Lakeland: ProBike/ProWalk
Florida city comes up with the right answers

by Herb Hiller

Yes, yes, yes and no. Four answers to four questions you may be asking:
1. Shall I attend ProBike/ProWalk Florida in May?
2. Shall I come early and/or stay in Lakeland after the conference?
3. Is Lakeland not only the most beautiful mid-sized city in Florida but also, rare among cities of any size, year by year getting better?
4. Is there any way that you can grasp my enthusiasm for Lakeland without first going there yourself?

First case for enthusiasm: Retired Lakeland Mayor Tom Shaw will meet you at the Amtrak station on the north shore of Lake Mirror and carry your gear to his bed-and-breakfast on the south shore while you walk the half mile and let this City Beautiful-era lake surround captivate you.

Second case for enthusiasm: Tom will also transfer you (along with your gear) if you’d rather hold off your introduction to town till you can walk out the leaded glass front door of his house into lakeside Hollis Garden or out the kitchen door a block to Lake Morton to visit among the seasonal white pelicans, swans, ducks and the other feathered flocks that share the shore with the Lakeland Public Library, Polk Museum of Art, Lakeland Women’s Club, Lakeland Chamber of Commerce, fine houses and historical markers that celebrate the good sense of people who, starting 125 years ago, settled this railroad town.

I might add about those people who settled Lakeland that they also had the good fortune of having Publix headquarter its enterprise here, so that subsequent generations of Jenkins folk could endow gardens, children’s play areas and everything else that makes Lakeland not only Florida’s most beautiful mid-sized city but also justifies all the accolades cast around by those who fall in love with it.

I’ve previously written about Lakeland’s Lake-to-Lake Bikeway, its sociably central Munn Park, and the restoration of its landmark buildings, most arguably the Lakeland Terrace Hotel, as notable downtown as the unique Florida Southern College campus of Frank Lloyd Wright buildings and Bok Tower Gardens in Lake Wales on Polk County’s far side.

You might also be hearing a lot more that’s good about Lakeland and its neighboring towns because coming next are (a) Legoland at the former site of Cypress Gardens in Winter Haven (b) a futuristic university in Lakeland.

Florida Bike Summit brought advocacy to lawmakers’ doorstep

Reviewing the April 8 event.

by Laura Hallam, FBA Executive Director

Members of FBA from around the state gathered with Bike Florida at the Capitol for the 2nd annual Florida Bike Summit. Modeled after the highly successful National Bike Summit that recently celebrated it’s 10th anniversary in Washington, DC, the Florida Bike Summit generated dozens of meetings to gain legisla-

please see Fla. Summit, page 5

Florida Bicycle Association
P.O. Box 718, Waldo, FL 32694
www.floridabicycle.org

OFFICIAL NEWSLETTER OF THE FLORIDA BICYCLE ASSOCIATION, INC.
Lakeland, May 11-13...  
Register now for PBPW Florida  
by Dan Moser, FBA Program Manager

More than likely anyone reading this knows by now that FBA’s annual ProBike/ProWalk Florida Conference is coming May 11-13. We’re looking forward to having another excellent event — this time in Lakeland, one of Florida’s great towns for cycling, walking, and running.

There are also many interesting things to do in town and nearby, from experiencing the Frank Lloyd Wright architecture of Florida Southern College, to the unique and beautiful Hollis Gardens, to recently redeveloped downtown Lakeland, all of which are within walking or cycling distance of the Lakeland Center.

Kevin Mills, Vice President of Policy for Rails-To-Trails Conservancy, is one of our keynote speakers. He’ll be putting in perspective how the various federal stimulus funds and other resource dollars impact the work we do, talk about the Active Transportation for America Report RTC developed, and cover the economic benefits of cycling and walking in rural, suburban, and urban communities.

Kevin’s experience and expertise will undoubtedly make for an interesting and useful presentation.

Our other keynote is Dr. Bob Chauncey, a dynamic and entertaining speaker, who will share his insight into the economics of bicycling and walking, something he’s focused on for many years.

Prior to his current roles as bike/ped advocacy consultant and college professor, Bob was the Senior Program Manager for the National Center for Bicycling and Walking, where he spearheaded efforts such as the Walkable Communities Workshops program and various safe routes to school initiatives.

Bob also coauthored publications that are valuable resources to both bike/ped professionals and advocates. But be forewarned: Bob’s showman/thespian background is sure to surprise.

If you haven’t yet registered, please do so now! For complete conference information, and to register, visit www.floridabicycle.org/probikeprowalk. In the meantime, here’s a listing of conference sessions (subject to change, of course), which include many that will offer AICP credit:

- Opening Plenary includes state and national updates and keynote speakers Bob Chauncey and Kevin Mills
- Luncheon includes FBA general membership meeting and annual awards presentations

**General Sessions:**
- Hillsborough County 9-1-1 Trailways Addressing Program
- Bicycle Law Enforcement Program
- Trails and Economic Development
- Connecting Advocacy to Public Policy: Case of the 3,000-mile-long Bike-Ped East Coast Greenway and Institutions of Florida Policy and Opportunity
- University Planning for Multimodal Transportation
- Conserve by Bicycle and Pedestrian Phase II Study
- Impacts of a Local Bike Industry: Case Studies from Portland, OR, and Other Communities
- Evaluating and Planning for Safe Routes to School
- Safe Routes to School “Walking School Buses and Bicycle Trains”
- Sidepath LOS Model and Modifications to the Ped and Bike LOS Models
- Promoting Bicycling Using Inexpensive Techniques
- Guiding Metropolitan Growth through Development Economics
- Louisville Bike Plan
- Pedestrian Road Safety Audits: A Walk Through Tools, Techniques, and Troubles Faced by Pedestrians
- The Benefits of the Florida School Crossing Guard Program to the Child, Family and Community
- An Analysis of Florida Physical Education Teacher’s Knowledge of Bicycle Laws and Safety Beliefs: Results of a Pilot Study
- “This Biking Stinks, But I Gotta Eat!” The World of the Captive Cyclist
- Tampa’s Fletcher Avenue: Turning the Great Wall of Misadventures into a Pedestrian Safety and Economically Enriched Zone
- City of Winter Haven Multimodal Infrastructure Access Plan
- Lakeland’s Road Diet Program
- Targeted Countermeasures for Pedestrian Safety
- Latest and Greatest in the 2010 Plans Preparation Manual and Design Standards
- Wider Outside Lane Study — or Do women riding pink bikes get more room when being passed?
- US Bicycle Routes

**Mobile Sessions:**
(Conducted by City of Lakeland and Polk County Staff Members):
- Tour of Hollis Gardens & Common Grounds Park
- Lakeland’s Downtown Redevelopment
- Polk County’s Multi-Use Trails

**Special Session:**
- 4-hour Workshop for FTBSEP Regional Trainers & LAB LCIs (Conducted by Dan Connaughton and Preston Tyree)

**Special Input Session:**
- Florida’s 2060 Plan (Hosted by FDOT)
Advocating a bicycle-friendly Florida

P.O. Box 718, Waldo, FL 32694

Executive Director
Laura Hallam
P.O. Box 718
Waldo, FL 32694
Phone: 352-468-3430
Fax: 352-468-3430
Cell: 407-399-9961
laura@floridabicycle.org

Program Director
Dan Moser
1449 Linhart Ave.
St. Myers, FL 33901
Phone/Fax: 239-334-6417
dan@floridabicycle.org

Bicycle Laws Program Director
George Martin
446 Shamarock Road
St. Augustine, FL 32086
Phone: 904-392-1183
bfbikeaw@floridabicycle.org

First Coast Chapter Director
Jeff Hohlsine
P.O. Box 442246
Jacksonville, FL 32222
Phone: 904-291-8664
jeff@fbfirstcoast.org

Advisory Board
Dwight Kingsbury, Historian
dwightkingbury@floridalastate.com
Henry N. Lawrence, III, Special Programs
hnlawrenceiii@gmail.com
Laura Minns
1.minns@bellsouth.net
Danny Page
dannyjpage@mac.com
Roger Pierce, Florida Touring Calendar
roger@piercepages.com

Visit FBA’s Website
www.floridabicycle.org

Join FBA
Use the application form on the last page. Suggested contributions (tax deductible):

- Individual $25
- Family $35
- Student/living lightly $15
- Bicycle Club $100
- Corporate/Agency $100

Higher donations are greatly appreciated! See membership categories, below.

