The First Florida Rail to Train Tour (later pegged as Train to Trail Tour) took off August 1 via the new SunRail commuter train from the Orlando Church Street Station to the northern end of the line in DeBary.

For eight days the four of us cycled Florida’s 260-mile-long St. Johns River-to-Sea Loop (SJR2C) and then some on tandems before boarding SunRail back to Orlando. And we didn’t need a car.

Overnight accommodations in Titusville, New Smyrna Beach, Flagler Beach, St. Augustine (where we enjoyed a rest day), Crescent City and DeLand were pre-arranged along with a variety of activities. The predicted mileage was 269 miles; however, we managed to cover 290 miles, considering detours to destinations that generally involved food, that were off the planned route.

“The tour marks a coming of age for Florida,” said Herb Hiller of the East Coast Greenway Alliance, the tour’s organizer. “We have trains, and we also have improving ways to get to and from them without cars.”

Although the tour was meant to highlight the Loop as a weeklong getaway, others may choose to spend fewer or more days riding it. But altogether, said Hiller, “the ride is a moving course in Florida history, from Spain to Space, steeped in the Civil Rights era, tracking vast agricultural lands, urban sprawl to new urbanism, from deeply rural to high living. Anyone could include layover days, like the four did along the coast in St. Augustine or as well alongside the St. Johns in Palatka, or close by in Crescent City or DeLand.”
Train to trail riders braved midsummer temps for two-wheel trek
continued from page 1

The four cycling nomads brave enough to tackle a self-supported bike tour in the month of August are Mighk and Carol Wilson (Orlando) and Robert Seidler and Laura Hallam (Sopchoppy).

Carol and Laura are former FBA executive directors; Mighk is the smart growth planner for MetroPlan Orlando; Robert is a filmmaker who has chronicled the rise of bicycling and trails around America.

The assignment was to test drive the route plus write, blog and take pictures along the way. Since they were on tandems, the “stokers” were able to snap away while the “captains” did the driving. The following excerpts from Mighk’s daily blog posts on CommuteOrlando.com detail their adventure.

Day One: A Little Bit of Everything

We knew Day One would likely be the toughest: four out-of-shape riders riding over 50 miles in the midsummer heat. Adding in the intermodal SunRail factor, and the celebratory send-off at DeBary station required a 5 a.m. wake-up and a 6 a.m. role out.

The short trip to downtown was a snap, and getting on the train, even with two tandems (one with a trailer), went off without a hitch.

We watched the sun rise as we rode SunRail north to DeBary, where we met up with all those who’ve made this trip a reality: Volusia County Commissioner Pat Northey, Ed Noseworthy of Florida Hospital Fish Memorial, representatives of VisitFlorida, Cobb Cole, the East Central Florida Regional Planning Council, the City of DeBary, West Volusia Tourism Advertising Authority, SunRail, and of course, the brainchild of the expedition, Herb Hiller, and his first lieutenant Ted Wendler.

Titusville’s Casa Coquina del Mar was our inn for the night. It’s a playful bed and breakfast with eclectic decor and an excellent breakfast. Hostess, Ginny, even made gluten-free cookies and pancakes for my wife.

The four of us shared a suite on the top floor called The Black Pearl.

It wasn’t until we spent some time in Titusville that I could see the potential for what the coming trail network can spur. Titusville is a natural jumping-off point for a number of other nature-based opportunities, as well as for aerospace-related tourism. There is more to do than just cycling in Titusville.

Laurilee Thompson, co-owner of 30-year-old institution, Dixie Crossroads Restaurant, provided hospitality second to none. During dinner at her restaurant, she regaled us with many stories of adventures with fishing, restaurant ownership, eco-tourism and environmental stewardship.

The Merritt Island Wildlife Refuge for a late night kayak tour along the Haulover Canal and into Mosquito Lagoon was next on our list.

This night these waters produced trillions of bioluminescent micro-organisms. A stroke of the paddle, lit up millions of blue-green glowing creatures.

A bonus, an Atlas V rocket lifted off. We had front row seats only 12 miles from Launch Complex 39.

Please see Small towns, page 6
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Membership includes a subscription to the FBA Messenger.
President's message...

Changes galore and a year racing to a close

Here we are in the “dog days of summer” writing for the Fall issue of The FBA Messenger. Good grief! Where has the year gone? And what do we have ahead of us you may ASK? For FBA this has been not only a rapidly passing year but one of numerous changes. Some anticipated and others not so much.

One change we anticipated was the split of FBA and CyclingSavvy. We watched CyclingSavvy grow from an idea spawned by Keri Caffrey and Magik Wilson, through the development and implementation stages to a now nationally recognized bicycle education course, and birth of a nationally recognized organization, the American Bicycle Education Association (ABEA).

With the formation of this organization, CyclingSavvy is now under their umbrella. The journey has been a good one for both organizations and FBA wishes ABEA well and will watch their growth with interest and pride in having been a part in their product development, and will continue to teach CyclingSavvy.

We said farewell to Tim Bustos, our Executive Director and Dan Moser, our Program/Membership Director in July. Both had to leave for family health reasons. We appreciate their contribution and support over the years. We will miss them and wish them both well.

You may have noticed some changes to the Florida Bicycle Association website – minor and subtle – and you may have noticed more activity on the FBA blog, Facebook and social media in general. Well, we have our new interim Executive Director, Becky Afonso to thank for those changes.

Becky was chosen by the Board of Directors in July to become our interim ED and she has hit the ground/road running. Becky has been traveling around the state delivering FBA annual awards and meeting with various bicycle clubs and shops generating renewed interest in FBA.

Becky’s working hard to increase awareness of FBA not only around Florida but in her interstate travels as well. If you haven’t seen her recent blogs regarding those travels and cycling adventures be sure to check them out on the FBA home page. Thanks to Becky for stepping up to the plate and working to make sure we don’t miss a step with the changing of the guard and in fact we’ve made several steps forward increasing FBA’s posture in the cycling community in general.

In July, in one of her first blogs Becky initiated the “ASK is On” campaign and I encourage each of you to join us! We ask all cyclists out there who enjoy riding in Florida, no matter where or when you ride, to unite as FBA members—if you are not a member become one! If you have friends who ride ASK them to join FBA. If you patronize local bike shop(s) ASK them to join FBA. If you belong to a bicycle club ASK them to support FBA and become a member club.

The Florida Legislative session starts in January 2015. There is strength in numbers and we need more strength to help make Florida a safer state to enjoy cycling.

Remember to like us on Facebook! Share your love of cycling and ASK your cycling buddies to join the Florida Bicycle Association! Let’s ride together and ASK for a safer future for cycling in Florida!

IWALK to School Day encourages kids to use their feet

by Nicole Vayssier MPH, WalkSafe Program Manager

On Wednesday October 8th, the University of Miami WalkSafe Program and Hibiscus Elementary will come together to celebrate International Walk to School Day (IWALK).

IWALK is a worldwide annual event that brings together student communities, teachers as well as community partners and leaders to raise awareness about the benefits of walking to school and creating safer walking communities for all.

This year IWALK will be held at Hibiscus Elementary located in Miami Gardens. The event will be celebrated on the PE court for an assembly with special guest speakers and several Miami team mascots to cheer on the 100s of students.

Billy the Marlin, McGruff the Crime Dog as well as other Miami team mascots, and musical entertainment will cheer on the crowd of excited students as they walk a pre-designated route around the school.

WalkSafe will also honor and present prizes to three poster contest winners from three grade categories: K-1 grade, 2-3 grade and 4-5 grade.

Planning on celebrating IWALK at your school? Don’t forget to register your event at: http://www.walkbiketoschool.org

About WalkSafe

The University of Miami WalkSafe Program is an evidence-based injury prevention program for elementary school aged children that teaches key pedestrian safety skills and knowledge.

Under the direction of Dr. Gillian Hotz, the WalkSafe Curriculum reaches on average 225 elementary schools in Miami-Dade County educating approximately 120,000 every year.

