Mar. 8 Summit draws 700 delegates
by Tim Bustos, FBA Executive Director

The National Bike Summit was an overwhelming success as 700 delegates from all 50 states descended on Washington D.C. for three days of training, lobbying, and networking.

The delegates included cyclists, advocates, and representatives from the bicycle industry.

For those unfamiliar with the Bike Summit, this is a very successful event organized by the League of American Bicyclists with significant financial support from the Bikes Belong Coalition, and other components of the bicycle industry.

This event was established to give the cycling community a larger voice in Congress with a more structured message. This message was further articulated by U.S. Secretary of Transportation Ray LaHood, who kicked off the Bike Summit with a rousing speech at the opening plenary session.

Closer to home, the State of Florida had 23 delegates at the Bike Summit, including FBA staff Dan Moser and Kathryn Moore.

Among many others, I’d like to thank Earl Lang. Earl then introduced our first speaker of the day, Florida Representative Irv Slosberg of Boca Raton. Rep. Slosberg gave a very supportive speech on efforts to improve conditions for cycling in Florida. As many of our readers know, Rep. Slosberg is a big supporter of traffic safety after losing a daughter to an automobile crash. In follow-up conversations, Slosberg stated he would like to continue working with FBA on a number of our initiatives, so we will be honored to work with him in the future.

Following the speech by Rep. Slosberg, Dan Moser presented the FBA annual awards to a very deserving cross section of bicycle advocates, educators, and bike club members from around the state (the awards will be covered in more detail in another article in this issue of the Messenger).

After the press conference, the summit attendees parted ways to meet with Representatives and Senators from their respective districts, which turned out to be a fruitful endeavor for everyone involved. Cyclists and advocates took the opportunity to educate their legislators on our current legislation.

Meet Tim Bustos, FBA’s new Executive Director

Join me in welcoming Tim Bustos as FBA’s new executive director. Tim isn’t new to Florida since he began his professional career in Pensacola including eight years as the Regional Bicycle Coordinator for seven counties in Northwest Florida, plus served on the board of the original FBA back in the 1980s.

After spending the past 16 years in California in positions ranging from the City of Davis Bicycle and Pedestrian Coordinator — where he was instrumental in attaining Platinum Level of the League of American Bicyclists’ “Bicycle Friendly Community” — to transportation planning for a variety of clients, Tim is ready to come home.

Please see Florida Bike Summit, page 4

Please see New ED, page 4
Annual Awards winners announced

by Dan Moser, Programs Director

FBA staged its Annual Awards ceremony at Florida Bike Summit. The association each year recognizes people and organizations that have devoted exceptional time and effort toward the cause of better bicycling in Florida. Three of the award winners (from middle – l. to r.), Bevin Maynard, Sharon Monahan and Chris Vidal, show off their commendations. FBA’s new Executive Director, Tim Bustos, is at far left with Representative Irv Slosberg.

As of this issue of the Messenger, FBA headquarters leaves Waldo, the AAA-designated “Official Speed Trap,” and FBA will now divide its activities between two office locations as detailed on page 3.

The Executive Director will now operate out of our new headquarters in DeLand, while all financial transactions will happen in our new business office in Longwood. Please send all finance-related mail, membership renewals, etc., to our Longwood address, and everything else, such as publications and requests for information to our main office in DeLand:

110 S. Elsasser Street
Deland, FL 32720

As in past years, many fine nominations were submitted, an indication that there’s lots of good work taking place throughout the state to improve our bicycling and pedestrian environment. Interestingly, some categories had no nominations, thus will remain unfilled.

Bike Club
Sanibel Bike Club, Mary Miller, President

The 250-member Sanibel Bicycle Club has a long history of advocacy and community involvement. The club has worked with city government to develop and implement a shared use path master plan, and established the nonprofit Trails in Motion fund, which raises money from the community to support the path system. That’s in addition to the club’s weekly local, and monthly multi-day rides, and monthly potluck socials. The Sanibel Bicycle Club is truly a role model of how to run a successful club.

Enforcement Officer
Sheriff Gary Borders, Lake County

Hundreds of boys and girls have learned to ride bicycles safely thanks to Sheriff Borders and the Lake County Police Activities League. The Lake County PAL program is exactly the kind of life-skill training the FBA would like to see at PAL programs throughout the state. Too often, children receive bicycles as “toys.” Once they’ve learned to pedal and balance, they rarely receive any additional training. Sheriff Borders has done a remarkable job of closing this gap, simultaneously strengthening ties between the Sheriff’s department and the community, and reducing the likelihood that these students will become crash statistics.

Bike/Ped Educator
John Egberts, Florida Traffic & Bicycle Safety Education Program’s Assistant Director

John works extensively with school districts, counties, health departments, school teachers, and others to coordinate and conduct teacher training workshops, and improve pedestrian/bicycle safety throughout Florida. He has co-authored pedestrian/bicycle safety articles for publication and has other manuscripts currently under review and in progress. Finally, John recently began his PhD studies and will focus his research in the area of pedestrian/bicycle safety education, injury prevention and risk management.

Supporting Agency
FDOT District 7, Peter Chu & Lori Snively

FDOT District 7 has provided long term support for bicycle and pedestrian programs for their seven county region which includes Hillsborough, Pinellas, Pasco, Hernando and Citrus. Most recently they’ve funded and supported the Tampa BayCycle program and WalkWise Tampa Bay. They also fund efforts such as walking school buses and bicycle trains. In 2010, District 7 launched a new Pedestrian Flag Program in partnership with the beach towns and cities located along Gulf Boulevard in Pinellas County.

Bicycle/Pedestrian Program
BikeSafe Program @ Univ. of Miami, Led by Dr. Gillian Hotz

BikeSafe, University of Miami - A physician-created program created to prevent pedi-

See FBA awards, page 4
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 916715, Longwood, FL 32791-6715
or join online at floridabicycle.org

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 home page at the website URL listed above and click on the “Sign up for FBA News Updates by E-mail” link.

FBA’s Blog is on the website

www.floridabicycle.org

Thanks to Our Donors! 1st Q 2011:

- Lifetime members
  - Kimberly Cooper
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Paceline Leaders ($1,000+)

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- William R. Hough

Golden Gears ($250 - $499)

- Ken Long
  - Tom Stevenson

Silver Gears ($100 - $249)

- Michael and Ann Magaroo
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- Gordon & Donor, PA
- Volusia TPO
- Highlalnds Pedaler
- West Orange Trail
- Bike Club
- J & B Importers, Inc.
- Ken and Michelle

Bronze Pedals ($50 - $99)

- Shelley Christian
- Alicia Rudin and
- Victor Rush
- Arthur V. Faull
- Bill Varani
- Bob and Mina Wollt
- Bob’s Beach Bicycle
- Arthur V. Faull
- Works
- Cherri Crawford
- David Caples
- Debby Kearney
- Dr. Linda Crider
- Eric Hankin
- Florida Panthers
- J & B Importers, Inc.
- Genea Acor
- Gerald and Shelly
- John Timmerman
- Jane Harvey
- Jeff Sellers
- Jim Mihal
- John and Kathy
- Stamp

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Message Deadlines

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

- Inquiries and submissions:
  - tm@floridabicycle.org

Membership Categories:

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

Membership includes a subscription to the FBA Messenger.
FBA Annual Awards
continued from page 2

Bicycle Professional
Bevin Maynard, Coordinator of Safe Kids Tampa.
Safe Kids Tampa Coordinator for Baycare Health System. Bevin has made a name for herself throughout West Central Florida, providing bicycle safety training classes to children and adults. She is active with the Safe Routes to School Program, reaching thousands of Hillsborough County and Pasco County students through her bicycle safety rodeos.