Make check payable and mail to:
Florida Bicycle Association, Inc.
P.O. Box 718, Waldo, FL 32694

Thanks to Our Donors! (4th Q 2009):

- Lifetime members
- Kimberly Cooper/db Technologies
- James Nash
- Mr. & Mrs. H. Middleton Raynal
- Dr. Joe Warren
- Mighk and Carol Wilson

Paceline Leaders ($1,000+)
Florida Freewheelers
Titanium Partners ($500 - $999)
CPS Express Cycling Club
Space Coast Freewheelers
Golden Eagles ($250 - $499)
Renee Quimby
William R. Hough
Silver Spokes ($100 - $249)

Green Mobility
Network, Inc.
West Orange Trail
Bikes & Blades
Neal Shear
American Classic
J & B Importers, Inc.
Doug and Kate
Dietrich
Sawgrass Bicycle
Association
Henry and Cyndi
Slevenson
Wheels of Wellington
Gordon & Doner, PA
Bikes and More
DecoBike, LLC
National Multiple
Sclerosis Society
Patrick Donovan
David Henderson and
Kim Ogren
Laser Vue Refractive
Wheels of Kings

Bronze Pedals ($50 - $99)

Roderic and Rachael
Youngblood, Jr.
John and Kathy
Morris and Miki
Combines
Fulcher
Robert Timberman
Tina Russo and
Yvonne Blythe
Ed Wright
Paul Lester
Michael Stewart
Richard and Robin
Michael Nuin
Abed
Mike and Lynn
Perry C. McGriff, Jr.
Woods
Thomas N. Hauser
Carol Bast
Tom Adler
Jerry Webb
Allen Road Bicycle
Peter Iltikuk
Center
William Gaine
Christopher
Mina and Bob Woiltl
Eggebrecht
Robbie Lorenz
William and Sally
Dr. Linda Crider
Hutchinson
Kathy Peres
Ray & Jan
Carlson
Eggebrecht
William and Sandy
Kim Ogren
Association
Tina Russo
tarusso@aol.com
Robert Seidler, Filmmaker
seidlercine@embarqmail.com
John Sinibaldi, Jr
johnjsinsurance.com
Ted Wendler
twmsowc@fcr.l.com
Randall Williams, Newsletter
rdubs@aol.com

Support FBA with Silver Spokes, $100-$249

- Membership includes a subscription to the FBA Messenger.
- Visit FBA’s Website: www.floridabicycle.org
- Subscribe to FBA News, and FBA Blog
- Stay up-to-date on bicycle issues with these statewide forums.
- To subscribe to Florida Bicycle Association’s FBAlink, go to FBA’s homepage at the website listed above and click on the “Sign up for FBA News Updates by E-Mail” link.
- FBA’s Blog is on the website: www.floridabicycle.org

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

Welcome New/Rejoining Members!

- Devin Doherty
- Jesse & Angie Ross
- A.J. & Nancy Henry
- DecoBike, LLC
- & Jere Steele
- Nancy Davis
- CPS Express Cycling Club
- Charlie McGee
- Allen Road Bicycle
- Dave & Barbara
- Wagner
- Chris & Amy
- Bob & Diane Redding
- West Orange Trail
- Andrew H owe & Amy
- Bike & Blades
- Stone
- Todd Stephens
- Martin & Allison
- National Multiple
- Costello
- Sclerosis Society
- Joe & Nicole Shelley
- Allen Bicycles
- Tildon Smith
- David McCammon
- Gordon & Doner, PA
- Bud Gauence
- Bikes & More
- Richard Hartman
- Richard Knight
- Christopher
- Brad Kuhn
- Eggebrecht

continued on page 4
Breast Cancer
Jesries Ride Again

Gainesville Cycling Club members
Barb and Dave Thomas designed these great-looking pink jerseys to support research by the Florida Breast Cancer Foundation (Barb is a 4-year survivor).

Since 2007 their jerseys have been featured in fundraisers and rallies all over the U.S., from Crested Butte, CO, to Tallahassee. What makes them unique is to wear pink to a Gainesville gala.

Not just for cycling, the jerseys make great gifts for wearing to breast cancer awareness walks and other events.

Short-sleeved women’s and men’s jerseys are $65, the women’s sleeveless are $60, and matching gloves are $18 (plus shipping if applicable).

Once Barb places the order, it takes about 8 weeks for her to receive it, at which time she will notify you.

For more information and to place an order, please contact Barb at bnbbarb@aol.com or 352-377-4427.
Fla. Summit report... (continued from page 1)

Summit increased awareness, inspired FBA members

Laura Hallam

We are in the final stages of editing the first few modules of the Bicycle Law Enforcement Plan (BLEP). Upon completion, they will be forwarded to selected law enforcement officers and their agencies, and cycling groups for Beta testing. They will cover topics such as:

- Traffic flow vs. safety
- When cyclists are not required to keep right
- When cyclists are required to keep right
- Unsafe conditions, both apparent (debris, etc.) and less so (intersections, door zones, etc.)
- Substandard-width lanes

The following are examples of the kinds of questions Ask Geo has received to date from cyclists, police officers and attorneys. These have been edited for space. See the full questions and answers and ask your own questions at FBikeLaw.org.

Q: Michael asked: An officer said we are required to use a sidewalk or bicycle path if one is available. I find no reference to this in state law. Is this fact?
A: (See the January 18, 2010 post)
First some definitions:

FS 316.085 – Limitations on Overtaking, Passing, Changing Lanes and Changing Course

(1) No vehicle shall be driven to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless … such left side is clearly visible and free of oncoming traffic. … in the event the passing movement involves the use of a lane authorized for vehicles approaching in the opposite direction, before coming within 200 feet of any approaching vehicle. A driver may not overtake and pass another vehicle if a bicyclist is closely approaching from the opposite direction in the roadway, but may do so if the cyclist is not in the roadway.

Q: James asked: Is it legal to ride a bike with a small motor on the roads in Florida?
A: (See the March 23, 2010 post)
Motorized bicycles are bicycles as defined in the statutes, and their operators have the same rights and duties as other bicycle operators.

FS 316.085 – 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 a 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.

Q: Ron asked: Is it correct that a vehicle in a two-lane roadway should not overtake another vehicle in the oncoming lane if there is bicycle traffic in that lane?
A: (See the February 25, 2010 post)
The law prohibits passing if a vehicle (bicycle) in the roadway is approaching from the opposite direction in a two-lane roadway if the overtaking driver cannot return to the original lane in a timely manner.

FS 316.082 – Passing Vehicles Proceeding in Opposite Directions

(2) Upon roadways having width for not more than one line of traffic in each direction, each driver shall give to the other at least one-half of the main-traveled portion of the roadway, as nearly as possible.

Q: Michael also asked: There is a drawbridge on this road with a narrow sidewalk on both sides with a sign as you approach the bridge stating, “Walk Bicycles Across Bridge.” Can the county restrict bicycle access like this?
A: (See the January 18, 2010 post)
continued on page 10

*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 the 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.
National Bicycle Summit 2010

Where were you?

by Earl Lang

Here were you? You missed a rewarding experience. I have attended three times and have come away every time renewed, re-invigorated and ready to step up my efforts for advocacy.

The first full day is for training and education. After those inspiring and informative sessions you come to the real reason for the National Bicycle Summit – a full day spent talking to your Members of Congress.

If you’ve never done it – YOU SHOULD!

Being able to sit down, one on one with your representative and senators, or their star staff, and pitching bicycling in Washington, D.C., is an experience that is beyond imagination.

The first interview is a little intimidating but we are all paired up with another Team Florida participant who has done it before. By the 2nd or 3rd meeting you are pumped up and winging it on your own.

It is a real thrill to watch as they move from jaundiced “What does this one want?” to “Wow! I didn’t know that bicycles were good for so many things.”

You know that you have achieved the goal when you see that they “get it” and realize that bicycling is worthy of their time and effort. From our enthusiasm, they begin to look with favor on any bicycle legislation. When you talk with staff, it is great to hear them say with sincerity, “I will make sure that your Representative or Senator gets this message.” You walk out of the office about 6 inches off the floor. What a great feeling, and one only a few ever get to experience.

Yes! That is what the trip to the National Bike Summit is about.

How to make it possible

If attending the National Bike Summit is a problem cash wise, give your local bicycle clubs an opportunity to help you and bicycling advocacy.