The three-day pedestrian safety course is implemented so that Day 3 coincides with IWALK.

Every year, the WalkSafe Program co-hosts IWALK with a public elementary school in Miami-Dade County to promote the key safety lessons and encourage healthy daily physical activity in children.

University of Miami mascot Sebastian the Ibis warms up the crowd as they get ready for IWALK.
The bicycle is a gift of life experiences

Becky Afonso, Interim Director

My first Alaskan adventure was during the summer of 1989. I went to Anchorage in hopes of helping with the recovery efforts of the Exxon Valdez oil spill that polluted Prince William Sound. I drove a 1976 Plymouth Valiant across the country, only to be turned away.

Oh, so it wasn’t a well-thought-out plan, but it did provide a journey that started another journey, a goal to visit all 50 state capitals.

I had a good start with Denver, Salt Lake City, Reno and Sacramento completed during this Alaskan adventure.

Twenty-five years later and only weeks ago, I completed my “Capital Chase Challenge” with a second visit to Alaska, an Alaskan cruise to Juneau to visit the 50th and final capital on my list.

It was the culmination of a goal, a journey and a birthday present to myself that I saved and saved for over the last six years in order to have an once-in-a-life-time vacation.

“What does Alaska have to do with the Florida Bicycle Association?” you may be asking yourself. Well, I’ll be happy to provide some insight.

First, I need to explain that the bicycle, to me, is not about frame and components, it’s about people, places, experiences and challenges. I feel the same way about any means of transportation.

Believe me, the Plymouth presented a few challenges back in 1989, including a broken air-conditioner that forced a midnight crossing of the Salt Lake Desert.

And weeks ago, I cruised the waters of the Inside Passage to a destination and only state capital to which you cannot drive an automobile.

Suddenly, the FBA is sounding as radical as my old organization, World Without Cars! Bravo!

Whether you drive a car or not, if you are really serious about making cycling safer and more appealing for all, sooner or later you must favor Mankind over Autokind.

Let’s face it: the vast majority of human beings will never feel safe cycling on roads with large numbers of speeding motor vehicles passing by just three or four feet away.

Can’t blame them. Theirs is a self-preservation instinct that likely goes back to our ancestors’ days on the African savannah, where we presumably developed an adaptive fear of pursuit by large fast objects like lions, elephants and rhinoceros.

Now thousands of years later, how odd is it that we have chosen to recreate similar menaces with our own technology?

In fact, weeks ago it was all about planes, trains, automobiles, a passenger cruise ship and a bicycle. Flight to Vancouver, train to Denali National Park, various taxis and shuttle buses to excursions, the Island Princess and a 10-mile bicycle ride around Mendenhall Glacier via Cycle Alaska.

Each means of transportation provided the opportunity to meet new people, visit new places, experience new things and face new challenges; vacation challenges like a first-time zip line excursion through the Alaskan rainforest.

Yes, I did that.

Back in Florida and back at the helm of FBA, I see my tenure as interim executive director to be about people, places, experiences and challenges, with a bicycle backdrop.

I look forward to meeting new cycling buddies, visiting and hopefully riding in new places around Florida, having new experiences, positive experiences related to bicycling, and facing all manner of new challenges to test my abilities and add to my personal growth.

My goals for FBA are to grow membership, generate more revenue to provide more educational programs and be accessible to fellow Floridian cyclists, even if those cyclists are seasonal visitors.

I welcome this journey and look forward to every encounter along the way. I have the will to see this through and know I can do it.

I see the bicycle as a gift and this time the present to myself is not only to enjoy the ride, but also to welcome everyone to ride with me.

Let’s ride together!

Letter to the editor...

World without cars!

R ex Summer 2014 Messenger

Returning home from Italy, Ron Cunningham laments the prevailing car-centric culture of Auto-America, wishing that we too could slow cars down and make them behave.

Earl Lang reminds us that free roads cost too much. He extols the virtues of graduated tolls as an alternative to building more and wider roads.

DeWayne Carver promotes Rumble Stripes to keep motorists off the shoulder where cyclists like to ride.

Ted Wendler challenges the institutionalized marginalization of cyclists into bike lanes.

Robert Seidler encourages us to take a stand versus motorists who are deliberately hostile to cyclists.

It’s about time that modern society kicks the elephant out of the bedroom and takes effective measures to turn the rhinos of our roads into Bambis.

If cycling and walking in North America are ever to enjoy the levels of safety and popularity prevalent in many European countries, we activists must have the courage to favor initiatives that make driving more expensive, less convenient and slower.

Congratulations to FBA for recognizing this, and for boldly stating it in many ways.

— Thomas J. DeMarco, M.D.
Whistler, BC
tomatalkmd@yahoo.com

Share the Road Mini Grants available

Bike Florida and Share the Road invite your organization to apply for a Share the Road Mini Grant.

Through the sale of “Share the Road” specialty license plates, and sponsoring partners like BILL BONE BIKE LAW, Bike Florida and Share the Road can make these funds available to cycling organizations, city or county governments and school parent teacher organizations (PTOs) or just about anyone actively promoting safe cycling or cyclist and driver education.

Some of the most common awards fund new bicycle purchases or repairs for organizations administering education programs, especially those teaching the Florida Traffic and Bicycle Safety Education Program.

We have also funded requests to purchase Share the Road signage in communities around the state.

If your Safe Routes to School program needs event funding, we might be able to help! Infrastructure projects may also fit the funding parameters.

— $2,000.00 maximum
— Applications accepted from Non-Profit Organizations and Government Agencies
— Applications received continuously, grants awarded quarterly

Visit ShareTheRoad.org for an Application and Terms of use.

Share the Road welcomes BILL BONE BIKE LAW as our newest Mini Grant sponsor.

Like Bike Florida and Share the Road, BILL BONE BIKE LAW is dedicated to the bicycle safety message. It is rare to see an organization with this much passion for cycling.
Small towns and light traffic

continued from page 6

away as it lit up the sky and sent a roar across the lagoon.

A Day Away Kayak Tours runs a very friendly and professional operation.

Day Two: No Rest for the Weary
Saturday morning we had to choose: ride sleep-deprived and hot, or ride rested and hotter.

We chose the latter and after putting in six “bonus miles” just to get to the “official” start of the day’s ride at the base of the Max Brewer Bridge, finally left Titusville at 11 a.m.

Max Brewer Parkway takes you across the Indian River and immediately into the enormous Merritt Island Wildlife Refuge. There are plans for sidepaths along Max Brewer and SR 402 to take cyclists to the Atlantic Ocean, but for now it’s still a very nice road ride.

Ginny at Casa Coquina had recommended Goodrich’s for a seafood lunch in Oak Hill, and it did not disappoint. The back roads that took us off US 1 to get there provided some great old, rural Florida scenery and some much appreciated shade.

Leaving the air conditioning after a big lunch in the middle of the day was not something we really wanted to do, but if we wanted lodging for the evening, we figured we had best get to New Smyrna Beach.

Day Three: Going Rogue
This day we used a water taxi to cross the lagoon.

Fred was our local guide as we traveled north through Daytona Beach and on to Ormond Beach.

We continued north, once again veering from the assigned route. But this time we knew exactly where we were heading and why: shade.

Rather than follow the route along the barrier island and through Ormond-by-the-Sea, we rode up the inland side to Old Dixie Highway, one of the best canopy roads in Florida.

This route is part of the very popular “Ormond Loop” that runs up to Flagler Beach and back. The combination of hammock canopy, swamp, salt marsh and beach views is probably unsurpassed in Florida.

For the third day in a row we finished our day after 4 p.m.

Our hosts this night were Toni and Mark Terworgy, owners of Island Cottage Villas. This cozy inn facing the Atlantic specializes in “romantic getaways.”

Day Four: Old Friends and an Old Town
We finally got a reasonably early start on Monday morning. The day’s ride was almost entirely on A1A, with nice views of the beach in the Flagler Beach area and at Fort Matanzas. Through Palm Coast the road heads inland, and much of it has a sideways.