Bevin has appeared several times on local television shows sharing bicycle safety tips. According to her nominator, “She is the unsung hero for Bicycle Safety in Tampa Bay.”

Volunteers
Roger Pierre, Gainesville Cycling Club & Norm and Helen Flemingston, Sanibel Bike Club.
Like most cycling clubs, the Gainesville Cycling Club emphasized recreation over advocacy until Roger Pierre got involved. In various capacities as club president, membership secretary, web master, group ride leader, mentor, and organizer of group’s annual double century weekend, Pierre fundamentally changed the organization. The nominator wrote: “If, in 1995, you would have told me our rides were going to be so large, our influence so vast, and our connections to elected officials and the public so critical, I might have wondered whether GCC was the right vehicle to carry forward the mission of larger organizations like the FBA. But in 2011, and under Roger’s leadership, we are now the largest, most respected, and most consistent voice on cycling issues in North Central Florida.”

Norm and Helen Flemingston - For a couple of snowbirds, Norm and Helen Flemingston, more than pull their weight around the Sanibel Bicycle Club. This past season, these can-do Canadians worked three separate club-sponsored projects, managing the club’s used bicycle collection drive for Immokalee farm workers, leading a path clean up team, and coordinating potluck dinners. All this hard work is especially remarkable, considering that the three months the Flemingston’s spend each year in Sanibel is their “vacation.”

Trail Manager
Tina Russo, Senior Trails Manager for Hillsborough County
Tina serves as the Trail Manager for the Upper Tampa Bay Trail, Suncoast Trail, and the Town and Country Greenway, for the Hillsborough County Parks, Recreation and Conservation Department.

Among other things, she implemented a 911 Marker System using station numbers along the trails that help to decrease emergency (Medical and Law Enforcement) response times. A dedicated professional, Tina has also given generously of her own time, serving on boards and committees that help further the cause of improving the cycling environment both in her home county and statewide.

Elected Official Champion
Lee County Board of County Commissioners
Less than two years after approving a resolution embracing the concept of “complete streets” for Lee County, the Board of County Commissioners have turned their philosophical commitment into formal policy.

From now on all transportation projects shall include context-sensitive features that will serve all users. Most recently, the county’s state-required Evaluation and Appraisal Report (EAR), includes “complete streets” as a key component of the county’s development plan.

This continued focus on changing the way this county government deals with transportation and community planning, even as budgets are stretched to their limits, is a shining example of the political will required to make our communities more walkable, bikeable, and livable.

Special Recognition
Sharon Monahan, Penn’s Cycling School.
For more information on these individuals and organizations, you can visit FBA’s website at www.floridabicycle.org.

Understanding that we need to build a bike-friendly Florida.
Finding more cyclists, friends, organizations, agencies and champions to work with towards that goal is the only way to success.

After you read this issue of the Messenger, please pass it on to a friend, take it to a club meeting or leave it in your doctor’s waiting room.
Help us get the message out.

Meet Becky Afonso
Becky enjoys being webmaster for Sun Cycle/Suncoast Bicycles for the creative outlet it provides and recently joined Ride to Defeat ALS Florida Chapter as part of their logistical management team.

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Bevin Maynard, Coordinator of Safe Kids Tampa.
Free Kids Tampa Coordinator for Baycare Health System. Bevin has made a name for herself throughout West Central Florida, providing bicycle safety training classes to children and adults. She is active with the Safe Routes to School Program, reaching thousands of Hillsborough County and Pasco County students through her bicycle safety rodeos.

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President’s report continued from page 1...

New ED welcomed

President’s report continued from page 1...

New ED welcomed

David Henderson

Tim’s skill set includes extensive experience working with non-profit organizations including fund raising and grant writing to help finance a wide variety of successful projects.

His two terms as a board member of the California Bicycle Coalition will also be an asset to moving FBA to the next level.

Tim hit the road running (or flying); on day two he traveled to Washington, DC, to represent FBA at the National Bike Summit along with Dan Moser, interim ED and program director.

With a new ED this will be a year of exciting changes and challenges for FBA. Although federal, state and local governments are struggling we have allies that understand that we need to build a bike-friendly Florida.
Finding more cyclists, friends, organizations, agencies and champions to work with towards that goal is the only way to success.

After you read this issue of the Messenger, please pass it on to a friend, take it to a club meeting or leave it in your doctor’s waiting room.
Help us get the message out.

Thanks to everyone that came to the Florida Bike Summit. Please follow up with your elected officials and let them know that bicycling has to be a part of our transportation plan, our tourism development and health systems.

FBA program assistant...
Meet Becky Afonso
Becky is a native Floridian from the Tampa Bay area and has favored bicycle commuting since her grade school days in Clearwater.

Her interest in road and off road riding evolved in the late 1990s, becoming a member of the Sunswame Bicycle Association, SWAMP and a charter member of the Suncoast Cycling Club.

She served on each club’s board and within all three took on additional duties as social director, newsletter editor, List-Serve Moderator, volunteer coordinator, and event director.

She has participated in or volunteered at numerous bicycle events statewide and has attended over 25 events nationwide as a vendor for Bike Detail, cdp digital download, Sun Cycle and Rosie the Towel Lady.

She spent a year in Madison, Wisconsin, working for Bike Wisconsin as their Assistant Tour Director.

Becky is a member of LAB, IMBA and FBA since 1998 and has taken LAB’s Effective Cycling course, Teaching Safe Cycling from Wisconsin DOT, CyclingSavvy, and is currently enrolled for LAB LCI certification.

Fla. Summit 2011 continued from page 1 Florida. Thanks to all who attended and voiced your concerns!