Offer to give a talk on bicycle advocacy and include a short pitch on how the club can help you carry the message to Washington. Talk to bicycle shops and service organizations.

Anyone or any group involved in health and fitness are candidates to help you carry the message. I have managed to receive financing for all three of my trips. You just have to take the initiative and time to promote it.

Alan Snel’s point of view

I had great experiences at the Summit, including making connections about bicycling with the congressmen’s aides.

In one case, Randy Myhre, owner of Oliver’s Cycle Sports in new Tampa, and I met legislative assistant Paolo Mastrangelo for Congress-woman Kosmas. Randy opened up with, “With a nice Italian name like Paolo, you must be a bicyclist.” Indeed, Paolo was a bicyclist and said his boss, Kosmas, was a bicyclist, too – and we were off and running with our pitch.

We also pointed out Florida especially needs help because our state is number one in the U.S. in bicyclist fatalities. That hit Paolo hard. Paolo said he went to college in Sarasota and suffered a great loss when a friend died on a bicycle.

Making connections comes in all ways. In Rep. Ginny Brown-Waite’s office, legislative assistant Kate Troller loved talking bikes with Randy and I because her dad back in Cincinnati was a bicycling fanatic and even her grandparents in Florida rode bikes. We used that connection to lean on Kate to tell her boss to support our bicycle agenda.

FBA Executive Director Laura Hallam and Gary Mendenhall, of J&B Importers, surround Representative Bill Posey, District 15, during the National Bike Summit held in Washington, DC.

FBA visits The Villages

Professional calligrapher Jim Olson (Sumter Landing Bicycle Club member) personalized Share the Road mini license plates at an FBA booth set up during a recent event at The Villages. Jim went through at least 200 before his supply was depleted. Other visitors to the booth include Villages Bicycle Club members Marge Kopp, club president Bob Kopp, and League Cycling Instructor Jack Logomarsino who also taught a bicycle safety session. The Villages has two bicycle clubs and due to continued expansion in this 55+ community, a third club is in the making to meet the bicycle demands of Florida’s Fountain of Youth.
Small-town values not forgotten in Lakeland

continued from page 1

Auburndale, and (c) a stop on the new Bullet Train that will connect Tampa with Orlando. Those who keep coming will find Lakeland also a city of neighborhoods, some 15 distinctly recognized and most of these historical. Shaw House is in the Munn Park Historic District; the Lake Morton Bed & Breakfast, in the Lake Morton Historic District.

“By far most wonderful about Lakeland are the people,” says Lake Morton B&B owner Mary Ann Zender. “They’ll open the door for you. They’ll let you into a lane of traffic. Even if we don’t know each other, we wave.” Mary Ann is also on the city historic preservation board.

“We’re not a police board,” she says. “We work with those who want to modify their houses according to their historical standards.”

A final case for enthusiasm: the historic preservation board has newly cleared a house designed but never yet built by Frank Lloyd Wright for construction at the Florida Southern campus. By next year, that will become a visitor center.

Lakeland knows the answers for how to keep its city at the top of its class.

Places in addition to Hyatt Place to stay before or after the conference: Shaw House Bed & Breakfast, 605 E. Orange St., Lakeland 33801, 863/687-7120, 4 guest rooms, all with private bath; nightly rates start under $100 and include full breakfast; http://shaws-bandb.20fr.com/. . . Lake Morton Bed & Breakfast, 817 South Blvd., Lakeland 33801, 863/688-6788, 4 guest rooms, all with private bath and kitchen, rates $80-$90 include full breakfast; http://www.lakemortonbandb.com/. . .

Terrace Hotel, 329 E. Main St., Lakeland 33801, 888/644-8400, 863/688-0800, 88 guest rooms/suites, all with private bath, $100+. Full service Terrace Grill on premises; http://www.terracehotel.com.


— Herb Hiller lives in DeLand and has long written about one-of-a-kind Florida.
Bicycling and birding
by Eric Draper

Bicycling is part of my job with Florida Audubon, where I work as a program director. Bicycling is a great way to get out and see the world in a different way. Florida has 83,000 miles of roads and 497 bird species. I probably won’t get down every pretty road in our beautiful state, and I may not see every species of bird. But I know I will see more if I do both.

I asked myself how to combine these activities. The answer greets me almost every time I get on a bike. When riding, I am an opportunity birder and see more interesting birds than when searching. I am alert and attentive and notice so much of what is going on around me. My riding companions have gotten used to me shouting out names of birds I am excited to see—“Redhead!” “Pileated!”

So imagine the thrill of watching from just meters away one of nature’s most sudden and surprising spectacles—a red-tailed hawk picking off a fat squirrel. This was allowed because I approached the prey with the same quick, determined silence as the hawk. Picture a confused black vulture interpreted from its road kill being chased down a canopy road as it looks with increasing desperation for an escape through the trees. These are my own safaris.

I was from a bicycle that I recognized my first swallow-tailed kite. On a humid summer day I had been dropped by the group and slowed near a creek to anticipate the hill ahead. There swooping, gliding and snatching dragonflies was the sleekest bird I had ever seen. It was as though the bird enjoyed flight as much as I enjoyed the descent after a steep climb. If a bike frame were designed and painted for such agility and beauty in flight, it would be my next purchase.

Bicycling allows me to cover so much terrain and with a clear range of vision the variety of habitat is only limited by my legs. Roadsides and trees are favorite haunts for songbirds. One of my most memorable experiences was a pair of indigo buntings in a tumbler flight. My favorite birds are indigo buntings. Ostriches nest and hunt from the powerlines that lace through a nearby park. Soaring eagles are often around. And there are rafts of ducks on nearby lakes through the winter months. On coming home I can see buffleheads in the pond near my house. In the summer there might be little blue herons.

Open fields are a good place to see wintering sparrows, palm warblers and robins. Sometimes a field can seem absolutely alive with birds. I have learned to anticipate spring by the birds in the grasses.

Mountain biking is a great way to sneak up on wild turkeys and to flush quail. I always feel a bit guilty as I am sure that my bouncing through grasses and brush must fill them with fear of a attacking predator.

My mountain bike gets me into parts of the woods I would never walk to and are off limits to cars. That means I am in easy reach of colonies of wood storks and other wading birds. What is more spectacular than to pull out of the woods and to see a tree littered with the white masses of ibis and egrets?

Now you might think I would bike and bird intentionally. And I have done that, hanging some binoculars around my neck. But I really love bird’s unplanned gifts. Like the time I was treated to the dusk return of cormorants to their roosts. Their gliding patterns made me think I am not the only one who likes loops.

Birds are not all that I have seen on two wheels. Coyotes, foxes and bobcats have crossed my path and deer have leaped close enough to make me brake. Friends talk about the huge alligators on a lakeside trail. I’ve seen too many snakes, skinks, tortoises and turtles to count.

Cycling is for me a way to get out and see the world in a different way. Florida has 83,000 miles of roads and 497 bird species. I probably won’t get down every pretty road and trail in our beautiful state, and I may not see every species of bird. But I know I will see more if I do both.

— Eric Draper is Policy Director for Audubon of Florida
Greetings from the streets of Central Florida, where we are moving forward at the speed of life. We’re here to tell you that walking in Orange and Seminole counties is fun. Most of our streets aren’t as mean as the so-called experts would have you believe—and we’re going to take a serious stab at fixing those that are.

We spent the first quarter dotting our i’s, crossing our t’s, and sometimes crossing our eyes. But I’m happy to report that we have lined up an all-star board with the passion, planning ability, and political heft to deliver on our vision of a community where families walk and bike because it’s fun, where kids walk or ride their bikes to school, where kids ride to and from the neighborhood mountain bike parks or inter-connected network of recreational trails. This is not a dream. Most of these initiatives are already underway or in the pipeline. Our goal is to move them forward with a combination of advocacy, elbow grease, and smart, sustainable public policy. You can follow our progress on our website: www.bike-walkcentralflorida.org.

Our chapter is co-chaired by former Orange County Mayor Linda Chapin, and attorney Hal Downing, former General Counsel to the FBA. Confirmed board members include a who’s who of local planners, advocates, communicators and attorneys, including:

- Thomas Katheder, Vice President at Walt Disney Parks and Resorts
- Jamie Krzeminski, a Senior Transportation Engineer with HDR, Inc.
- Jody Lazar, community advocate
- G. Brock Magruder, Jr., M.D., eye surgeon, cycling advocate
- Malisa Mcreedy, Parks and Recreation Planning Manager, City of Orlando
- David Overfield, Environmental Director, Orange County Health Department
- Jon Rawlson, Senior Advisor with Baker & Hostetler
- Billy Hattaway, Transportation Planner with Vanasse Hangen Brustlin, Inc.