We took advantage of the sections that dove into the woods and gave us some shade and improved scenery, but otherwise kept to the road, which usually had a good paved shoulder.

The goal was to get to St. Augustine by lunch-time and we more or less achieved that, rolling over the Bridge of Lions just after noon, and just beating a building thunderstorm.

At the Castillo de San Marcos.

After a brief TV interview we headed to the St. Francis Inn, a charming bed and breakfast built in 1791, where we met with the city’s vice-mayor, Nancy Sikes-Kline and Richard Goldman from the St. Augustine visitors and convention bureau. They understand the benefits of bringing more bicyclists to their area and are working hard to make it a welcoming destination.

Day Five: St. Augustine Stopover
Day five was a layover day to take in some of the sights of St. Augustine.

In the morning we visited Castillo De San Marcos, the 17th century fort that played a key role in St. Augustine for over 300 years. In the evening we did one of the very popular ghost tours.

Day Six: From Famous Florida to Secret Florida
We hit the road at 7 a.m. to get out ahead of the sun. Ten miles west we turned onto another section of trail, the Palatka-to-St. Augustine Trail. Except for the section along SR 207, the trail runs through hammocks and swamps, yet another great escape from the unrelenting summer sun.

At the tiny, historic African-American community of Armstrong, we were treated to a picnic breakfast.

Like many small communities, they’re hoping to capitalize on the presence of the new trail.

Even though this was our longest day (mileage-wise), we finished at 2 p.m. in Crescent City. Here we stayed at the Sprague House Bed & Breakfast, and joined the locals at Three Bananas restaurant on the shore of Crescent Lake for dinner.

Day Seven: Mad Dogs and Englishmen…
“... go out in the midday sun.”

Out on the road you just listen to what your body tells you, not the thermometer or the Internet. Strangely, while we finished 62 miles at 2 p.m. the day before, we felt hotter this day finishing 38 miles around noon.

The route was similar to day six, with some rolling and curving roads passing through farms and forests.

These are the type of roads that make bicycle touring most enjoyable, as the scenery changes more quickly and you have to focus on shifting.

It was an uneventful day with light traffic, a bit of tailwind and some wildlife sightings—wild turkeys, sandhill cranes, a swallow-tail kite, a yellow pine snake, and a luna moth.

Day Eight: The End, and Beginnings
We breakfasted at the DeLand Country Inn and were rolling at 8 a.m. We needed to cover 17 miles to make the 10 a.m. SunRail train to downtown Orlando.

The route featured another stretch of the growing trail system: another scenic section of Volusia’s Spring to Spring Trail, from Lake Beresford Park to the entrance of Blue Spring State Park.

Arriving at the DeBary SunRail station with about 10 minutes to spare, we faced a long line for the ticket machines. Evidently the 10 a.m. train is popular with midday joyriders headed for Winter Park or downtown Orlando for lunch and shopping.

We weren’t able to get tickets in time, and the train left without us. But the 2.5 hour wait for the next train gave us an opportunity to write some thank you notes for the many people who made this trip a joy and a success.

You can read a more complete account of our adventure at CommuteOrlando.com, including:

River-to-Sea Tour Epilogues
...from Carol, Laura and Robert.

"...As it turned out, I had a blast..." —Carol

"...Overwhelming hospitality..." —Laura

"...Gone were the constant horn blaring and the drivers...demanding the road to themselves..." —Robert

River-to-Sea: It’s Your Turn
Some ideas and advice for those who might want to take advantage of both the St. Johns River-to-Sea Loop and SunRail, including:

- Riding SunRail,
- Touring Gear
- Trip Options

Maps and cue sheets are available through the East Central Florida Regional Planning Council.
Q: I was in a bike crash caused by a vehicle. My baby – my carbon fiber bike – was badly damaged. What does this person’s car insurance have to do with me? How will I present a claim for my damaged property?

A: In Florida, every person who owns a vehicle driven on the road must have auto insurance to cover it. The insurance must provide “Property Damage Liability” (PDL) coverage. In your bike crash, the PDL coverage will pay for the monetary damage this vehicle caused to ALL your damaged property.

In several of my cases, my cyclists have had their cell phones, sunglasses, cycling shoes, watches, wedding rings, and even contents in their backpacks damaged.

PDL covers these items of personal property — up to the limits of the coverage. In Florida, the owner of a vehicle is mandated to have at least $10,000 of property damage liability coverage.

**Damages over $10,000**
The owner and driver of the vehicle both owe you payment of ALL your property damages – not just their insurance.

If your damages exceed $10,000 and the policy is only $10,000, then the insurance will pay only up to its limit. You must recoup your other losses directly from the owner or driver. But don’t take an insurance check for the $10,000, cash it, and then expect to recover the rest.

Do not sign a release for the insurance company, owner, or driver, until you recover ALL your damages from the owner/driver. There are a lot of insurance disputes about damaged carbon fiber bicycles.

What happens if you can’t see that the frame is damaged? Are you safe?

Many industry experts say, “NO!” If you are like me, you would worry that a carbon fiber frame or component could be damaged, even if there is not a visible crack. A visual inspection is ineffective. A thorough inspection requires even more.

Many experts believe the only way to tell whether a carbon fiber component is damaged is to x-ray it. This is expensive and also takes disassembling the part and shipping it to a facility where it can be examined in this way.

The insurance company must pay for this testing, if warranted. If the testing reveals a problem, the insurance company must pay for the damage.

For this reason, the insurance company will usually agree to repair or replace the part in question — it is more cost-effective than x-ray plus potential replacement.

I strongly believe that if a carbon bike frame has been in an accident with significant force potentially applied to it, then the frame must be replaced.

The best way to prove the amount of your bike damage claim is to ask your trusted bike shop for a written estimate of the repair or replacement cost. If there are several components damaged, I often ask for two different estimates. One estimate would tally the cost to replace the whole bike. The other would calculate the cost to strip the bike, buy new components and assemble and fit the bike to the rider.

Often, the replacement cost turns out to be less. The insurer will always accept the lesser of two estimates.

When you submit the estimates to the insurer, include photos documenting the damage to the bike.

There are also disputes between crash victims and insurers about the value of the bike to be replaced. If you “totaled” your 2012 Honda Accord, the insurance company would owe you only the value of another 2012 Honda Accord in identical condition.

But with bikes, this method fails. If you suffered damage to your 1985 Reynolds 531 Schwinn Paramount road bike with Campy Super Record, it would likely be impossible to find another identical bike for sale. It would be grossly unfair for the insurance company to value this bike at an extremely low sum just because it was quite old.

Yet, this is often what insurers try to do to cyclists unaware of their rights.

When you submit the estimates to the insurer, include photos documenting the damage to the bike.

With bikes, it is nearly impossible to find a comparable replacement. Used bikes for sale are very limited. If the insurance company cannot find you an identical used bike to purchase, it should not pay you only for such a “hypothetical” used bike value.

I routinely demand the insurance company pay bicycle crash victims for a rental bike, even if the cyclist owns another bicycle that could be ridden. This is because the original bike, now damaged, had value in being ridden. Think about car damage claims. If your car is damaged, the insurance must give you a rental car.

With bikes, insurers are usually not asked to pay for a rental bike — but they should pay for one. This type of claim is called “loss of use.” In order to prove the amount of this claim to the insurer, find a bike shop that will rent a bike like yours. Tell the insurer the daily or weekly cost of the rental bike. This amount should be added on to the amount owed to replace or repair the bike.

Keep in mind that if an insurer pays to replace your bike, then they are entitled to take possession of your old bike. I always recall the action of one appalling insurance company from years ago. My cyclist was riding a Kestrel carbon fiber mountain bike. The insurer “totaled” the bike, including its frame. A few months later, I saw the bike for sale at a local bike shop. I noted the frame still had scuff/scratch marks under the bottom bracket! The insurer had dared sell the bike to a shop owner without disclosing the prior crash or damage!