Special thanks go to everyone who made the Florida Bike Summit possible this year. It’s a long list of dedicated individuals, but I want to specifically thank Dan Moser, FBA Program Director, for the daunting task of culling through the plethora of nominations for the annual awards, and putting out press releases; Laura Hallam, FBA Executive Director Emeritus, for her keen organizational abilities and boundless energy; and, last but certainly not least, Becky Afonso, FBA Program Assistant, for putting all the pieces together, fielding endless phone calls and e-mails, and for setting up her wonderful coffee service the morning of the summit!
‘Coming home’ to FBA

There’s a new sheriff in town” is an iconic term I remember from my childhood, most likely a holdover from watching old John Wayne movies when I wasn’t out riding my bike. My arrival in Florida may not be that dramatic, but assuming the reins as the new President of Florida Bicycle Alliance is still an important step for me. Going home to Florida’s far west—my new position with Florida Bicycle Alliance is an important step for me. Returning to the Sunshine State after three decades, I feel that I have a lot to offer members of FBA, friends, colleagues and the broader bicycling community throughout the great state of Florida. From what I have observed since I was working with FBA over the last month, what I’ve heard by talking with cyclists, and what I simply know fundamentally about bicycling, I was appointed to serve on the region’s first Bicycle Advisory Committee in the early 1980s—due to the obvious connection to improving air quality—and my life would never be the same. I was eventually offered a job as the Bicycle and Pedestrian Coordinator for the City of Davis, California—a job I accepted at because I knew Davis had been actively promoting bicycling for transportation since the 1960s. Working with FBA over many years I learned a great deal about developing bicycle programs and developing sustainable transportation policies. After leaving Davis, I worked in other bicycle program areas—public, private and non-profit sectors—all of which provided me with a well-rounded perspective on how to more effectively integrate bicycles into our transportation network. And now I’m back. Based on the length and diversity of my experience, I feel that we must combat the epidemic of distracted drivers that are causing record numbers of fatal bike crashes, and we need to strive for educating every cyclist in the state that rides a bike on our streets and highways. However, it doesn’t stop there. We must educate motorists about bicyclists’ equal rights to use our roads; we must remind them that their primary responsibility while driving is to do just that—drive, not talk on the cell phone, eat, or go through all the tracks on their MP3 player’s “dance mix.” Driving is a huge responsibility, and an inherently dangerous one. Somewhere many drivers have forgotten that along the way. Too many irresponsible motorists are hitting cyclists and walking away with little community and the judiciary about the seriousness of striking a cyclist with something as dangerous as a car.

We have a lot of challenges ahead. I want to hear from you as we embark on the next phase of our efforts to make Florida more bicycle-friendly.

Executive Director’s corner...

Florida seemed like a pretty good place to put down roots. I went to high school in Pensacola, and I graduated from the University of West Florida with a degree in Environmental Resource Management and Planning. After graduating, I was appointed to serve on the region’s first Bicycle Advisory Committee in the early 1980s due to the obvious connection to improving air quality and my life would never be the same. I was eventually offered a job as the Bicycle and Pedestrian Coordinator for the City of Davis, California—a job I accepted at because I knew Davis had been actively promoting bicycling for transportation since the 1960s. While in Davis, over a period of many years I learned a great deal about developing effective bicycle programs and developing sustainable transportation policies. After leaving Davis, I worked in other bicycle program areas—in the public, private and non-profit sectors—all of which provided me with a well-rounded perspective on how to more effectively integrate bicycles into our transportation network.

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Too many irresponsible motorists are hitting cyclists and walking away with little...
Bike/Walk Central Florida puts best foot forward

by Brad Kuhn

Looking for corporate/community sponsors... Bike/Walk Central Florida kicked things up a notch in the first quarter of 2011, putting board members through Cycling Savvy training, laying the groundwork for a future open streets event, engaging local governments toward the adoption of complete streets policies, introducing ourselves to the Orlando MPO and celebrating Florida Bicycle Month with weekly social rides.

And we took our first steps toward living up to the “Walk” in our name, by voting to ramp up pedestrian advocacy as a major focus for the balance of 2011.

To date, half of the Bike/Walk Central Florida advisory board has attended the FBA’s landmark Cycling Savvy bicycle boot camp, giving us a handlebar view of road dynamics as we engage local leaders in discussions of what makes a street “complete.”

Our monthly First Friday civility ride is growing in popularity and we look forward to drawing bigger crowds now that the weather is warming up again.

In February, we were invited to present our programs to Metroplan Orlando. We also spoke at the Lake County BPAC and met with the risk management lawyers for Orange County Parks and Recreation to make our case for removing dangerous bollards from trails in Orange County.

Plans for Sunday Parkways, an exciting open streets initiative in Bogota and Bike Miami Days, had to be postponed due to unacceptably high traffic management costs.

We will be redoubling our effort to engage the City of Orlando as a partner in this event and plan to take another shot at it in the fall, or, more likely, in the first quarter of 2012.

Over the next quarter, we will be developing a comprehensive social marketing campaign aimed at getting drivers in Winter Park, Maitland and Eatonville to honor crosswalks. Our plan is to start with a very concrete objective and target the three “E”s: engineering, education, and enforcement.

Finally, and perhaps most significantly from a sustainability perspective, we are about to launch our inaugural fund raising/membership campaign, appealing to the community, businesses and community leaders to support us financially, so that we might continue the important work of making Central Florida a more walkable, bikeable, livable community.

First Coast Chapter update...

Stephen Tocknell to direct chapter advocacy efforts

by Jeff Hohlstein

I am proud to announce that Stephen Tocknell was recently appointed as FBA First Coast’s Regional Advocacy Director.

Steve brings to the position a wealth of transportation and planning experience, along with a love of cycling.

More importantly, Steve brings a deep understanding and temperament ideally suited to the advocacy ideals of FBA. He is a relationship builder who understands that what is done or not done in the short run, ultimately determines the long run.

Steve has over 35 years of transportation and comprehensive planning experience. He developed the Congestion Management System plan for the North Florida TPO, as well as the Transportation Element of the Jacksonville Beach Comprehensive Plan.

Steve is currently the head of Tocknell Planning Services, a transportation and growth management consulting firm located in downtown Jacksonville. He is also the First Coast Section Chair for the American Planning Association Florida Chapter.

Steve has a nearly new entry-level road bike, along with a much older bicycle that he uses for commuting between his home in Avondale and his office downtown.

With his wife, Margaret, Steve also enjoys riding through their neighborhood and on the Jax-Baldwin Rail Trail.

Steve and Margaret have two grown daughters. Erin lives in Chattanooga and rides with the Krystal Chicks cycling team there. Catheleen lives in Manhattan, where she never has to drive a car.

As Regional Advocacy Director, Steve’s overall goal is to make bicycling safer and more enjoyable on the streets and highways of Northeast Florida. The first step in achieving that goal was for Steve to become a more knowledgeable cyclist himself.

So in January Steve enrolled in and completed the Traffic Skills 101 course that I led at Lakeshore Cycles on Blanding Blvd.

Steve’s next step was to help transportation officials in Northeast Florida to become more knowledgeable about how cycling fits into overall traffic operations in our area.

Also in January, Steve arranged for me to make a presentation on vehicular cycling to the local section of the Institute of Transportation Engineers.

Steve has also signed onto the City of Jacksonville Bicycle and Pedestrian Advisory Committee (BPAC), and he’s been coordinating with the members of the North Florida Bicycle Club who have been involved with the St. Augustine Bicycle Route Plan Study.

This study is being undertaken by the North Florida Transportation Planning Organization (TPO). The TPO used to have its own Bicycle Pedestrian Advisory Committee, but it has been dormant for the past few years.

More recently Steve has been in contact with St. Johns County officials who are working to get a bike lane or trail opened up along CR 210 and Mickler Road.

Steve is off to a good start as the FBA First Coast Regional Advocacy Director, but for this progress to continue and sustain itself, the FBA First Coast Chapter is going to have to broaden its base of active cycling advocates.

If you’re interested in helping, please let me know, or contact Steve directly, either at stevetock@clearwire.net, or at 904 638 6629.