In addition to the board, which will meet quarterly, we will have a team of advisors with interest and/or expertise in specific subject areas, who will work with board members on specific task forces. Our plan is to combine fun programs and events with serious public policy and social marketing to improve our streets and bike/ped facilities and get more people walking/riding for fun and fitness.

Bike/Walk Central Florida, serving Orange and Seminole counties, is funded by a generous grant from the Winter Park Health Foundation, and is the second local chapter of the Florida Bicycle Association and the first to have a paid part-time executive director.

Your humble Executive Director: I am a long-time resident of Orange County, a professional journalist, author, and media consultant. I have worked for the Wall Street Journal, The Orlando Sentinel, Orlando Business Journal and various business trade publications. I hold a journalism degree from the University of Nebraska-Lincoln and an MBA from the Crammer Graduate School of Business at Rollins College.

In April, we plan to bring the board and advisors together for a half-day symposium where we will brief them on the status quo, and assign tasks and deadlines. By the third quarter we hope to be fully operational, holding events and making a difference in the community.

We are proud to be a part of the Florida Bicycle Association and we look forward to bringing you news of our progress in future issues of the FBA Messenger.

---

If I get hit, I’ll just call you

by Steele Olmstead, Esq.

I hear on a regular basis of the complaints from car drivers about road cyclists being “obnoxious” or “aggressive” or “jerks” or “thinking they own the road.” I hear these and, when I get a chance, I explain in a polite manner that we do “own the road” just like the complainer does. But, I wonder what the actual situation from the cyclist perspective was in which she or he reacted to cause this flustered motorist or her? Well, in a phrase, and not to put too fine a point on it: “hell no!”

Let me point out the problems with that... and why you should never adopt that as a perspective.

In my last “ask a lawyer” column I pointed out that a crash between a bicycle and a car is the difference between a dent and a trip to the hospital. Put an additional way “between dent and death.”

A claim for personal injury after a crash includes (from the standard automobile injury complaint): “bodily injury and resulting pain and suffering, disability, disfigurement, mental anguish, loss of capacity for the enjoyment of life, expense of hospitalization, medical and nursing care and treatment, loss of earnings, loss of ability to earn money, and aggravation of a pre-existing injury or disease.”

Mighty long list, eh? Think about that. This is not some abstract possibility for a cyclist. This is what your body and your life will be put through if a crash occurs. All the items on that list are elements you actually lose in a bike crash.

My clients start thinking about these the minute they are hit and don’t stop thinking of them until years—years my friends—later. Is it worth it if you get a big money judgment using me, Chris or another cycling lawyer? Well, in a phrase, and not to put too fine a point on it: “hell no!”

Here’s why: What if the motorist who hits you is one of the many uninsured or under insured folks on the road?

Your average cyclist ER visit is about $2,000. Without a helmet, they send you on a chopper: $13,000. (Yes, those chopper rides are $13,000) and you get a hospital visit of around $50,000.00 with CT scans, MRIs, ICP (Intra cranial pressure monitors- yes they drill a hole in your head and put in a monitor.) THEN comes the surgeries, casts that itch and itch, shots, pills that make you sick, months of painful rehab, crutches that chafe your arm pits... are you seeing the picture my darlings?

If the car has zero insurance, you are on the hook. Everybody got uninsured motorist coverage on your auto policy? I hope so. The number of uninsured cars is increasing.

To sum up our only philosophy in the saddle should be this: “There is no way I will take chances under any circumstances whatsoever.” From the lips of my injured cyclist clients I tell you this: Be safe out there, be very safe.

---

ASK THE CYCLING ATTORNEY...
Cycling heralds Florida’s first ecotourism year—maybe decade

by Herb Hiller

If knowledge is power, let me tell you a story that will pump up your cycling in general and along the St. Johns River-to-Sea Loop in particular.

Florida has entered into its ecotourism year or (fanfare, please), the “Florida Year of Ecotourism.”

This announcement in the FBA Messenger will likely be the first and only place where you will hear about this.

I will explain in a moment why I myself might second-guess what I tell you, but first things first.

March 27th, initiatives that for years had otherwise developed on their own started coming off each other. Bike Florida rolled out its 17th annual mass spring ride. The Florida Wildflower Foundation celebrated its fourth annual wildflower festival. Both events took place in downtown DeLand, the hub of the River of Lakes Heritage Corridor and River of Lakes Scenic Highway.

The heritage corridor had already inspired the idea of the 260-mile, five-county St. Johns River-to-Sea Loop, and that in turn inspired a new focus on long-distance, so-called destination trails by the Florida Office of Greenways and Trails. Further result is a trails website by Visit Florida that launches this October and will greatly boost trails and trail vacationing in our state.

Other organizations central to the 27th included the West Volusia Tourism Advertising Authority, Main Street DeLand, the Volusia County Agricultural Center, and the East Coast Greenway Alliance.

Benefits of the interplay certainly extend to regional wildflower seed growers, to local

continued on page 12

Let ’em Know about the Law

Order your “3 Feet Please” jersey today from http://fba.3feetplease.com.

Deliver your bold, powerful message in black letters on a bright yellow background. You’ll help remind drivers to share the roads and at the same time help FBA.

Purchase your jersey through the website above and a $5.00 contribution will be made to FBA, courtesy of Tallahassee resident Joe Mizerek. Questions? Call 800-761--907 or E-mail joe@3feetplease.com

Ask Geo@

continued from page 5

In a word, no.

See also the previous question about bicyclists on sidewalks.

In addition to the right to use the roadways described in the post above, there are requirements about the types of signs that may be used on roadways. Just as the statutes require uniform traffic standards throughout the state, there are also regulations that require the use of certain traffic control devices.

FS 316.003 – Definitions

(23) Official Traffic Control Devices – All signs, signals, markings, and devices ... for the purpose of regulating, warning, or guiding traffic.

The Florida Department of Transportation is tasked with adopting such a system of uniform devices.

FS 316.0745 – Uniform Signals and Devices

Traffic control devices ... shall be placed only as authorized by a public authority or the official having jurisdiction ... for the purpose of regulating, warning, or guiding traffic.

All regulatory traffic control devices shall be supported by laws, ordinances, or regulations.

Counties (among others) are given the authority to place and maintain traffic control devices in their jurisdictions, but they must conform to the uniform system and be supported by laws, ordinances or regulations.

FS 316.006 – Jurisdiction

Jurisdiction to control traffic is vested as follows:

(3) Counties shall have the original jurisdiction over all streets and highways located within their boundaries, except all state roads .... And may place and maintain such traffic control devices which conform to the manual and specifications of the Department of Transportation ....

Unless there is a local ordinance requiring cyclists to leave the roadway to cross a bridge, there is no justification for such a sign.

Additionally, there is no sign in the MUTCD that says “Walk Bicycles Across Bridge,” or anything similar. There appears to be no authority for the use of the sign in question.
### AGENCY/FUNCTIONAL RESPONSIBILITY

| State Pedestrian & Bicycle Coordinator | Dennis Scott | 850.245.1527 | dennis.scott@dot.state.fl.us |
| Florida School Crossing Guard Program Administrator | Carol Pulley | 850.245.1757 | carol.pulley@dot.state.fl.us |
| Ped-bike traffic safety grants | Ralph Salvas | 850.245.1526 | ralph.salvas@dot.state.fl.us |
| ADA Coordinator | Dean Perkins | 850.414.4359 | dean.perkins@dot.state.fl.us |

### City of Tampa
- **Transportation Services**
  - **Bike-Ped Coordinator**: Felicia Leonard | 727.562.4852 | felicia Leonard@cyifloridano.com |

### City of St. Pete
- **Public Transportation**
  - **Director of Transport, Ped-Bike Coordinator**: Rick Heimann | 727.828.4323 | rick@stpete.gov |

### Other state & federal agency staff

<table>
<thead>
<tr>
<th>FDOT Central Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida Pedestrian/Bicycling Safety resource Center</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>City of Tampa Public Works</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Jan Washington</strong>: 813.274.8303</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>City of St. Petersburg Transportation &amp; Parking/bicycle-pedestrian coordinator</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cheryl Stacks</strong>: 727.687.3139</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>City of Pinellas Park/Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>John Egberts</strong>: 850.415.9546</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other state &amp; federal agency staff</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City of Orlando Ped-Bike Coordinator</strong>: Cristina Cruz</td>
</tr>
</tbody>
</table>