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Christopher G. Burns is an attorney who has specialized in defending the rights of injured cyclists for 29 years. He is the Treasurer and a Board Member for the Florida Bicycle Association. He is the Chairperson for the Jacksonville Bicycle Pedestrian Advisory Committee. He provides consultations free of charge.

**HAVE YOU BEEN INJURED WHILE CYCLING?**

( I have. That’s why I’ll fight so hard for you.)

Chris Burns is not your typical personal injury attorney. As an avid rider, he combines his experience on the road with his expertise and insight in the courtroom. This unique perspective provides cyclists across Florida with the representation they deserve.

**Your race for compensation begins here.**

904-632-2424

904-632-2424

Christopher G. Burns
ESQ

Justice for Cyclists
How can we make Florida safer for cyclists and pedestrians?
Is there an economic incentive for communities to invest in trails and cycling infrastructure?

What's a Ciclovia? And why should your city have one?

These and other questions will be examined during this year’s Share the Road Celebration of Cycling weekend. Bike Florida and FBA once again co-host this year’s events, scheduled to coincide with the Gainesville Cycling Club’s popular Santa Fe Century and Horse Farm Hundred rides.

The keynote speaker for the Saturday, October 25 Share The Road Awards will be T.J. Juskiewicz, director of RAGBRAI (the Register’s Annual Great Bicycle Ride Across Iowa). RAGBRAI is the oldest and most popular cross-state bicycle ride in America, attracting in excess of 10,000 riders annually.

Bicycle tourism is a $1 million-a-day industry in Iowa. Florida has the potential to become a great bicycle tourism state, and we’re looking forward to learning from T.J. how Iowa became such a popular destination for cycle-tourists.

T.J. directed Bike Florida’s spring tours before he was hired away by RAGBRAI.

Partners
Share the Road Celebration of Cycling partners include the City of Gainesville, the Gainesville Area Chamber of Commerce, the Bob Graham Center for Public Service at the University of Florida, UF’s Innovation Hub, the Gainesville Community Redevelopment Center, Gainesville Citizens for Active Transportation and Trek Bicycles.

Programs
- The line-up of informational and public safety programs, a Friday night “cycling social” and Saturday night annual banquet is designed to appeal to cycling enthusiasts, public policy makers, business people and others who want to learn more about the utility, economics and fun of cycling.

- A day-long series of speeches and panel discussions on Friday, Oct. 24, at Gainesville’s restored historic train station (203 SE Depot Avenue) will focus on two major issues: the economics of cycling, and bike-ped safety. Registration is free and open to the public.

- Friday, Oct 24, Morning Session: The Economics of Cycling
  - Speakers and panelists will include:
    - Jose Papa: How Palm Coast became a trail city.
    - Shawn Webber: Open Streets Gainesville: Ciclovias: When streets are temporarily closed to cars and turned over to cyclists and walkers.
    - State Rep: Halsey Beshears, District 7-Monticello: A Legislators perspective.

- Friday, Oct. 24 Afternoon Session: Florida Bike-Ped Safety Summit
  - This will be an important public policy discussion about how Florida can turn around its reputation as one of the least bike-ped friendly states in America.
  - Panelists and speakers will include:
    - Billy Hattaway, District 1 Secretary, Florida Department of Transportation
    - DeWayne Carver, State Bike-Ped Coordinator, FDOT
    - Julie Bond, Senior Researcher, Center for Urban Transportation Research
    - Chris LeDew, Director, U. of Florida Transportation Technology Center
    - Dr. Ruth Steiner, State Bike-Ped Education Program

- Friday, Oct. 24 Evening Session: Share the Road Awards Banquet
  - The keynote speaker for the Saturday, October 25 Share The Road Awards will be Tim Bustos, Bike Florida Board of Directors member and former Executive Director of the Florida Bicycle Association.

- Food Truck Rally
  - On Friday evening, Bike Florida and the Florida Bicycle Association will host a Bicycle-and-Food Truck rally at the University of Florida’s Innovation Hub, at 747 SW 2nd Avenue from 5:30 p.m. to 8:30 p.m. There will be live music, food, family-friendly activities and exhibitions.

- Saturday evening’s Share the Road Awards Banquet will be held at Gainesville’s Paramount Plaza Hotel, 2900 SW 13th St. Banquet tickets are $45. The price covers the meal, one drink and a raffle ticket. Proceeds from the raffle and a silent auction will go toward restoration of the sculptures for fallen cyclists, on Depot Avenue.

- Registration, sponsorship opportunities and other information can be found at www.bikeflorida.org

Ken Foster: Ride Director: Bike Florida: The untapped potential of cycle tourism in Florida.
Also, a representative from the Jacksonville-based PARC Group will talk about that company’s decision to develop the bicycle-friendly planned community of Nocatee, in St. Johns County.

The evening session will also include a discussion about how communities are using bike-ped amenities to attract Millennials and start-up entrepreneurs.

John Egberts: Associate Director, Florida Traffic and Bicycle Safety Education Program.

The Safety Summit will be moderated by Tim Bustos, Bike Florida Board of Directors member and former Executive Director of the Florida Bicycle Association.
No loss of life is acceptable
by Ron Cunningham

"Ah, but a man's reach should exceed his grasp. Or what's a Heaven for?"
— Robert Browning

In its "Dangerous by Design" study this year, the National Complete Streets Coalition examined more than 47,000 pedestrian deaths in America between 2003 and 2012 and identified metro areas most dangerous for walking. All the top four were in Florida: Orlando, Tampa, Jacksonville and Miami. The results of a year-long study of crashes by the League of American Bicyclists revealed that Florida led the nation in cycling fatalities, with nearly six per one million residents, or 22 cycling deaths for every 100,000 bike commuters.

Most troubling is that so few Floridians seemed to be especially shocked—maybe because, year after year, Florida continues to rank among the most dangerous states for cyclists and pedestrians.

Is that really acceptable? Sweden’s “Vision Zero Initiative” is an all-encompassing approach to traffic safety that starts out with the bold premise: “No loss of life is acceptable.” “The Vision Zero approach has proven highly successful,” asserts the initiative’s website. “It is based on the simple fact that we are human and make mistakes. The road system needs to keep us moving. But it must also be designed to protect us at every turn.”

This year, New York City adopted its own version of Vision Zero and is moving forward on multiple fronts—reducing city speed limits, adding bike lanes, stepping up law enforcement and so on—in an aggressive effort to confront traffic fatalities.

“The fundamental message of Vision Zero is that death and injury on city streets is not acceptable,” says NYC Mayor de Blasio, “and we will no longer regard serious crashes as inevitable.” Must we here in Florida continue to regard serious crashes as inevitable? Are we reaching far enough in our strategies for reducing—indeed, for preventing—bicycle and pedestrian deaths? Does Florida need a Sunshine State Vision Zero Initiative? Please join Bike Florida and the Florida Bicycle Association in Gainesville on Friday, Oct. 24, from 1-to-4 p.m. for an important Florida Bike-Ped Safety Summit, the key component of our second annual Share the Road Celebration of Cycling Weekend Safety Summit. ...Because no loss of life is acceptable or inevitable.
**2014 Florida Bicycle Club Leadership Workshop**

The Florida Bicycle Club Leadership Workshop returns to Clermont November 15, 2014, in conjunction with the Florida Freewheelers’ 35th Annual Horrible Hundred.

Back by popular demand, this workshop is not just for bike club presidents, but anyone in a leadership position who wants to share ideas with other club leaders.

We are currently putting together agenda items and welcome suggestions from all Florida bicycle clubs who wish to share their best practices, safety concerns and/or wish to be a guest speaker on a main topic.

Don’t miss this opportunity to have your club represented and part of the program.

**Date:** Saturday, November 15, 2014  
**Time:** 3:00-6:00 p.m.  
**Location:** Fairfield Inn & Suites, 1750 Hunt Trace Blvd., Clermont FL, 352-394-6585  
**Hosts:** Florida Bicycle Association and Florida Freewheelers  
**Fee:** FREE, however, registration is required.

