mermaids perform at Weeki Wachee Springs, and see the Manatees at Crystal River. http://www.gulfcoasteventscom

December

December 3-7 Cross City Gulf Coast Highball Tour Tour package consists of 5 days and four nights; cycling on Florida’s beautiful Gulf Coast, other attractions include a visit to Historic Yulee Sugar Mill, the Mermaids perform at Weeki Wachee Springs, and see the Manatees at Crystal River. http://www.gulfcoastevents.com

The mission of the Florida Bicycle Association (FBA) is to inspire and support people and communities to enjoy greater freedom and well-being through bicycling. The Florida Bicycle Association was incorporated in 1997 for educational and charitable purposes. FBA is a nonprofit, tax-exempt corporation under Section 501(c)(3) of the Internal Revenue Code. Donations, including membership dues, are tax deductible. A copy of the current financial statements may be obtained by contacting FBA, P.O. Box 916715, Longwood, FL 32791.
To join FBA complete the form in this newsletter and send with your dues, or join online at www.floridaobservercycle.com.

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Miami area advocates/enthusiasts rode in for some national coverage in the July installment of the League of American Bicyclists’ magazine, American Bicyclist. The cover shows, from left to right: Guerby Mertil, Executive Director, BikeForLife; Dario Gonzalez, Board Member, Green Mobility Network; Mary Jane Mark, Owner, Mack Cycle and Fitness; Kathryn Moore, Program Manager, Broward B-Cycle.

According to the article, which begins on page 10 of the issue, bicycling is one of the few things on which both conservatives and liberals can agree. “The battle over the recent transportation bill,” according to the story, “clearly revealed the wide bipartisan support for biking in communities from coast to coast…. Republicans and Democrats … united behind bicycling as a means to make America great.”

— Cover photo by Liam Crotty, Photography
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, Satcher & Jung, P.A.
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