### Selected State-wide Contacts

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

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

**Rapid Transit**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**FHWA**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**State & Federal Coordinators**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**Regional Contacts**

<table>
<thead>
<tr>
<th>CITY</th>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tampa</td>
<td><strong>Jan Washington</strong></td>
<td>813.274.8303</td>
<td><a href="mailto:jan.washington@ci.tampa.fl.us">jan.washington@ci.tampa.fl.us</a></td>
</tr>
</tbody>
</table>

**State Contacts**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**Other State & Federal Agency Staff**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**Contact Information**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**State & Federal Coordinators**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**Regional Contacts**

<table>
<thead>
<tr>
<th>CITY</th>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tampa</td>
<td><strong>Jan Washington</strong></td>
<td>813.274.8303</td>
<td><a href="mailto:jan.washington@ci.tampa.fl.us">jan.washington@ci.tampa.fl.us</a></td>
</tr>
</tbody>
</table>

**State Contacts**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**Other State & Federal Agency Staff**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**Contact Information**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**State & Federal Coordinators**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**Regional Contacts**

<table>
<thead>
<tr>
<th>CITY</th>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tampa</td>
<td><strong>Jan Washington</strong></td>
<td>813.274.8303</td>
<td><a href="mailto:jan.washington@ci.tampa.fl.us">jan.washington@ci.tampa.fl.us</a></td>
</tr>
</tbody>
</table>

**State Contacts**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**Other State & Federal Agency Staff**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**Contact Information**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**State & Federal Coordinators**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**Regional Contacts**

<table>
<thead>
<tr>
<th>CITY</th>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tampa</td>
<td><strong>Jan Washington</strong></td>
<td>813.274.8303</td>
<td><a href="mailto:jan.washington@ci.tampa.fl.us">jan.washington@ci.tampa.fl.us</a></td>
</tr>
</tbody>
</table>

**State Contacts**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**Other State & Federal Agency Staff**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>

**Contact Information**

<table>
<thead>
<tr>
<th>NAME</th>
<th>TELEPHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wanda Wilson and Jennifer Nguyen</td>
<td>850.414.4321</td>
<td><a href="mailto:mediacenter@ce.ufl.edu">mediacenter@ce.ufl.edu</a></td>
</tr>
</tbody>
</table>
Bicycle Law Enforcement Program

Two citations: nearly identical circumstances...opposite verdicts

by George Martin

Recently, a cyclist was cited for violation of the “keep right” provisions of FS 316.2065—Bicycle Regulations. It was upheld in traffic court. It was similar to another citation about a year ago in another jurisdiction. Both cases were nearly identical in the circumstances and the evidence presented by the bicyclists to the court.

The cases are notable because one cyclist was found guilty and the other the case was dismissed. There were some differences in the situations.

Both cyclists were advised to write to the department, retain counsel, and file a motion to dismiss before the court date. The cyclist who was found guilty chose to proceed without counsel.

The other retained counsel and filed a motion to dismiss, which was decided in his favor before the court date. I believe that the time and proper setting of a pre-trial motion will enable full exploration of the circumstances, facilitating a better decision.

The environment in traffic court is not conducive to thorough examination of the laws and circumstances of a case.

In the upheld case, there was an allegation of rude and disrespectful conduct on the part of the cyclist.

Although the cyclist denies such behavior, my uninformed opinion is that such allegations affected both the decision to award the citation and the court case. We should know that is not a positive way to impress an officer or the court, and should never be a part of our roadway interactions.

There were some minor differences in the circumstances.

One was a multi-lane roadway and the other was a roadway with one lane in each direction, which should have no bearing.

Both lanes were less than 12 feet wide. Both met the substandard-width lane, unsafe condition exception to the “keep right” provisions of FS 316.2065 (5)(a)3.

Some of the statements allegedly made by officers in both cases stress the need for education about the laws. The statements were reported by the cyclists and I have no way of verifying some of them. My guess is that they were accurate since I have heard other such reports that I know to be true.

In both cases, the officer indicated that the cyclist could not impede traffic. The statute about impeding traffic applies only to motor vehicles.

FS 316.183 – Unlawful Speed
(5) No person shall drive a motor vehicle at such a slow speed as to impede or block the normal and reasonable movement of traffic.

In the case in which the cyclist was found guilty, the officer indicated in court that there was a sidewalk that the cyclist could have been using, indicating ignorance of the rights of cyclists as operators of vehicles and the additional hazards of cyclists riding on sidewalks.

The cyclist read the substandard-width provision in the statute, and a quote from the Department of Transportation about a wide curb lane being a minimum of 14 feet wide with narrower lanes being not wide enough for a motor vehicle to safely pass a bicycle within the same lane.

The officer stated that virtually all lanes in that city are less than 14 feet wide and cyclists would be able to ride in the center of the lane everywhere, which seems to imply that since that community has narrow roadways, Florida law does not apply.

About 90% (my estimate) of Florida roadways have lanes that are less than 14 feet wide. I believe that was the intent of the “unsafe conditions” language in the Bicycle Regulations that allows a cyclist to leave the right side of the roadway and become more visible, thereby encouraging safe and legal overtaking and passing by motorists.

The statutes reflect and should encourage safe cycling practices. In both cases, there is a lack of understanding of the principles of safe cycling, and that riding far right in a narrow lane encourages motorists to illegally and dangerously attempt to pass within the lane with oncoming traffic or conflicting traffic in the adjacent lane. It is troubling that such similar cases could be decided so differently. That does not bode well for education and enforcement of the laws about bicycling.

This is the second such case in that community that has resulted in a guilty verdict. In neither case did the judge state how narrow a lane must be to be substandard-width, and therefore entitled to treatment as an unsafe condition under that provision of FS 316.2065, nor recognize cyclists’ discretion to do as the statutes say, avoid unsafe conditions.

Florida is among those states with the very highest casualties, and some communities, including that with the upheld citations, have been repeatedly identified as those with “Mean Streets” and more recently, “Dangerous By Design”. We know from studying crash reports that a significant numbers of crashes result from cyclists riding too far right when they are not required to do so by law. Cyclists need law enforcement and the courts to support their right to protect themselves from common crashes.

If the image—and reality—of Florida as having the most dangerous communities in the U.S. is to change, we must begin by concern for safety over traffic flow.

The uniform understanding and application of the laws about bicycling in Florida will come from implementation of FBA’s Bicycle Law Enforcement Program.

Florida’s eco-tourism year

continued from page 10

lodgings and to main street retailers. The entire regional community surely strengthens when people gather from near and far for activities centered at the regional heart.

Mainstream tourism for the most part organizes differently from this. Hotels, airlines and rental cars drive what we call tourism. People focused on putting beads in beds organize often inane hinctic events. Indeed, mainstream tourism doesn’t even include as tourists people who don’t stay at least night away from home.

Ecotourism takes a different approach. Ecotourism asks, How can we use the presence of outsiders, temporarily among us at leisure, to benefit local priorities? Ecotourism recognizes the desire we all share to look beyond where we live for enjoyment and knowledge.

So, for example, if you’re a farmer looking to raise a new cost efficient and sustainable crop, might you not want to know about relatively high yield and profitable native wildflower seed? Wouldn’t you want people to come learn about what you do and then go home extolling the utility and beauty of wildflowers? Do ecotourists not become virtual bees, pollinating beauty and a conserving way of life?

Ecotourism – especially bicycle touring -- focuses on energy resourceful travel. Moreover, the more we ride at leisure the better we feel, and the better that bicycling makes us feel, the more likely we are to consider our bikes for getting to and from work. Then, the more likely we are to call for bikes on buses, bikes on trains and for showers in the workplace. SunRail will reach West Volusia in 2014. Advocates will become more empowered.

For at least some, however, the notion of a Florida Year of Ecotourism might bring to mind turn-of-the 19th century Coconut Grove. There, Ralph Munroe had organized sultan-comfortable tents at a vacation compound he called Camp Biscayne. His guests helped local harvest sponges and otherwise learn about ecological lifestyles that their visitors’ presence helped sustain. Soon came Kirk Munroe (no relation to Ralph), who up north had founded the League of American Wheelmen and, in the Grove, made bicycling familiar.