The Florida Freewheelers have graciously offered, once again, ONE complimentary Horrible Hundred registration per club for individuals attending the workshop.

The 35th Annual Horrible Hundred is Sunday, November 16, 2014.

Registration for the Horrible Hundred is open (see story at right) so contact horriblehundred@floridafreewheelers.com or visit http://floridafreewheelers.com/fsf/ for specific details about the bike ride.


For more information, contact Becky Afonso or Laura Hallam at becky@floridabicycle.org or laura@floridabicycle.org.

**Horrible 100 Registration Open**

Mike Gladwin, 2014 Horrible Hundred Director

The on-line registration for the Florida Freewheelers’ 35th Annual Horrible Hundred cycling event is now OPEN at www.horrible-hundred.com.

Join the Florida Freewheelers on Sunday, November 16, 2014 to celebrate one of Florida’s oldest continuous rides. We are planning all of the fantastic features you’ve come to expect about the Horrible Hundred with each of the three route options (35, 70, 100 miles).

The century ride hits all seven central Florida “mountains.” All the routes include breakfast before the ride start, rural winding Lake County roads, fun themed rest stops, a catered post-ride feast, post-ride music and our Cycling & Fitness Expo!

Saturday, Nov. 15, will kick off this year’s Horrible Hundred with familiarization rides of varying distances departing from Waterfront Park in Clermont, Florida.

Following the family rides you can check in for Sunday’s ride at the park pavilion and visit the Cycling & Fitness Expo.

We will also have a food truck rally for you to grab lunch.

Pre-registration is open now and closes on Nov. 13th. Pre-registration fees are $40. The fees rise to $45 on Nov. 15th and Nov. 16th registration is $50.

Register by Nov. 2nd to receive a complimentary Horrible Hundred t-shirt or Polar® water bottle.

You can order custom Horrible Hundred jerseys when you pre-register as well. The jerseys are $60 and you must reserve yours by Sept. 18th to guarantee delivery.

This year when you visit the website • You’ll be able to see who has registered for the event  
• There is a display area for vendor partners participating in our Cycling & Fitness Expo with links to their web sites  
• Sizing is available for the custom jersey – check the Apparel page  
• Make sure to visit the web page often to catch updates in the Breaking News area

Don’t miss, sign up today…it’s only Horrible if you miss it!

See you at the Horrible Hundred.
Bike Lanes Required?

**Q** Antonio asked: I live in Sunny Isle and noticed that on A1A between Miami Beach and Golden Beach only Sunny Isles has no bike lanes. I was told by a police officer that the reason for this is because that is a state road and not a county road. Is this correct? If that is not the case, what can one do to convert Collins Ave in Sunny Isles to have bike lanes?

**A** SR A1A is a state roadway and there is a specific statute that addresses the requirement to install bicycle ways on a state transportation facility when any change such as repaving is made.

s. 335.065 – Bicycle and Pedestrian Ways Along State Roads and Transportation Facilities

(1)(a) Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into state, regional, and local transportation plans and programs. Bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility, and special emphasis shall be given to projects in or within 1 mile of an urban area.

There are exceptions in the law.

In some instances a shared use path—separate from the roadway—may substitute as a bicycle facility to comply with 335.065.

As a bicyclist, you are not really affected since you can legally use the bike lane where it exists, the roadway where there is no bike lane, the sidewalk, or the shared use path.

There is no requirement to use the sidewalk, shared use path or a bicycle path, even if they are adjacent to the roadway. Bicycles are vehicles and their drivers are always entitled to use the roadway.

Conversely, even if a bike lane exists, a bicyclist may lawfully use the sidewalk, shared use path or bike path instead.

Door Zone Bike Lanes

**Q** Antonio asked: A motorist parks properly on A1A next to a bike path. He exits the car on the driver’s side which is next to the bike path. As he exits opening the door a cyclist goes into the door damaging the door and the bicyclist has serious injuries.

**A** We don’t determine fault on this site. Rather, we state the applicable laws and let the courts do that. In this case, the driver of the motor vehicle is responsible for insuring that the door does not interfere with other traffic, in this case, the bicyclist riding legally.

s. 316.205 – Opening and Closing Vehicle Doors

No person shall open any door on a motor vehicle unless and until it is reasonably safe to do so and can be done without interfering with the movement of other traffic, nor shall any person leave a door open on the side of a vehicle available to moving traffic for a period of time longer than necessary to load or unload passengers.

This is a common problem with door zone bike lanes and extra caution is advised when riding in them. A case can be made for riding outside the bike lane for that reason. Remaining in the bike lane subjects the cyclist to an unsafe condition, one of the many reasons a cyclist is not required to stay in the bike lane.

s. 316.2065 – Bicycle Regulations

(3)(a) Any person operating a bicycle shall ride in the lane marked for bicycle use except under any of the following situations:

3. When reasonably necessary to avoid any condition or potential conflict that makes it unsafe to continue along the right-hand curb or edge or within a bicycle lane.

Unregistered Vehicle Citation

Tom asked: I got a ticket in South Daytona Beach, Florida for unregistered motor vehicle and for riding in the bike lane. I would like to know why I got the ticket and how do I not get them again. I still want to ride my motorized bike. Can you help me?

We can help you understand the situation, but can’t advise you to continue to ride your gas-motor bike. Bicycles with electric assist motors are legal if the meet the statutory definition of “bicycles.”

Bicycles with gas assist motors are not legal vehicles unless they meet all the requirements and are registered as a moped or motorcycle, hence the unregistered vehicle citation.

For a long time, there has been no conclusive answer to the question of the legality of bicycles equipped with gas assist motors. There are many such vehicles in use and many manufacturers of kits to so equip a bicycle.

Our position all along has been that bicycles equipped with electric assist motors are legal vehicles if they meet the definition in the statute, and no registration or driver’s license is required.

s. 316.003 – Definitions

(2) Bicycle Every vehicle propelled solely by human power, and every motorized bicycle propelled by a combination of human power and an electric helper motor capable of propelling the vehicle at a speed of not more than 20 miles per hour on level ground upon which any person may ride, having two tandem wheels, and including any device generally recognized as a bicycle though equipped with two front or two rear wheels. The term does not include such a vehicle with a seat height of no more than 25 inches from the ground when the seat is adjusted to its highest position or a scooter or similar device. No person under the age of 16 may operate or ride upon a motorized bicycle.

Our position has also been that bicycles equipped with gas assist motors are not legal vehicles and cannot be operated on Florida roadways.

That position is supported by the Florida Highway Patrol. See this summary of an email exchange with the FHP:

**Ask Geo:** “Can I then deduce that a bicycle equipped with a gas-assist motor which cannot be registered as a moped or motorcycle cannot legally be operated on the roadway?”

FHP: “That is correct.”

Bicycle lanes are for the preferential or exclusive use of bicycles. Apparently you were cited since your vehicle is not a bicycle.

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**Membership Update**

Just when we were getting the hang of Club Express, our membership director steps down. Not too worry, we are still accepting new and returning members. In fact, we have a few new membership categories, because, well, different spokes for different folks, right?

Bicycle Shop Web Listing ($25): Starting January 1, 2015, we will offer bicycle shops the opportunity to list their store address and contact information on our website Bicycle Business Resource page.

Bicycle Shop Full Membership ($100): Bicycle Shop Full Members receive a Top of the Page listing with their website URL as part of the listing. Also included with Bicycle Shop Full Membership:

- 25% discount on any advertisement in the FBA Messenger (this publication)
- A colorful Door Decal and framed Certificate to show that your shop supports the Florida Bicycle Association
- Permission to use the FBA logo in your advertising efforts
- FREE delivery of the “Florida Bicycle Law Enforcement Guide” and “Florida Bicycle Street Smarts” booklets to your shop on request.
- Referrals to YOUR shop to pick up the Law Enforcement Guide and/or “Street Smarts” booklets on FBA Facebook (plus other electronic shout-outs)

As a part of the Bicycle Law Enforcement Program, a web site exists to provide a place to ask questions about the laws. This is a continuing series that addresses some of the questions and provides updates about FBA’s Bicycle Law Enforcement Program.