Cycling Savvy comes to the First Coast

In December and January, four members of FBA First Coast, Dave VanDerZee, Kevin Pryor, Jodi Hohlstein and myself attended Cycling Savvy in Orlando.

Wow! What a course! Kevin, Jodi and I went back for CS Instructor training in late January and were part of the first ever CSI graduating class of 10.

We are in the process of starting it up in Jacksonville. We are concentrating on the “Train Your Bike” module and spreading the word through the local bike shops.

Currently we’re offering “Train Your Bike” once a month and will bring the other modules on as the word spreads.

This is a superb course and I’m very excited about it. Interested parties may get the whole scoop and sign up by logging onto www.cyclesavvy.com.

First Coast Chapter Team

Jeff Hohlstein, LCI, Chapter Director jeff@FBAfirstcoast.org

Steve Tocknell, Advocacy Director stevetock@clearwire.net

Alternative Transportation Education Dennis Glasscock, Safety Education Regional Project Director dennis@FBAfirstcoast.org

Paul Calewerts, ATE Instructor/Trainer paul@FBAfirstcoast.org Reserve Instructors Jodi Hohlstein jodi@FBAfirstcoast.org Donna Jackson Patrick Patillo Tom Pleasant Jeff Hohlstein jeff@FBAfirstcoast.org

‘Group Riding’ brochure lays out rules for club rides

The brochure, available for free download (pdf) from the FBA Website is a companion to the Group Riding DVD, which has eight public service announcements plus four group rides with the Krystal Chicks cycling team.

The brochure gives 11 important rules for group cycling—rules that can mean the difference between an enjoyable, safe ride and a ride in an ambulance.

The report was prepared for the State Safety Office, Department of Transportation, State of Florida, in cooperation with the National Highway Traffic Safety Administration, U.S. Department of Transportation and/or Federal Highway Administration, U.S. Department of Transportation.
ED’s corner continued from page 5

more than a slap on the wrist. This is not a deterrent, and it’s got to stop.

2. Bicycling is Fun! We really need to remind people that bicycling is supposed to be fun!

Remember the first time you hopped on a bike and coasted downhill? The exhilaration – the freedom – the “whee” factor – the fun! This is why many of us started riding in the first place.

We already know that America is suffering from an obesity epidemic that really is very serious, but let’s face it - prognostications of doom and gloom are not going to work all by themselves to increase bicycle ridership.

And yes, we know we have air quality issues and climate change concerns.

I started out my career as an environmental planner and researcher many years ago, and that’s one of the main reasons I started bike commuting as an adult.

However, concerns about an environmental Armageddon have not, in and of themselves, gotten many people on their bikes.

And what about traffic? We also know that traffic is one of the number one concerns in many communities. It robs us of hours a day from our lives, it costs local governments an obscene amount of money every year – money that could be better spent elsewhere in tough economic times – and it kills thousands of people every year.

If you’re reading this newsletter, you probably already know all the other reasons why more people should be riding their bikes more often for more trips, but let’s face it: fear of lycra is keeping the other 95% of the people that don’t ride off of their bikes.

We need to remind people of the real reason they should ride a bike – besides fitness, and concern for the world around us – it’s a whole lotta’ fun!

I’m convinced that if we work on the emphasis areas I’ve described above, everything else we need to do should fall into place.

This includes our legislative priorities, developing a more bicycle friendly infrastructure, and raising the necessary funds to put our plans into action.

However, I don’t want this to be a unilateral effort. I already have a great board of directors that will provide a lot of good direction, and they have a great deal of experience and knowledge of their own to offer.

However, I’d like to hear from you – our members – as we embark on the next phase of our efforts to make Florida more bicycle-friendly.

We have a lot of challenges ahead. The economy has been floundering since before the recession, we have a significant number of new legislators in Tallahassee – and in Washington – and the singular focus among our elected officials right now seems to be trimming the budget, and rightfully so.

Balancing the budget, however, should not come at the expense of a balanced transportation network that serves the needs of all Floridians. It is especially in tough economic times that we should be focusing our efforts on developing the most cost effective transportation system that serves the most people for the least amount of money.

Bicycling to work or for recreation is no longer just an option – for many people it is the only option.

With rising gas prices, people are getting out of their cars in record numbers, so we need to ensure that they have a safe and effective multi-modal transportation network that allows them to do so safely.

With your help we can make it happen. Please write, phone, text, or e-mail me to let me know what direction you would like FBA to take, and how we can be more effective. Offer to help if at all possible. Get to know your elected officials and let your voice be heard.

If you’re not a member of FBA, please consider joining. Your membership fees help staff develop policies and programs that work – like the Florida Bike Summit described elsewhere in this edition of the Messenger.

Also, please consider purchasing a “Share the Road” license plate. Proceeds from these plates benefit both FBA and Bike Florida.

At this point, I’d also like to mention that, although I do have my work cut out for me, it will be a lot easier due to the efforts of my predecessor, Laura Hallam.

As the first full-time executive director for FBA, Laura performed her duties admirably over a period that spanned nearly 10 years. Additionally, Laura has done a phenomenal job at helping me transition into the job after I started in early March, so I’d like to personally thank her for her efforts.

I hope to hear from as many of you as possible in the months and years to come.

I hope to be the FBA Executive Director you want and need, and I want to help make Florida the best bicycling state in country.

With your help, we can make it happen. Happy tailwinds.

People are getting out of their cars in record numbers. We need to ensure they have a safe and effective multi-modal transportation network that allows them to do so safely.

CyclingSavvy Jacksonville summer courses...

Train your bike: 3-hour bike handling course gets you riding like a pro

In this three hours of fun you will train your bike to perform at low speed, at high speed and in emergency situations.

You will teach your bike to behave: • As you start and stop correctly • Stop without putting a foot down • Maneuver with precision at low speeds • Communicate with the drivers behind you • Race sharrowly • Be frisky at high speed • Use your gears efficiently to accelerate • Avoid obstacles with the rock dodge • Dance through a slalom course

• Corner with precision • Teach your bike to get you out of trouble • Snap turn 90° in a 40 ft radius • Stop on a dime without going “endo”

Summer Schedule:
• Saturday, May 21 (9-noon) • Saturday, June 11 (8-11) • Saturday, July 9 (8-11) • Saturday, August 13 (8-11) • Saturday, September 10 (8-11)

Sign up at https://floridabicycle.wufoo.com/forms/j7w7a5/

Web-based map shows progress in setting up official U.S. Bicycle Routes

An online interactive map designed by the Adventure Cycling Association displays the National Corridor Plan for the U.S. Bicycle Route System.

The map links to progress reports on each of 30 states’ efforts to establish official U.S. Bicycle Routes.

The national map is found on the Adventure Cycling web page (www.adventurecycling.org) under the “U.S. Bike Route System” link in the left column.

Presently only two U.S. Bike Routes actually exist (they date from the ’80s). USBR 1 is in Virginia and North Carolina and USBR 76 is in Virginia, Kentucky and Illinois.
After a recent Y meeting a friend and fellow Board Member asked me whether I was doing much riding. I explained that I had been pretty lazy over the winter but was now getting at least 170 miles a week in the bank. Then he asked me if I still cycled on the road. Huh? He explained that he only rides on the Suncoast Trail now after all the recent bike fatalities in our area.