If bicycling helped center the first Florida ecotourism decade in Coconut Grove, maybe cycling will also help West Volusia start the second.

— Writer Herb Hiller is southeast region program consultant to the East Coast Greenway Alliance and serves on the FBA Advisory Board. He has been a Florida ecotourism leader.
The automotive city took much of the freedom it promised.

[When] street users are free to use cars, the freedom of all street users (including motorists) to use anything else is diminished. A city rebuil[ed] socially and physically to accommodate cars cannot give street users the good choices a truly free market can provide...”

— Peter Norton
The Use of Power

If 1920s motordom had used today’s dominant bicyclist advocacy strategies, they would have said: “Give us a place to drive where we won’t get in the way and harm others.” But they knew that such a strategy would severely constrain their freedom.

What we can learn from their story? First and foremost is the need to reframe our streets back to their original concept of public space. Today, as in the 1920s, a “new age has dawned.” The age of Climate Change and Peak Oil has begun; the Age of Sprawl has ended. In this new age, bicyclists slowing motorists is a good thing. It’s an age for reclaiming the crosswalks, for building pedestrian-oriented streets (to counter free-ways). It’s an age for letting bicyclists drive in the safest possible manner, which often means in the middle of the lane. It’s an age in which the definition of “efficiency” must change from speed to space, from speed to real energy conservation.

Building “walkable communities” and “complete streets” is a good effort — it provides incremental improvements for non-motorized travelers — but it’s not enough. It doesn’t change the frame. I watch the behavior on Orlando’s supposedly pedestrian-friendly and cyclist-friendly streets and still see too far too much “we own these streets” behavior by motorists. In the 1920s motorists changed the frame of what we today call “walkable communities” into motor-dominated cities. Only later did they rebuild our cities to accommodate the auto.

Motoring interests used every form of power available to them. They didn’t have much in the way of numbers, but they had political connections, strong financial backing, and organization. They developed “moral” power by playing the “freedom” and “future” cards. Finally, after they had changed the rules of the game, they could use physical horsepower to intimidate with relative impunity.

Pedestrians today are the weakest street user group. Their little political strength is relative impunity. Commanding the lane is an expression of personal power combined with the power of expectation; you’re telling the motorist you expect him to treat you as an equal. Critical Mass — like it or not — is an expression of physical power. (Motorist and law enforcement complaints that groups of bicyclists are occasionally “hogg[ing] the road” sound hysterically funny when one steps out from behind the current motorist-dominated frame.)

The bicycling movement needs a serious internal discussion on what types of power it can and should use, and how.

In an essay I wrote inspired by Malcolm Gladwell’s book Blink, I quoted Harvard psychologist Mahzarin Banaji:

“Don’t choose to make positive associations with the dominant group, but you are required to. All around you, that group is being paired with good things. You open the newspaper and turn on the television, and you can’t escape it.”

Before we can change the frame, we must move out from behind it ourselves as cyclists and pedestrians. Bike and pedestrian advocates have been trying, and in some cases succeeding in passing laws in some states which would supposedly return some balance to our streets, but these laws are like mosquito bites on the back of an unharnessed elephant.

Does anyone have the slightest bit of evidence that the 3-foot passing law has changed anything? Has even one motorist (not involved in a crash) been cited for it? Please understand I am not proposing a return to the pre-1920s laws or customs. Automobiles aren’t going away too soon, and we need good order when such dangerous things are on our roads.

Indeed, for the most part our existing laws are quite good. The problems are the frame through which our laws are interpreted, and the general ignorance of them. When I explain to the laws to those with suspended licenses attending the Alternative Transportation course, many have a hard time accepting them; they don’t fit in the “proper frame.”

The Time Is Now

There has never been a better time for opportunity for cycling and walking interests. We have a New Age. We offer health, economi-cal, green, and enjoyable options. We represent real efficiency, by accomplishing many goals at once instead of mere transport.

We have the chairman of the House Committee on Transportation and Infrastructure on our side; Jim Oberstar is an avid cyclist. President Obama reportedly gets it; it comes to cycling: Stan Day, president of SRAM bicycle company, said Obama “gets it,” referring to the role the bicycle can play in solving big problems like obesity and sustainability. “He does his homework and he can connect the dots.”

Do Obama and Oberstar understand the necessity of changing the frame? Do public health and environmental leaders understand? It will take a strong coalition. And the “opponent” is weaker than ever:

“I don’t think the car is sustainable as the primary form of personal transportation. It’s not just about petroluem or global climate change. It’s also about congestion and safety.”

— Larry Burns, head of research and development for General Motors, 2009

In the 1920s many, if not most, pedestrians and transit riders aspired to become motorists.

Today many are finding the automobile to be as much a burden as a tool of empowerment. It takes up a quarter of their annual income, threatens the climate, continues to kill over 35 thousand Americans a year (just through crashes; that doesn’t include air pollution), and driving is increasingly seen as a chore.

More and more I hear from people who wish they could become bicyclists. Ironically, becoming a bicyclist today is easier than becoming a motorist was in the 1920s. It’s just seen as being difficult because the motor-centric frame says it is. The real task of cycling and walking advocates is to help more people — as Morpheus said in The Matrix — “take the red pill.”

“Take the blue pill, the story ends; you wake up in your bed and believe whatever you want to believe. You take the red pill, you stay in Wonderland, and I show you how deep the rabbit hole goes.”

“The red pill” in part means trusting the power of our cultural norms. Saltzer-Mitchell also found that most motorists, even though they see the streets as “belonging” to them, want to act safely when encountering cyclists and pedestrians. The problem is they often don’t know what bicyclists and pedes-trians are allowed and expected to do by law. So we’ll keep handing out those little yellow books.*** Altering our culture’s construct of what a street is for, of who “owns” them, is essential if we are to truly have multi-modal communities that support our environmental and social values and goals. Motorists get their Freedom in the 2020s by diminishing the Freedom of pedestrians and bicyclists; it’s time to take it back.

*** Credit Keri Caffrey for this reference.

FBA’s Bicycle & Pedestrian Law Enforcement Guide

Hangtags and Stuffers…

… promote FBA and Share the Road license plates and help increase awareness of the fun, benefits and responsibilities of bicyclists.

Look for the tags in your local bicycle shop, or encourage your dealer to get some. Ask FBA how you can get the stuffers to use at your next bicycling event. Contact: laura@floridabicycle.org

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

The Florida Bicycle Association Messenger is published quarterly as a service to members and advocates for a bicycle-friendly Florida by the Florida Bicycle Association, P.O. Box 718, Waldo, FL 32694. www.floridabicycle.org, e-mail: laura@floridabicycle.org. Publishers reserve the right to review advertising content and to reject advertising that, in the opinion of the Association, is neither in the best interest of FBA’s members nor its goals and objectives. Although we carefully review articles and information submitted, FBA is not responsible for the information or opinions contained herein unless explicitly stated as official policy of FBA.

© 2010 Florida Bicycle Association All rights reserved.
April

April 17-18 Tallahassee
Tour of Southern Rural Vista
200 miles/200 km in two days. Start in Havana, FL, overnight in Albany, GA. Limited camping available. www.cyclistslist.org

April 17 (Sat) Amelia Island
Katie Ride For Life
90/120/160 miles. A Century (100 miles). Nine barrier islands from Amelia through Ft. George islands. Pre-ride breakfast, Saturday, 7am at the Suwannee Fairgrounds in Live Oak. The last 15 miles are on the 4H Camp Cherry Lake. Six-day riders leave cars at fairgrounds (no charge) and return on Thursday. Registration/Check in opened in January.....six-day sells out quickly - only 250 spots; 3-day unlimited spots. Check in 3pm Friday 4/16. www.florida bicycleridesafari.com

April 18 (Sun) Clermont FL
Breakaway to Sugarloaf
Clermont Waterfront Park. Scenic bike routes take cyclists up Lake County’s famed Sugarloaf Mountain. http://www.floridaflorida.com

April 18 (Sun) Melbourne
Space Coast Early Intervention Center
“Cycle Jam”
100/82/33 mile ride options and a family fun ride. Start and finish at the Hilton Melbourne Rialto Place, 290 Rialto Place, Melbourne, FL. Registration: 6 am Start; 7:30 (Century), 7:45 (Metric Century), 8:00 (half metric), 8:30 (family ride). Event cost and T-shirt guarantee is $35 if registered by April 15, 2010. After April 15, event registration cost is $40. Event coordinator: David Ryan, sciec.lcylejam@gmail.com. www.sceic.com

April 24 (Sat) Orotto
Orello Adventure Race
(near Crystal River) Events include: kayaking (1.5 miles), bicycling (7 miles) and running (2 miles). Individual or team entry. Kiwanis of Crystal River sponsoring. Barry Schwartz 352-795-4780. http://bschwartz.net/OAR/

April 24 (Sat) Lakewood Ranch
Tour de Ranch 2010
20/35/50/62/100 miles. Fee: $30 for all ride lengths. Your contrib is a 100% tax-deductible. Donate a new or used bike in lieu of the $30 donation. www.tourde ranch.us

April 25 (Sun) Venice

April 25 (Sun) Jacksonville
Tour de Forts
Fort De Soto - Fort Pierce - Fort Jefferson
 Registrations will be taken by 3 day ride for the first 300. Registration fee includes shirt and 4 meals. All riders welcome.