*DISCLAIMER: The purpose of this column is to inform about bicycling laws. The material provided here and through other means is for general informational purposes only and shall in no way constitute or be construed as legal advice by the officers, directors, agents or employees of the Florida Bicycle Association. If your experience in a court of law or on the streets differs from that presented, we want to know about it, but George Martin and FBA are not accountable for a ruling contrary to our interpretation of Florida Law or other consequences of cycling. You should seek legal advice on a particular situation."
The FBA Annual Awards recognize those who go above and beyond in forwarding the cause of improving Florida’s cycling environment. Since 1999, we’ve chosen individuals and organizations as leaders in a number of categories. Congratulations to all our winners!

Educator/Regional Trainer – Lyndy Moore, FTBSEP Regional Trainer
Lyndy is one of FTBSEP’s original Regional Trainers, as well as a longtime and still active League Cycling Instructor (LCI) who continues to educate both young and old throughout the greater Orlando area. Her role as a Community Service Officer allows her to reach even more people with bicycle-, pedestrian-, and general traffic-safety messages, often on a one-on-one basis. Over the years Lyndy has served in many bicycle-related roles, including as Ride Director for the week-long and well-established Bike Florida, on a number of organizing committees for day- and weekend-long bike tours, and as a board member of Florida Bicycle Association.

Bicycle Professional – Sarita Taylor, FDOT Safety Office
Sarita Taylor, FDOT’s Safe Routes to School Coordinator, has been very effective in her statewide role after serving as District 1 Bike/Ped Coordinator prior. Among her accomplishments is strengthening FDOT’s support of Florida Traffic and Bicycle Safety Education Program, the program that trains physical education teachers and community educators in bicycle/pedestrian safety instruction. Sarita also turned her innovative and successful program of providing bicycles and the trailers needed to haul them to counties in District 1 into a statewide initiative. FTBSEP training is an integral aspect of gaining access to this valuable resource, one that’s become very popular throughout Florida. Besides being a very effective SRTS Coordinator, Sarita’s friendliness and enthusiasm makes her a pleasure to work with and one who can be counted on to support our collective efforts to improve conditions of Florida’s pedestrians and cyclists, no matter their age.

Citizen Bike Advocate – Darla Letourneau, BikeWalkLee
Where to start when trying to quantify all the reasons Darla Letourneau is again FBA’s Citizen Bike Advocate? Rather than making a list it’s safe to say that Lee County – and by extension all of Southwest Florida – is a better place for cyclists and pedestrians because of her hard work on behalf of the BikeWalkLee coalition. Complete Streets are now formally part of the area’s planning and implementation process, as is a recognition of pedestrians and bicyclists as legitimate and important users of our transportation network. Although it is indeed a group effort that includes many individuals and organizations, Darla is the workhorse who expends more effort and hours than anyone, all as a volunteer. She is truly deserving of this recognition.

Bike Club – Polk Area Bicycle Association
The Polk Area Bicycling Association, Inc. (PABA) has been in existence for over 30 years. PABA provides comprehensive information for cycling enthusiasts residing in, and visiting Polk County, including the city of Lakeland. Through the efforts of PABA members and other cycling enthusiasts, the City of Lakeland earned a bronze level designation from the League of American Bicyclists as a Bicycle Friendly Community in 2013. Also in 2013, PABA was instrumental during Bike Florida’s “Orange Blossom Express” spring tour with route development, marking, and a night of goodie bag stuffering for over 700 participants. PABA’s achievements in 2013 have earned the club this prestigious award. Co-presidents Jeff and Nellda Clark accepted the award on Sunday, July 27, during a Bike and Brunch club ride (brunch segment).

Off-Road Bike Club – Flagler Area Bike Club
Flagler Area Biking (FAB), a chapter of SORBA/IMBA, and led by Kevin Phelps, has achieved tremendous growth in Volusia County Florida. The club covers three (3) counties: Volusia, Flagler, and southern St. Johns. The main challenge faced by any civic club or group is getting permission and cooperation in the use of public parks and lands. This means forging relationships with land managers, city councils, and county boards. In 2013, the club made significant strides enhancing the relations with all three counties. Furthermore, after a year of discussions with Volusia County, the club achieved a “Memorandum of Understanding” to use Chuck Lennon County Park, then immediately sought and won a large monetary grant to build a skills training area at the park. The off-road skills training area will include a children’s skill area, an all ages pump track, and a jump/aerial circuit for balance and physical coordination. Additionally in Volusia County, Blue Springs and Spruce Creek trail riding areas and the respective local enthusiasts joined the Flagler Area Biking Club. These additions truly made the club a tri-county option for off-road riders to meet a wider range of enthusiasts, and gave new viability for beginners to enter the sport in a safe and controlled environment.

Enforcement Officer/Agency – Chief Michael DeLeo, Tallahassee Police Department
For active enforcement of Florida’s “3 Foot Law,” which will go a long way toward making our roadways safer for bicyclists, the Tallahassee Police Department is one of the few police departments we know of in the state that are actively enforcing traffic laws for bicyclists. We are hoping these efforts will be noticed by other law enforcement agencies in the state as we work to reduce conflicts and crashes with motor vehicles. Any amount of traffic enforcement we can get from our partners in law enforcement is greatly appreciated.

Supporting Agency – Polk County Sports Marketing, Mark Jackson, Director
Polk County Tourism and Sports Marketing (PCSM) – known outside the county as Visit Central Florida – is a division of Polk County Government. As Polk County’s official tourism and marketing management organization, PCSM promotes Polk County as a tourist destination to increase visitation and economic impact; and to generate revenue from the tourist development tax. Tourism strengthens Polk County’s economy by creating jobs, new revenue and a higher quality of life. FBA and PCSM began a partnership in 2007 to bring events, like the ProBike/ProWalk Florida conference, to Polk County. Following the one-year agreement, a five-year agreement was signed to support FBA’s year-round programs. In 2013, another five-year agreement was signed. This partnership has gone way beyond hosting the 2010 PBPFWF conference in Lakeland. The hands-on attention staff has provided during the planning of the 2010 conference as well as the 2013 Bike Florida Orange Blossom Express throughout Polk and Lake Counties.

It is the mission of Central Florida’s Polk County Sports Marketing to promote tourism and economic development through sports. PCSM focuses on developing new events, recruiting sports activities, assisting existing sports events and marketing recreation and leisure activities. PCSM is the only organization in the state to earn both the Sports Organization of the Year award from the Governor’s Council on Physical Fitness and the Florida Sports Foundation’s Sports Commission of the Year Award. PCSM has also been recognized as the Sports Organization of the Year by both the Independent Softball Association and Youth Basketball of America.

Bike Store Advocate – Orange Cycle, Owners Deena Breed & Howard Larlee
“Celebrating Cycling Fun since 1972,” Orange Cycle of Orlando is Central Florida’s largest bicycle store growing from 1,000 to over 10,000 square feet. The service department is in the center of the store so you can watch the mechanics work and talk to them directly. But this store’s dedication to education and advocacy ranks nearly as high as generating sales. Repair clinics, women’s specific training, promoting area trails and maps, proud supporter of Bike/Walk Central Florida, and a long time, generous FBA supporter are just a few of the ways Orange Cycle exemplifies what a bike store can be. Owners Deena Breed and Howard Larlee are very hands-on when it comes to servicing their customers and making a difference in their community.

Volunteer – Jim Shirk, Tampa Bay Area
Jim is no stranger to this award, having won it in 2009. His passion for cycling has continued over the years, becoming the chair of the Hillsborough County Bicycle and Pedestrian Advisory Committee since 2011 to present. Jim is part owner of City Bike Tampa bicycle shop and president of the Bay Area Freewheelers. He volunteers wherever and whenever he can with local events and charity rides including the Ride to Defeat ALS and Gasparilla bike rodeo which attracts over 200 kids annually.

continued next page
Not a fairy tale

by Earl Lang

A short version of the State of Idaho Bicycle Traffic Law currently in effect says a bicycle rider may treat Red Lights as Stop Signs, and Stop Signs as Yield Signs.