This is a guy who completed the Race Across America a couple of years ago. He has also lived through two deployments to Iraq and Afghanistan with the National Guard so he’s no nervous Nellie, but with a young daughter now, he feels he has too much to lose in taking his chances out on the road.

My husband and I ride two mornings a week on the north part of the Suncoast and sometimes hook up with a group who, like my Y friend, ride solely on the Trail.

I love to ride on the Trail too. It makes for an efficient workout; crank up the IPod, go hard out and back on the hills for 25 miles and no cars to worry about (just the crazy squirrels!)

We always have a blast and I enjoy the confidence I feel from being able to ride unfettered from the anxieties of early morn- ing road riding.

Many women I have talked to share this anxiety but get out there anyway. There is nothing like riding in the gorgeous places where the road can take us. I am lucky enough to live in the hills of Hernando County where the riding routes are relatively quiet.

On Presidents’ Day a group of us rode north into Citrus County and at one point in the ride we did not see a car in thirty minutes.

Last Sunday a group of us found every rideable hill in the Hernando County area, including a very steep and long one that even I was unaware of after 12 years of riding here.

We had perfect weather, incredibly beautiful countryside, great companionship, superb riding. You just can’t beat being on a bike sometimes.

Of course, there is no doubt that there is danger for cyclists on the roads. Cars and bikes have an unhappy coexistence.

We are safer in groups, but groups seem to make motorists even more aggressive and frustrated. In a recent (excellent) article in Outside Magazine called Rage Against Your Machine, it was reported that a recent three year study found that in 54 recorded crashes among a sample of cyclists, drivers were at fault nine out of ten times.

The common perception from drivers is that cyclists are to blame for these kinds of incidents.

Most cyclists are drivers, but few drivers are cyclists. They just don’t get us and our cycling culture. We’ve all been “buzzed” by drivers on their way to church on Sunday morning.

Funny how they always check their rear view mirror afterwards to make sure they didn’t actually hit you!

We have no choice but to try to be goodwill ambassadors in the hope of winning over some of these drivers. Why tick them off when the consequences for the next rider are so dire?

A friendly wave when they are patient or pass with three feet is classy. If there is a “car back” don’t keep chatting in a bunch, let them through.

If we are to create a community that is cyclist-friendly then we need to respect the neighborhood – no littering and no peeing on the walls of the local businesses (guys you know who you are).

That just sucks!

There is no better way for cyclists to be better accepted and understood than to get more people riding.

Having lived in Holland for a summer and ridden in France, I have experienced the difference in attitude of drivers in these societies where the bike is King.

Good things are suddenly happening in our area. My business, Get Healthy, was the...
Courses are growing...but we need your help!

CyclingSavvy skills build on-the-road confidence

by Mighk Wilson

BA’s traffic cycling course, CyclingSavvy, is gaining traction: 13 instructors across Florida – two in Ft. Myers, one in West Palm Beach, three in Jacksonville, and seven in Orlando. We’re also getting quite a bit of interest from other states, with an instructor in Portland, one in Dallas, and two in St. Louis. Instructors can only do good if they have students. Convincing two kinds of people they need training has long been a tough sell, primarily for two reasons.

The first kind says, “Well, duh, I already know how to ride a bike!” (while riding down the sidewalk against the flow of traffic). The second believes (erroneously advanced by many advocates) that one must have a “bikeway” to bike safely, or that bike-ways make cycling significantly safer. Our goal is ambitious: to make CyclingSavvy the most effective and successful cyclist education program in the nation. But to realize that goal we need to reach many thousands of individuals and convince them of the value of the course.

You can help in a number of ways. First is to take the CyclingSavvy course yourself. (yep, I hear you, “I’m an FBA member; I don’t need this course…”)

The best advertising is word-of-mouth. In order to explain the course to your “novice” cyclist friends, you’ll need to experience it yourself. Besides, we guarantee you’ll learn something in the course that makes you say, “It was more than worth the $75!” (By the way, CyclingSavvy is not a “repackaged” LAB Traffic Skills 101 course; it’s an entirely different approach.)

Are you an advertising pro? Can you help FBA develop effective ads to get people to attend CyclingSavvy? Or maybe you’re social-network-savvy and can help get our message out through vehicles like Facebook? Managing communications with potential, current and past students is another volunteer opportunity.

See Road savvy on page 10

ASK A CYCLING ATTORNEY...

Why obey traffic laws?

by J. Steele Olmstead, Esq.

I think about this every time I have to stop at a stop light and wait just like a car.

It kinda rubs me the wrong way. And I know all of you have skirted the Florida Statutes chapter 316 provisions from time to time.

Don’t kid me about it. You have slid through your share of stop signs, failed to signal lane changes or even run red lights in view of motor vehicle drivers.

Why should we have to get out of our clips and otherwise inconvenience ourselves to obey these traffic statutes?

Well, let’s analyze.

First, it’s the law. Period.

We are vehicles: period. We have to follow the law when we are on the roadways to which we are completely, legally entitled as tax paying members of the public. Under the Florida Statutes, bicycles can get tickets, violate the traffic statutes, and suffer the same consequences of the drivers of motorized vehicles.

Wait... how do you pay for this privilege? That petrol you buy has road taxes in it. Some of your property taxes pay for public works.

You pay for rights, you have responsibilities.

Second, it’s common sense.

The law is usually based on common sense to allow us all to use the public roadways.

Although the laws are mostly written for cars, they are an interwoven network of common sense rules designed to promote the safe operation of all vehicles permitted on the public roads.

Third, equal protection requires equal responsibility

And this is my point: our entitlement to equal protection under the traffic statutes and our reputation as equals on the road depend on you following the laws.

As you know, cops seldom give us tickets. Likewise, and more seriously, cops don’t give tickets to the motorists who hit us.

Why?

Several reasons: first, in their view “we’re not vehicles.” When a law enforcement officer sees you blow a street light, he could ticket you. However, the officer, influenced by his education, his training, his supervisory advice and his peers, lets you slide. You are “just a bicycle.”

Never mind that the bicycle is ridden by a Xerox software engineer with three kids and a spouse.

That’s not a good thing. When we don’t get tickets, we are not equal. That’s where you get the justification for not ticketing a motorist because he’s hit “just” a bicycle.

We cannot expect to get full application of the laws against motorists who violate the laws protecting us, if we don’t follow the laws ourselves.

Until we start obeying the traffic laws and demanding our equal share of tickets and insisting law enforcement ticket offending cyclists, we will not have equality on the road.

We all benefit when we agree to follow the rules and have them applied equally. So, the next time you stop at that stop sign or wait for that light or stop for a pedestrian in a crosswalk, you are establishing status back as the equals who are entitled to the full protection and application of the law.

CyclingSavvy participant, with proper hand signaling techniques, lets other drivers know where she’s going while completing an exercise during the on-the-road portion of the course.