April 29 - May 2 White Springs
SBBS Spring Festival
Road the rides, walk the trails or canoe down the Suwannee River with friends and members of the SBA. 50 miles of off road trails. Saturday triple loop century. Events start Friday at 9 am with a 40+ mile road ride. Registration at 8 am Friday and Sunday and 7 am on Saturday. Bagels and oatmeal will be served at 0700 at SHAH. Social on Friday, 6-7:30 pm. Saturday. Chocolate Obsession at the SBA club house from 7:30-9:00 pm. Stephen Foster State Park will have “Art in the Park” and “First Saturday Coffee House.” Camp sites are on a first come first serve basis and registration fee is based on shared camp site. Local hotels available. www.suwanneebike.org/sbb.htm.

May

May 1-2 Flagler Beach
Cycle Flagler 7th Annual Rotary Scenic Highway Tour
40 mile FREE ride Saturday starting at the ocean in Flagler Beach. Registration: 8:30 am. Ride to western Flagler County and back to Flagler Beach. Saturday evening dinner social. Sunday 25/40/62/100 mile tours traveling scenic A1A and historical byways of Flagler County. Mass start at 8 am from the Chamber of Commerce building, 20 Airport Rd, Palm Coast. Five nest stop. T-shirts for the first 300 registered cyclists for Sunday event. Picnic at ride end. Rotary Club of Flagler Beach, PO Box 820, Flagler Beach, FL 32138. (386) 846-5493 (Kim). www.cycleflagler.org Active.com Online Registration

May 1-2 Punta Gorda
Pedal and Play in Paradise
Supported bicycle rides and tours of varying lengths, and countless cool things to do in Punta Gorda. Registration fees include provides you with discounts to many of our local shops and restaurants! www.pedalandplayinparadise.com Active.com Online Registration

May 2 (Sun) Cocoa Beach
Space Coast Freewheelers 29th Cross Florida Bicycle Ride
Over 170 miles of quiet back roads to Linda Pedersen Park in Hernando County. Minimal support with only 4 unmanned S&G sets with energy drinks and water. You will need to depend on convenience stores for most of your food and hydration. See event website for full details about this ride. http://www.spacecoastfreewheelers.com/ xf2010.htm

May 15 (Sat) Gainesville
Ride To Remember 4
Gainesville-Hawthorne Trail, or a road ride into the Ocala horse farm territory of 50/75/100 miles. A benefit for ElderCare of Alachua County and A2F Place, www.gcafl.org/RideToRemember.

May 16-17 Lake Wales
Tour MS: The Citrus Tour 2010
Bok Tower Gardens to Caribe Royale Resort

May 19 (Wed) Sunrise
Ride of Silence
12 miles starting 6:30 pm. 14mph. Route to HONOR those who have been injured or killed, to RAISE AWARENESS that we are here, to ask that we ALL SHARE THE ROAD. Starting at 6:30 pm from Markham Park 16010 W. State Rd. 84, Sunrise and riding through the City of Weston. FREE but you MUST SIGN RIDE WAIVER before the ride. Helmets required. (954)830-0098 (Celia) http://ridesilence.org

May 22-23 Jacksonville
Tour de Cure 2010 - Jacksonville
Presented by the St. Augustine Independent Restaurant Association (SAIRA) to STOP diabetes. 5 different route options. For registration, volunteer or sponsor information, contact Kimberly A. Lewis, Tour Director at klewis@ diabetes.org. 888-DIABETES x306 or 904-730-7200 x306 or visit http://main.diabetes.org/jaxtour. Shuttle service for 1-day riders back to the start line from St. Augustine Beach. Three departures on Saturday, May 22, on the hour at 2:30p.m.-3:40-p.m. 30 minute valet service to hotel, guarded parking at all venues, guarded bike storage Sat. night, Safety Escort Riders of Florida (SERF) motorcycle patrols. Taste of St. Augustine – Saturday night’s celebration features a dinner smorgasbord courtesy of SAIRA, and San Sebastian Winery will be on hand to pour complimentary local vintage. Required fundraising minimum is $150 (does not include your registration fee). http://main.diabetes.org/jaxtour

May 22 (Sat) Ocala
Frank Polack Memorial Ride to Ben- efit Hospice presented by Ocala Eye.
Metric Century (62 miles) 30 mile option available. Post-ride feast and FREE massages will be offered by FSMTA. Riders registered by Wednesday 5/13/10 are guaranteed a t-shirt. 8:00 am mass start at Hospice of Marion County Center for Education will be for both routes. Registration via contact partner or complete a fixed registration form by calling Hospice of Marion County at (352) 854-5218. Active.com Online Registration

July

July 31 (Sat) Panama City Beach
Fuller Center Bicycle Adventure
Part of a 50 day, 50 person ride from Niagara Falls to New Orleans for the 50th anniversary of Hurricane Katrina. To raise money and awareness for the ongoing need for housing in New Orleans and around the world. The ride on July 31st will be about 56 miles and end in the Fort Walton Beach area. Fully supported. www.fullercenter.org/bikeadventure

September

September 18 (Sat) Bartow
Tour de Tow - Road Tour & Crite- rion
An on-road cycling tour along the scenic back roads of southern Polk County. Lunch served at finish. Watch the Florida Cup Race Criterion on Main Street. Racing will be going on for this exciting Cup Series into the night. The Tour will feature a 17 mile Family Fun Ride, 35 mile & 65 mile ride. Tandem riders are welcome, just add $15.00 for the extra rider. For info, please call ride coordinator, Trish at (813) 546-1024. www.bartowchamber.com/

October

October 17 (Sun) Daytona
Tampa Bay Freewheelers Hilly Hundred
183/163/133/100 miles through the challenging hills of Pasco and Hernando Counties. Pasco-Hernando Community College, 3627? Blanton Rd., Dade City, FL 33523. Registration and light break, fast snacks 6:30 am. Mass start 7:30 am. All ride routes close and support ends 3:00 pm sharp. www.TBFreewheelers.com

October 18-22 Cross City
Gulf Coast Highlight Tour
Tour package consists of 5 days and 4 nights cycling on Florida’s beautiful Gulf Coast, Visit Historic Yulee Sugar Mill, see the Mermaids perform at Weeki Wachee Springs and The Manatees at Crystal River...and more. www.gulfcoasteventours.com

Home buyers get unique perspec- tive from two wheels
by Craig Anderson

When Realtor Mark Kolb helps clients find their next home, he brings along a small fleet of cruiser bikes for exploring the surrounding neighborhood. Kolb founded Pedal to Properties to make house hunts more enjoyable and give clients better insight on neighborhood amenities.

“If definitely allowed us to feel the neighborhood out instead of riding by in a car [where you can’t see as much],” said Kelley Cluzel, who recently worked with Kolb while buying a home with her husband Bill. “House buying is stressful, but the bike service makes it fun.”

The bicycle approach offers a valuable perspective, stressed Kolb. They can more easily spot a neighborhood’s good and bad points.

This fresh approach has led Kolb and his partner, Tim Majors, to dramatic success since the business opened in 2006. The company grew 200 percent over the past two years. Majors’ focus has been on franchising. The service now operates in Boulder, CO, Charleston, SC, and Northampton, MA.

“If we don’t open an office or two in Florida this year, I’ll be shocked,” said Majors. “We are talking with realtors in Orlando, Tampa/St. Pete, Key West, Naples, Miami, and several other cities.”

Majors has also been busy building relationships with organizations that promote safe bikeways and green practices.