1. A person operating a bicycle approaching a stop sign shall slow down and, if required for safety, stop before entering the intersection. After slowing or stopping, the person shall yield the right-of-way to any vehicle in the intersection or approaching, then may cautiously make a turn or proceed through the intersection.

2. A person operating a bicycle approaching a steady Red Light traffic-control signal shall stop before entering the intersection, yielding the right-of-way if required, then may cautiously continue through the intersection without waiting for the Green Light.

3. A signal of intention to turn right or left shall be given upon approaching an intersection, unless both hands are needed to control the bicycle.

This is not a Fairy Tale but a short version of the State of Idaho Bicycle Traffic Law in force today.

What is in it for Drivers?

1. Help to get riders out of the way at intersections.
2. Allow drivers to make a right turn on Red after the rider has cleared the intersection.
3. Drivers could get up to speed after intersections without waiting for the riders.

What is in it for Riders?

1. The way most riders act because it is more efficient and safe.
2. Will reduce your travel time.
3. Will save the energy you have to use accelerating from a dead stop.

As I see it, this law is a Win-Win. It makes sense for all users and improves traffic flow through all intersections. I would like to see a concerted effort promoting this law by all bicycle riders. Call, e-mail or write your State Representative requesting that Florida enact a law like this one. Check with your City or County officials to see if they can pass a similar ordinance.

If we don't work together, cooperate and make our voices heard, we will eventually be pushed off the roads by laws passed that favor motor vehicles.

The League of American Bicyclists and FBA are working for our right to the road and merit your support by 1. becoming an FBA member and 2. speaking out for bicycle rights at every opportunity.
October 5 (Sun) Inverness
Rails To Trails of the
Withlacoochee 20th Annual Bike
Ride
14-100 miles. Early Registration
online or 7-9am at the Inverness
Trailhead, 315 Apopka Ave. T-shirt
before Sep.15th guaranteed. 5
stages along paved 46 miles of
Withlacoochee State Trail. Lunch
in Inverness. Century ride certifi-
cates. Two bikes plus door prizes.
See website Ride Application.
www.railstotrailsonline.com

September 5 (Sun) St. Petersburg
Cystic Fibrosis Foundation′s Cycle
For Life
Multiple routes up to 62 miles. The
rides begin and end in Fort Desoto
Park, and pass through some of the
most scenic and cycle-friendly
roads in the Tampa Bay area. This
ride is fully supported with well
stocked rest stops every 10-12
miles, support and gear (SAG)
vehicles, bike mechanics, on site
medical services, complimentary
breakfast, lunch and finish line fe-
tivities. For more info, please con-
 tact Ryan Reid at (813) 374-9041.

October 10-12 Mount Dora
40th Annual Mount Dora Bicycle
Festival
This promises to be the best one in
AGES! Join us as we celebrate 40
years of cycling in Mount Dora.
New routes, and tweaks to some of
the old time favorite routes, will
also add special flare to the three
days of cycling. Camping available
just a few blocks from the festival
Start/Finish Line. More details at
Roseborough offers Indoor, Tent &
RV Camping options for Friday and
Saturday evenings! Friday morning
rides kick off the festival. Saturday
morning “Century Ride.” Rides of varying distances bring our guests back to the Chamber
together throughout the day. Plan to spend your Saturday evening at the Street
Party with friendly competitors,
contests and games, entertainment
and even more fun. Sunday’s routes start early and wrap up
around lunch time. We will wrap up
the weekend with hotdogs on the
grill and an ice cream social!
www.mountdorabicyclesfest.com

October 11 (Sat) Cape Coral
Project 10 Ride 4 Wishes
benefiting Make-A-Wish
26/32/515 miles + Family Day 5K
ride, games, face painting, fire
truck tours etc...Registration starts
at 6:15 am out of Cape Harbour in
Cape Coral. Family Day begins @
9am. Cycle through beautiful Cape
Coral seeing canals, nature with
well stocked rest stops along the
way for replenishment, a marked
route, SAG available, t-shirts, breakfast and lunch provided. Live Music during lunch, raffles, and a silent auction ALL proceeds go to
Make-A-Wish Southern Florida
Division so the money stays in
OUR communities granting Wishes
for children. Register online at
active.com or eventbrite.com (look
up: Project 10 Ride 4 Wishes) or
Mail a check to: CCF/Project 10
Ride 4 Wishes 1405 SW 47th St.
Unit 2, Cape Coral, FL 33904
Cape Coral Community Foundation/
CCF is a 501(c)(3) organization
housing our funds for accountabilit-
y ‘til after the ride for Make-A-
http://www.facebook.com
SWFLProject10
Active.com Online Registration

October 12 (Sun) Port Charlotte
Annual Breast Cancer Awareness Ride
10/25/50 mile routes and a Fun-
Family ride for all ages and abili-
ties! Prizes! We have partnered
with some great companies to pro-
vide awesome door prizes along
with a Sweepstakes to win a Trek
Bicycle! Goodie bags and Event T
shirts for first 150 pre-registered
riders. $30 registration before
September 1st, $40 after September 1st. Market and on-course
support. Live Entertainment,
Breakfast, Lunch, Refreshments,
Massages, Mini Manis, Face Painting, Temporary Tattoo, Brunch Decorating Contest, On Site
Mammogram Station and much more! On Site Registration available at
Bicycle Center - Day of
Registration $40 (cash or check
only no goody bag or T shirt guar-
tanteed) Contact rob@bicyclecent-
terce.com or kims@bicyclecenterce.com with any questions. For the 7th year, Trek Women proudly sup-
ports The Breast Cancer Research Foundation. 100% of the Ride reg-
istration goes directly to this wor-
ty cause. BCRF website: www.
brefforce.org/about_mission.html.
Refunds: In the event you are unable to participate in the event, your registration fee will automa-
tically be donated a donation to The Breast Cancer Research
Foundation. For more information, to volunteer, or business partner-
ship opportunities, call 627-6600 or
email kims@bicyclecenterce.com
www.bear-the-bicyclecenterce-
etventbrite.com

October 24-26 White Springs
SBA SWannace 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. bike
clinic; hiking and Suwannee River
paddling guides. Riding includes
at Stephen Foster State Park.
Come early for Thursday night pot-
luck dinner at SBA headquarters in
White Springs. Social events and
more. Roadies welcome to enjoy
the scenic, low traffic rural roads
(maps available). For details visit
website or call 386.243.0115.
www.sawanneebike@fl.htm
Active.com Online Registration

October 25 (Sat) Gainesville
22nd Annual Orthopaedic
Institute Santa Fe Century
A tour through the lush forest and
pasture land north of Gainesville
up through the Santa Fe River val-
ley. Rides start at 8:30 am from
the North West Boys and Girls
Club at 2700 NW 51st street in
Gainesville. Enjoy a 100 or 55
mile ride, or 18 or 26 mile Midlloper
Ramble family ride, with well
stocked rest stops. http://geclf.org/
pdf/

October 26 (Sun) Gainesville
34th Annual Horse Farm Hundred
The Gainesville Cycling Club′s tour
through the picturesque horse
farms of northern Marion County.
The 102 mile ride and a 55 mile
option that doesn′t get into horse
farm territory. Rest stops at 7:30
a.m. at Loften High School at 3000 East University Avenue. Bagels and
muffins available before the start.
http://geclf.org/pdf/

October 26 (Sun) Florence
Horse Farm Tours
Start: Florence on CR 329
(Interstate 75 CR 318 exit).
Registration open to 9 a.m. If
you want to start with a group, we′ll
send you off at 8:30 a.m.
Otherwise, you can start whenever
you wish. 25/30/45 mile routes.