Attorney J. Steele Olmstead practices law statewide from offices in Tampa. One of his specialties is bicycle law and he’ll even come to you...wherever you got broken.

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Why Republican Congress is good for bike advocates*

by Kathryn Reid Moore. Originally posted on Streetsblog, dc.streetsblog.org on March 17, 2011

I am one of the nearly 800 bike advocates from around the country who went to Washington, D.C., recently for the National Bike Summit. I took away an important lesson: The Republican Congress is good for bicycling.

A Republican Congress forces bicycling advocates to improve their message, it empowers Republicans who bicycle to take a stronger role in the active transportation advocacy movement, and it fills Congress with new people who are also potential champions for bicycling.

Bicycling’s most vocal advocates have been largely “blue” over the last 10 years, and their rhetoric has shown it. They’ve made the standard appeals: save us from rising sea levels and Big Oil, consider Amsterdam and Copenhagen as models, direct spending to make bicycling safe.

More often than not, they have embraced Democratic Party language to push for support of federal legislation and were frustrated when their Republican representatives didn’t seem to bite.

Despite the fact that the Democratic Party on the whole never fully stepped up to own the bicycling cause, it was clear that bicycling’s champions were always Democrats — but that’s changing. And there’s no reason why Republicans today can’t make bicycling their own party issue.

Last year, when USDOT Secretary Ray LaHood jumped on a table for bike advocates, he was speaking on behalf of a Democratic administration — but also as a registered Republican.

At the National Bike Summit, the absence of one of the movement’s heroes, the very “D” Jim Oberstar, was strongly felt and loudly lamented — but among the mostly “R” Bike Summit delegates representing my home state of Florida, there was an audible sigh of relief.

One of them told me, “This is the best Summit because it didn’t make me feel like I had to deny my politics to join others who are ‘pro-bike.’”

Another one was blatantly surprised that there even were so many non-Republicans participating.

“Bicycling is about freedom, business and preserving small-town America,” he told me. “Of course I’m Republican.”

He is also a successful small business owner — and came to his first Summit clearly skilled at forming and maintaining the kinds of political relationships that bicycling advocates need, with members on both sides of the aisle.

Cost reductions, profit margins and jobs creation are what rally the Republican Party and in all of these areas, bicycling really shines.

Streetsblog readers know that bicycling infrastructure has a far greater return on investment than a typical car-specific roadway.

Even if you take away the “associated” benefits (health, increased public safety, etc.), cyclists require less space and cause a fraction of the costly wear and tear that their motorized counterparts do to asphalt.

This helped motivate the new Republican chair of the Transportation Committee, Rep. John Mica, to concede bicycles’ right to the road and promise a place for this mode in a new transportation bill.

In Mica’s home state of Florida, there are more than 1,000 bicycle retailers and dealers, employing almost 5,000 Floridians, with gross revenues approaching $400 million.

And all of these numbers are growing.

(Find your state’s numbers from America Bikes.)

Think those bike shop owners are all Democrats? Think again!

While it’s true that Republicans have been less likely to co-sponsor pro-bike legislation, that can and will change as the advocacy movement itself embraces the Republicans within its ranks. It’s a matter of how advocates talk about their issues.

Sharrows, for example, are not just symbols reminding motorists not to kill cyclists, they are cost-effective ways to expand the capacity of existing roads, create jobs and promote the success of American small businesses.

And regardless of political party, people who bicycle are realizing that they have a lot to offer politicians. They represent a skyrocketing population of diverse constituents who are easily satisfied with affordable programs that also help countless other interest groups.

They include small business owners who can introduce them to their local roads or urban roadways in a new, fun, media-friendly way.

And while other interests continue to divide themselves along party lines, bicycling advocates are skipping straight to the point: that bicycling is great for the [insert whichever political party with which you’re most comfortable].

Kathryn Moore volunteers as a writer for TransitMiami.com and as the director of the South Florida Bike Coalition, a regional organization of people and groups who collaborate in support of bicycling.

* In the spirit of neutrality, the FBA Messenger reminds you, gentle reader, that, while FBA’s bicycle advocacy may seem to lean to one side or another of the aisle, our ultimate goal is a better bicycling environment for Florida. This, we argue, transcends political monkey business. Do you “beg to differ”? Let us know.

Road savvy course needs people to spread the word

continued from page 9

The course showed me how to enjoy riding my bike safely and confidently, and it has indeed been liberating. … I am neither brave nor athletic and I don’t have a death wish. I am a good example of ‘Holy Cow! If she can do it anyone can.’” — Diana Steele, Orlando

“… There’s a saying that it isn’t what we don’t know that hurts us, but what we know that ain’t so. Typically I ride my road bikes between 9 and 12,000 miles each year, anywhere I want to go day or night. I entered in the three-part CyclingSavvy course. I learned fundamentals I don’t remember thinking about . . . no wonder I wasn’t very helpful to beginners. Resolve convictions were challenged and shown to be indefensible. This course is wonderful for timid cyclists and a must for those of us who know it all.” — Larry Gies, Seminole County

“Not just the nation’s best cycling education program … it’s the Rosetta Stone to teaching people how to enjoy cycling more, and be safer, than they dreamed possible.” — John Schubert, Adventure Cycling

To learn more about CyclingSavvy, or to register for a class, visit cyclingsavvy.org

If you can help FBA grow the program, please contact me at mjrkhw@gmail.com.
Second-Wave Bicycle Advocacy

By Thom Bahde

Some recent discussions with bike friends, plus ideas I’ve been chewing on for a new project, have gotten me thinking about how bicycle advocacy has been constructed over time. Bicycle advocacy today has changed from what it was during the first modern bicycle advocacy movement in the 1970s and 1980s; so much so, in fact, that I think we can appropriately talk now about the current state of things as “second-wave” bicycle advocacy. This borrows terminology from feminism history (first- and second-wave feminism), but is not intended to draw any parallels or even to raise the suggestion that the two correspond in any direct way.

The idea is to show that bicycle advocacy is a historical phenomenon, not something immutable and unchanging that has always been and will always be the same.

Many local bicycle coalitions that have been around for a long time still have a significant number of active members who were a part of the first-wave advocacy efforts. These people helped remind America that bicycles belonged on the road in an age dominated by two kinds of construction: (1) freeways for cars and (2) the image of the American middle class as beholden and dependent on the automobile.

Their goals were to shoulder-in to the urban-dominated governmental/organizational landscape and eek out some room for bicycles. They sought to promote change from the top down, making sure the laws, infrastructure, etc. were in place instead of trying to get bicyclists on the streets.

This is because bicyclists were already on the streets during the bike boom of the 1970s. This was necessary and important work, but after 30 or 40 years of pushing against the streets during the bike boom of the 1970s, the first-generation advocates in many cases today have become negatively-oriented, assuming that: (1) “we always have to fight” and (2) “we often lose.”

This can be an issue with first-wave advocacy of any kind, it is often difficult to shift the focus toward positive efforts and recognize that advocacy has actually produced beneficial change. It’s too easy to get stuck in combativeness and defeatism.

Second-wave bicycle advocacy is building on what first-wave advocates have already done, and doing what first-wave advocates often have not done effectively, and that is creating positive change at the cultural level, or change from the bottom. This doesn’t mean creating a “bike culture” so much as it means making bicycling a larger part of our collective cultural consciousness.