Majors, who first met Kolb on a bike tour for a home in Boulder, said the timing is right. “There is a growing trend in real estate among buyers and sellers for green practices, less carbon footprint and healthier lifestyles.”

— Craig is a new FBA member and works with Pedal to Properties through his company PCMS Consulting. If you’d like to reach him, call (954) 805-9982 or visit www.the website at pedaltoproperties.com
Eco-tourism at its best...

Is paddling Florida the state’s newest growth industry?

by Bill Richards, Paddle Florida Director

Since our first Suwannee River event in March, 2008, Paddle Florida has set the standard for world class paddle touring in the state. So far we have introduced more than 350 paddlers from 22 states to the Suwannee River and, more recently, to the Peace River in Polk and Hardee counties.

Recently, Paddle Florida submitted a proposal to Florida’s Department of Environmental Protection (DEP), whereby we would host events in each of Florida’s five water management districts; with one each spring and fall on the Suwannee River, a total of six events from October through April each year. The DEP was impressed enough to offer its assistance in promoting these events.

What is Paddle Florida? Why do participants rave about the experience? Think of Bike Florida or the Safari on a river. The format is similar, but there is something more.

For over 12,000 years people have been traveling on Florida’s rivers, sitting around campfires at night and playing music. Early Floridians built communities on the rivers. We take pride in building a community on the river, if only for a week or a weekend.

Each morning, campers have breakfast, strike camp and load their gear onto a truck that is driven to the next overnight stop. The next campsite is made ready for their arrival that afternoon.

On the river, paddlers have a lunch stop and paddle at their own pace, with a group or alone, taking in the sights and sounds of Florida’s best rivers. Dinner and evening program await at day’s end.

We work diligently to provide a program mix of outstanding musical entertainment and informative lectures.

In addition to promoting nature-based tourism and driving visitation to Florida State Parks, Paddle Florida seeks to inform participants about water conservation and wildlife preservation.

Paddling in Florida is a growth industry; people from all around the globe come to paddle our pristine and wild rivers. Part of our mission is to promote the state as the international paddling mecca we know it is.

Our third Suwannee River Wilderness Trail adventure is in October. Over Christmas break we will host an event somewhere in the St. Johns River Water Management District (central Florida). In January, 2011, we’ll again paddle the Peace River, followed by an event in the South Florida Water Management District over the President’s Day weekend.

After-dark cycling a contributor to ‘deadliest state’ honors?

by Dwight Kingsbury

Florida’s unusually large percentage of after-sunset cyclist fatalities is probable due in part to one of the commonly recognized factors—climate.

However, the “perfect storm” combination of moderate year-round temperatures (even on winter evenings, when conditions for cyclists in most other states are often chilly at best), higher crash risks of nighttime riding (especially for cyclists without lights or reflectors), and development patterns that often make it necessary to use higher-speed roads to reach many or most destinations in urban areas—is seldom noted in “deadliest states.”

One factor not mentioned, and seldom mentioned in other media coverage of the problem, is Florida’s unusually large percentage of after-sunset cyclist fatalities.

The Sunshine State’s after-sunset crash problem is probably due in part to one of the commonly recognized factors—climate.

For many years, more cyclists have been fatally injured in traffic after sunset than during the daytime in Florida—usually about 60 percent of the annual cyclist fatality total. The national average percentage of after-sunset cyclist fatalities (with Florida results excluded) is usually close to 45 percent.

Consider the only other state that regularly has more than a hundred fatally injured cyclists each year: California.

In 2008, according to NHTSA, 108 cyclists were killed in traffic crashes in California. Of these 108, 68 (63 percent) were killed in daytime crashes. In Florida, just 49 (39 percent) of the 125 cyclists fatally injured in traffic in 2008 were in daytime crashes; the rest were riding after sunset.

If no crashes occurred after sunset, California would have more cyclist fatalities than Florida. Florida would still have a higher cyclist fatality rate, relative to state population, but it would be much closer to California’s rate—not more than twice California’s rate, as at present!

A logical response to Florida’s after-sunset bicycle crash problem would emphasize the use of reflectors, headlamps and tail lamps. Many cyclists who ride after dark are so equipped, or at least have lights.

Unfortunately, many more do not. Although crash data on cyclist use of lights is sketchy, available evidence suggests that non-use of lights is probably one of the most common contributing factors in fatal cyclist crashes that occur after sunset.

Add your voice for the future of bicycling in Florida.

JOIN FBA TODAY

Membership includes the FBA Messenger!

Name: ________________________________ E-mail: ________________________________
Address: ______________________________
City: ______________ County: __________ State: ______ Zip: ______________
Tel (H) ______________________ (W) _______________________________________

Bike Club Affiliation(s): ______________________________

Member Category:  □ $15/student/living lightly □ $25/individual □ $35/household □ $100/club/corporate/agency

Ride Preferences: □ On-road □ Off-road □ Touring □ Racing □ Commuting
I have taken a Road I (formerly Effective Cycling) class □ Yes □ No; Approximate year taken: ______________
I have taken a Road II class □ Yes □ No; Approximate year taken: ______________
I am a League cycling Instructor (LCI) □ Yes □ No

May we contact you about volunteer opportunities? □ Yes □ No
List any special skills or interests: ________________________________________________

Charge my □ Visa □ MasterCard
Card No: ______________ Expires: ______________
Signature: ______________________________

Please make checks payable and mail to: Florida Bicycle Association, Inc.
P.O. Box 718, Waldo, FL 32694
Earl Lang joins FBA Board of Directors

My wife, Karen, and I became Bicycle Shop Owners after living onboard our sailboat on the East Coast and the Bahamas for nearly four years. We came from Ohio on the boat and enjoyed seeing all the sites, but eventually we came ashore in Punta Gorda and found that Ralph’s Bicycle Shop was for sale.

From that start, Hurricane Charley helped us relocate, and eventually we opened a second bicycle shop in Port Charlotte.

I have always wanted to ride a bicycle across the country and my first long trip was to be from Philadelphia to Punta Gorda.

I didn’t make it the whole way. Outside of Jacksonville I got hit by a truck and the trip ended there. I was only bruised and scraped, but I was mad, and that is what brought me to Bicycle Advocacy.

On this first trip I had begun to notice that in areas where there were “Share the Road” signs drivers treated me better than in other areas.

So, I began to press the state for more STR signs. Frustrated by the Florida DOT, I began working on Punta Gorda and Charlotte County with much better success. The county is now installing STR signs were needed, and the City of Punta Gorda has been awarded “Bicycle Friendly” status by the League of American Bicyclists. I’ve found that advocacy for a good cause is much more rewarding and fruitful at the local level.

As I became more and more involved in advocacy, I found the Florida Bicycle Association, became a member and was invited to join them for the 2007 National Bicycle Summit. I have attended three National Summits and recently joined the FBA Board of Directors.

Two years ago a local organization, TEAM Punta Gorda asked me if I would help them in promoting the city through bicycling. From that conversation, TEAM now has a Spokes and Trails Committee working on developing trails in the city.

They have 15 miles of trails in various stages of completion and are working with Rails to Trails to establish trails along the Seminole Gulf Railroad right of way. I am now chairman of the Bicycle Event Committee and we are planning a three-day event starting April 30, 2010.

“Pedal and Play in Paradise” will be a Bicycle Festival on Charlotte Harbor with activities for the whole family.

Events will range from a full Century Ride to Solomon’s Castle, a Metric Century, and down to rides as short as five miles to see the sights of Punta Gorda.

All of this takes a lot of time away from the bicycle shop, but my wife Karen really manages the stores and knows the value of advocacy and promoting bicycling. She agrees that the best promotions are ones that “make the pie bigger” and in doing so we all prosper.

Karen has organized an annual women’s ride, called “Wheelin’ Women” a week-long event covering 350 to 400 miles in April.

No men allowed, the ladies do it all because, they want to stop “to smell the roses.”

...From retired and living the easy life on a sailboat to bicycle shop owners and advocates is a big jump.

I can only explain it by saying, “We failed at retirement,” but we love what we are doing.

You can find more information on www.acmebicycleshop.com and while there sign-up for our twice-monthly newsletter, “The Acme Advocate.”

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.
CERTIFIED PUBLIC ACCOUNTANTS

Kenneth L. Scearce, CPA
David A. Satcher, CPA
Carla M. Hansen, CPA
243 W. Park Avenue, Winter Park, FL 32789
(407) 647-6441 Office (407) 645-0099 Fax