October 26 (Sun) Cocoa
26th Intracoastal Waterway
Century
The Spacecoast Freewheelers spon-
sor the annual Cocoa Century.
Kennedy Space Center, rest at our
SAG stop located at the American
Police Hall of Fame & Museum,
and ride quiet tree lined roads
across the Air Force Road and
Cocoa Beach A-1A. You can
unofficially claim this century ride as
in your tour book. A-1A is lined
with turn-of-century estates along the Intracoastal Waterway.
This is a fully supported ride that
includes fully stocked SAG stops,
rovig SAG support, mechanical
support, light breakfast and pizza
dinner after the ride. http://space-
coastfreewheelers.com/events/
iccw/Active.com Online Registration

October 26 (Sun) North Port
Tour de North Port! ‘It′s the
Green Pumpkin!′
15/35/65 miles through the natural
pine flatwoods of North Port.′Trick or Treat′ stops. Costume and
Costumed Helmet Contests. $40
online registration fee includes
catered breakfast and lunch featur-
ing homemade pies for dessert,
mobile SAG support, rest stops with
homemade snacks. Free t-shirt
guaranteed to first 250 to register.
Registrations open up through
Oct.24. Check-in/on-site registra-
tion ($45) for all rides begins at
7AM. Group starts begin at 8AM.
More information at www.people-
fortres.com. Proceeds benefit
People for Trees, Inc. a 501 c(3)
non-profit Florida native tree advo-
cacy group.

November 1 (Sun) Fort Myers
72 Hours to Key West Charity
Bike Ride
Three days, 280 miles beginning
from Fort Myers, FLA and ending
in tropical Key West. Rest/snacks/
water stops every 25 miles. T-
shirts, picnic lunch each day and
reception at the end of the ride.
Riders pay their own accommoda-
tions, we have negotiated special
rates. 2 SAG vehicle support.
72 Hours to Key West Charity Bike
Ride, kreibelsrq@gmail.com. 941-
343-8023 (Kimberly) www.72hourstokeysteen.com

November
November 1-8 Sarasota Manatee Bicycle Club
Gulf Coast Cyclefest
Come celebrate our 40th Gulf Coast
Cyclefest for 2012/63/100 mile
most competitive rides through
beautiful southwest Florida. Forty
years in the making means we
know what the normal and casual
bicycle enthusiast wants in an event.
We deliver with detailed maps and
cue sheets, a high quality perfor-
mance t-shirt, continental break-
fast, well stocked rest stops, base
dispached sag wagons and a pro-
fessionally cated lunch. Custom
designer 40th Gulf Coast Cyclefest
jersey on sale the day of the event.
Event limited to 600 riders. Be one
of the first 500 to register to
receive your free performance
shirt. More information available
on our website www.smbc.org/
cyclefest.html.
Active.com Online Registration

November 2 (Sun) Clermont
Ride Ataxia Orlando
4/16/25/50 mile options. Fully
stocked rest stops, strong SAG
support, and delicious post ride
food by Outback Steakhouse and
 Carrabba′s Italian Grill.
Funding benefits the
Friedreich′s Ataxia Research
Alliance (FARA). Fundraising not
required but strongly encouraged.
$45 Regular Priced Cyclist (No
Fundraising Minimum) or $25
Reduced Price Cyclist (With $200
Fundraising Minimum); $55 after
10/2/14 and +$10 for same day
registration. Includes ride, lunch,
FDOT moves to implement US bike route

by DeWayne Carver, FDOT State Bicycle/Pedestrian Coordinator

In 2011 the Florida Department of Transportation (FDOT) adopted a Policy to designate four US Bicycle Routes as part of the national US Bike Route (USBR) System. The US Bike Route system will designate roads and routes that are bicyclist-friendly and suitable for long-distance touring.

The US Bike Route System is officially logged and recorded by AASHTO – the same group that keeps the official log of US Highway designations. AASHTO is assisted by Adventure Cycling Association, which provides the muscle behind the USBR effort.

You may be familiar with Adventure Cycling through their excellent series of bicycle touring maps. Adventure Cycling is staffed to promote the USBR system and provide technical assistance – take a look at their work online at www.adventurecycling.org.

When completed, the USBR system will provide bicycle “trunk lines” for long distance touring all across the United States.

FDOT’s policy indicates we will adopt USBR 1, USBR 90, USBR 15, and, to go one better, USBR CFG – the Marjorie Harris Carr Cross Florida Greenway. USBR 1 and USBR 90 are the first on our list, and these follow the general alignments of US Highway 90 and US Highway 1 (“general” means a 50-mile wide corridor centered on these highways.) FDOT has developed a detailed set of criteria for evaluating which of many alternative routes should be designated; in fact, FDOT’s criteria are being circulated by Adventure Cycling as a model for other states to use when designating their portions of the USBR system.

Over the past few months, FDOT’s District Bicycle/Pedestrian Coordinators have identified potential routes for inclusion on the USBR system. The District Coordinators are excited by the potential of the USBR to make Florida a great state for bicycling, and they have approached this task enthusiastically.

We have several advantages over other states that we hope will allow us to prepare our USBR designations in record time. These include:

- Co-location with existing route systems: The East Coast Greenway (a privately sponsored and supported trail system going from Florida to Maine) closely follows US 1 and is therefore a prime candidate for designation as USBR 1 as well. We are working closely with the East Coast Greenway Alliance to take advantage of co-location opportunities where possible.

- Adventure Cycling Association’s “Atlantic Coast” Route also follows US 1, and we are working with them as well to take advantage of co-location opportunities. In addition, Adventure Cycling’s “Southern Tier Route” follows much of US 90 through north Florida, so large portions of this route may also be designated as USBR 90.

- It’s unlikely that co-location will be possible for all portions of USBR 1 and USBR 90, but we have another advantage…

- Routine Accommodation: Since the early 1990s, FDOT has been routinely adding paved shoulders or bike lanes to roads on the State Highway System. Today, about 85% of state roads (non-limited access) have either a paved shoulder or a bike lane of at least 4’ in width. (4’ was the old standard for paved shoulders; it’s now 5’.) Bike lanes are 4’ to edge of pavement plus a foot or so to the curb face.) The presence of these bike lanes and shoulders allows us to more easily determine the suitability of a road segment for inclusion on the USBR system, especially in rural areas. In places without bike lanes or shoulders, we may still be able to designate portions of the routes using shared lanes, depending on traffic speeds and volumes.

- Segments passing through urban areas where bike lanes are less-suitable, for instance, can also be part of the system. And of course there are many miles of beautiful, low-volume roads and streets that are great for bicycling just the way they are.

- In some locations we may need to designate USBR segments completely off the roadway system using state-owned trail systems, such as those sponsored and maintained by the Department of Environmental Protection’s Office of Greenways and Trails. This is also being explored.

- To meet AASHTO’s requirements for route designation, whoever owns each segment of the route has to indicate a willingness to have it included on the USBR system.

- Segments off the State system require a Resolution from the responsible elected bodies. We are trying to minimize this type of involvement, but it will certainly be needed in many parts of the state. USBR 1, for instance, is likely to require a lot of this local support.

- And as it so happens, we have never had greater levels of support for bicycling at the local and regional metropolitan planning organization (MPO) levels. Many communities are adopting “complete streets” policies that specifically include bicycling support, and we’ve already been contacted by several MPOs specifically offering to designate some of their roads as part of the USBR system.

- FDOT wants to extensively test any USBR Bicycle Routes candidates before recommending them, and to continue evaluating them after designation. That’s where I think we can play our final ace: the Florida Bicycle Association.

- We will likely be looking to FBA, as the statewide advocacy group for Florida bicyclists, to help us ground-truth the USBRs. Look for further updates on this effort in future Messenger articles, and keep your fingers crossed for continued progress toward designating Florida’s US Bicycle Routes. We’ve already begun discussions with FBA to see how we can best work together to make Florida’s US Bicycle Routes a reality.

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3RD ANNUAL SPOONBILLS & SPROCKETS
Bicycle Tour of the Byway
Marineland, Florida
November 2, 2014
36, 72, or 100 Mile

MORE INFORMATION:
www.scenica1a.org
Registration is OPEN
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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