This is done through new social media as well as tried-and-true events in neighborhoods and communities.

Second-wave advocates frequently do not set themselves up to battle an auto-centric establishment, but rather seek to promote bicycling as a daily activity.

The joys and benefits of bicycling are paramount here, and there is a belief among many second-wave bicycle advocates that the cultural change has to come from people literally on the streets on bikes before it can come to city planners’ offices or other branches of local government.

“The emphasis has shifted to what people can accomplish, rather than what governments will allow, and success now is judged by people on bikes, not people on committees.”

Much of this second-wave advocacy is also done outside of formal organizational structures.

Unlike much first-wave advocacy, which gave rise to what we still recognize as local bicycle coalitions, second-wave advocates frequently take greater advantage of social media and independent media. This can lead some established coalitions to dismiss bloggers and other advocates not affiliated with specific advocacy organizations as amateurs, rather than tapping their potential to mobilize the cultural enthusiasm needed to grow the number of bicyclists on the street.

The work done by first-wave advocates is vitally important, and there would not be room to talk about second-wave advocacy were it not for the significant work done by first-wave advocates.

And, of course, it is disingenuous to draw the line too starkly between the two. First-wave advocates are also second-wave advocates, and many second-wave advocates work with, within, and sometimes against, local and state governments.

I do think, however, that there has been a general and recognizable change of ethic in working for a more bike-friendly world.

The emphasis has shifted to what people can accomplish, rather than what governments will allow, and success now is judged by people on bikes, not people on committees.

2010 Florida Bicycle/Pedestrian Law Enforcement Guides are available

Thanks to the Florida Pedestrian/Bicycling Safety Resource Center, the Florida Bicycle/Pedestrian Law Enforcement Guides reflecting 2010 statute changes are now available, including the mandatory bike lane law which went into effect September 1.

This handy booklet, updated annually to reflect statute changes, has been distributed to nearly 100,000 individuals since 2001.

You can download a copy or request copies for you and your friends by contacting FBA.

New text includes:

Roadway position ([§316.2065(5)])

A person operating a bicycle on a roadway at less than the normal speed of traffic under the conditions existing must ride in the lane marked for bicycle use or, if no lane is marked for bicycle use, as close as practicable [safe] to the roadway’s right-hand curb or edge, except under any of the following situations:

- when passing another vehicle
- when preparing for a left turn
- when reasonably necessary

Visit the FBA website to review a complete description of the Bike Lane Law and to download a copy of the guide.

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

Order via FBA’s online store at www.floridabicycle.org

*Florida Statute 316.2065(5)(a)(3).
### Selected State-wide Contacts

Here's whom to call about your bicycle/pedestrian/transportation concerns. Go to [www.floridabicycle.org/statecontacts.htm](http://www.floridabicycle.org/statecontacts.htm) for the complete, up-to-date list.

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<tr>
<td>FDOT Central Office</td>
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<tr>
<td>State Safety Officer</td>
<td>Marianne Trussell</td>
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<td><a href="mailto:marianne.trussell@dot.state.fl.us">marianne.trussell@dot.state.fl.us</a></td>
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<tr>
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</tr>
<tr>
<td>State SRTS Coordinator</td>
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<tr>
<td>Asst. Pedestrian/Bicycle Coordinator</td>
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<tr>
<td>Florida School Crossing Guard Program Administrator</td>
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<tr>
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<tr>
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</tr>
<tr>
<td>Roadway Design</td>
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| **District 1**                   |      |           |        |
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| District 1 Safety Pgm Manager    | Michael Kautz | 863.519.2522 | michael.kautz@dot.state.fl.us |
| District 1 CTSP Coordinator      | Debra Stallings | 863.519.2347 | debra.stallings@dot.state.fl.us |
| Charlotte County MPO             | Gary Harrell | 941.639.4676 | harrell@comp.com |
| Collier County Community Development/dvpmnt review | Russ Muller | 239.403.2462 | russmuller@colliergov.net |
| Lee County MPO                   | Ron Gogoie | 239.938.2550x239 | rgoogie@swfpc.org |
| Lee County DOT                   | Victoria Griffin | 239.533.8580 | vgriffin@lee.gov |
| Manatee County                   | Sharon Tarnam | 941.749.3070 | sharon.tarnam@co.manatee.fl.us |
| Polk County TPO                  | Ryan Kordek | 863.534.6558 | ryan.kordek@polk-county.net |
| Sarasota County                  | Irene Maiocio | 941.816.0891 | imaiocio@scgov.net |

| **District 2**                   |      |           |        |
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| District 2 Safety Engineer       | Scott Lent | 904.360.5629 | scott.lent@dot.state.fl.us |
| District 2 CTST Coordinator      | Andrea Atran | 904.360.5416 | andrea.atran@dot.state.fl.us |
| City of Gainesville Transportation Services/Bike-Ped Coordinator | Dekova Bailey | 320.334.5074 | baleydt@cityofgainesville.org |
| First Coast MPO                  | Elizabeth De Jesus | 904.306.7606 | eddejesus@fcmpo.com |
| Duval County Health Dept/Injury Prevention | Stephen McCloskey | 904.630.3300x2308 | stephen.mccloskey@doh.state.fl.us |

| **District 3**                   |      |           |        |
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| District 3 CTST Coordinator-West | Barbara Lee | 850.415.9231 | barbara.lee@dot.state.fl.us |
| District 3 CTST Coordinator-East | Stanley Rudder | 850.415.9488 | stanley.rudder@doe.state.fl.us |
| Panhandle MPOs (West Fla RPC)    | Brian Youpatoff | 800.332.7976x224 | brian.youpatoff@swfpc.org |
| Capital Region Transportation Planning Agency (MPO) | 850.891.6801 |  |

| **District 4**                   |      |           |        |
| District 4 Ped-Bike Coordinator  | John-Mark Palacios | 954.777.4318 | john-mark.palacios@dot.state.fl.us |
| District 4 Safety Pgm Manager    | Gilbert Soles | 954.777.4358 | gilbert.soles@dot.state.fl.us |
| District 4 CTSP Coordinator      | Carmen Pullins | 954.777.4361 | carmen.pullins@dot.state.fl.us |
| City of Boca Raton Municipal Services Engineering/transportation analyst | Joy Puerta | 561.416.3410 | jpuerta@ci.boca-raton.fl.us |
| City of Boca Raton PD/traffic safety educ | Lori Wheeler | 561.620.6056 | lwheeler@ci.boca-raton.fl.us |
| Broward MPO/Special Projects & Bicycle Coordinator | Mark Horowitz | 954.357.8641 | horowitzm@browardmpo.org |
| City of Delray Beach Parking Mgmt | Scott Aronson | 561.243.7286 | aronson@ci.delray-beach.fl.us |
| Indian River County MPO          | Phil Matson | 561.725.4108 | pmatson@ircgov.com |
| Martin County MPO                | Beth Beltran | 772-288-5484 | bbeltran@martin.fl.us |
| Palm Beach County MPO/Bike-Ped-Greenways Coordinator | Brett Baranak | 561.684.4163 | bbaranak@co.palm-beach.fl.us |

| **District 5**                   |      |           |        |
| District 5 Ped-Bike Coordinator  | Joan Carter | 386.943.5335 | joan.carter@dot.state.fl.us |
| District 5 Safety Engineer       | Anthony Nosse | 386.943.5334 | anthony.nosse@dot.state.fl.us |
| District 5 CTST Coordinator      | Barry Wall | 904.943.5324 | barry.wall@dot.state.fl.us |
| Space Coast MPO Transportation/Bike-Ped-Trails Pgm Coordinator | Barbara Meyer | 321.690.6890 | barbara.meyer@brevardcounty.us |
| Space Coast MPO Transportation/traffic safety education | Kim Smith | 321.690.6890 | kim.smith@brevardcounty.us |
| Lake-Summer MPO/Transportation Coordinator | Michael Woods | 352.315.0170 | mwwoods@lakesummermpo.com |
| Metropolitan Orlando (MPO)/Bike-Ped Coordinator, Smart Growth Planner | Mighk Wilson | 407.481.5672x318 | mighk@metroplanorlando.com |
| City of Orlando Ped-Bike Coordinator | Cristina Cruz | 407.246.3347 | cristina.cruz@cityoforlando.net |
| City of Orlando Bike Coordinator/Planner | Charles Brown | 407.246.3325 | charles.brown@cityoforlando.net |
| Seminole County Public Works/Principal Engrnr | David Martin | 407.685.5610 | dmartin02@seminolecountyfl.gov |
| Volusia County MPO/Bike-Ped Coordinator | Stephen Harris | 386.226.0422x34 | sharris@volusiatpa.org |

| **District 6**                   |      |           |        |
| District 6 Ped-Bike Coordinator  | Ken Jeffries | 305.470.6736 | k.jeffries@dot.state.fl.us |
| District 6 Safety Engineer       | 305.470.5722 |           |        |
| District 6 CTST Coordinator      | Carlos Sarmiento | 305.470.5335 | carlos.sarmiento@dot.state.fl.us |
| Miami-Dade County MPO             | David Henderson | 305.375.1647 | davidh@miamidade.gov |
| Monroe County Planning            | Townsley Schwab | 305.289.2506 | schwab-townley@monroecounty-fl.gov |

| **District 7**                   |      |           |        |
| District 7 Ped-Bike Coordinator  | Lori Snively | 813.975.6405 | lori.snively@dot.state.fl.us |
| District 7 Safety Engineer       | Peter Hsu | 813.975.6251 | ping.hsu@dot.state.fl.us |
| District 7 CTST Coordinator      | Jeanette Rouse | 813.975.6256 | jeannette.rouse@dot.state.fl.us |
| City of Clewiston/Bicycle-Pedestrian Coordinator | Felicia Leonardo | 775.926.4852 | felicia.leonard@myclewiston.com |
| Hernando County MPO              | Steve Diez | 352.754.4057 | stevend@co.hernando.fl.us |
| Hillsborough County MPO/Bike-Ped Coordinator | Gena Torres | 813.273.3747x357 | TorresG@plain.com |
| Hillsborough County Public Works/Engry Tech, bicycle-pedestrian coordinator | Deborah Carreno | 813.307.1852 | carreno@hillsboroughcounty.org |
| Hillsborough County Public Works/Manager, Bicycle, Ped & School Safety Pgrms | Gary Tait | 813.307.1871 | tait@hillsboroughcounty.org |
| City of Pinellas Park/Planning | Ron Hull | 727.541.0704 | ronhull@pinellas-park.com |
| Pinellas County MPO/Bike-Ped Coordinator | Brian Smith | 727.464.8200 | bsmith@pinellas-fl.us |
| City of St. Petersburg Transportation & Parking/bicycle-pedestrian coordinator | Cheryl Stacks | 727.892.5328 | cheryl.stacks@stpete.org |
| City of Tampa Public Works       | Jan Washington | 813.274.8333 | jan.washington@ci.tampa.fl.us |
| City of Tampa/Parks & Rec Dept/Greenways & Trails Coordinator | Karla Price | 813.274.5134 | pr07@ci.tampa.fl.us |
State-wide Contacts

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

Go to www.floridabicycle.org/statecontacts.htm for the complete, up-to-date list.

AGENCY/FUNCTIONAL RESPONSIBILITY
NAME              TELEPHONE      E-MAIL

Other state & federal agency staff
Florida Traffic Safety Education Program/Director
Dan Connaughton 352.392.4042x1296 danc@hpfl.edu
FTBSEP assistant
John Egberts 352.392.4042x1370 safety@hpfl.edu

FDOT Office of Greenways & Trails
Jim Wood 850.245.2052 jim.m.wood@dep.state.fl.us

FDOE Student Transportation/Director
Charlie Hood 850.245.9924 charlie.hood@fdoe.org

Florida Traffic Safety Education Program/Director
Janet Degner, Nina Barker 352.392.2371x227 jdegn@ce.ufl.edu

FDOE Office of Greenways & Trails
Hussein Sharifpour 850.942.9660x3024 hussein.sharifpour@fhwa.dot.gov

Florida Pedestrian/Bicycling Safety Resource Center
Wanda Wilkerson 352.273-1680 mediacenter@ce.ufl.edu

Other organizations

Bike Florida
Hope Howland-Cook 352-224-8601 info@bikeflorida.org

Rails-to-Trails Florida Office
Ken Bryan 850.942.2379 rtcflorida@transact.org

Epilepsy Foundation (Ped-Bike Safety Resource project)
Susan Eddins 561.478.6515 seddins@efof.org

FDOT Districts

District 1
Cities: Bradenton, Fort Myers, Naples, Sarasota
Counties: Charlotte, Collier, DeSoto, Glades, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, Sarasota

District 2
Cities: Gainesville, Jacksonville, Lake City, St. Augustine

District 3
Cities: Destin, Panama City, Pensacola, Tallahassee
Counties: Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa Rosa, Wakulla, Walton, Washington

District 4
Cities: Fort Lauderdale, Fort Pierce, Palm Beach, Stuart
Counties: Broward, Indian River, Martin, Palm Beach, St. Lucie

District 5
Cities: cocoa Beach, Daytona Beach, Kissimmee, Melbourne, Ocala, Orlando
Counties: Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter, Volusia

District 6
Cities: Key West, Miami
Counties: Miami Dade, Monroe

District 7
Cities: Clewiston, St. Petersburg, Tampa
County: Pinellas

Like a car, only slower... Driving your bicycle

The Five Layers of Bicycling Safety:

1. Control your bicycle
   Practice your bike handling skills so you won’t fall or collide with others.

2. Follow the rules
   Just like a motorized vehicle should.

3. Position yourself properly in the lane
   Knowing when to claim or share a lane to discourage unsafe motorist movements.

4. Avoid hazards
   Evasive maneuvers to avoid obstacles or motorist mistakes.

5. Wear safety gear
   Provide some protection should you crash.

Read the full article at floridabicycle.org/rules/driveyourbike.html.

Bed, Breakfast & Bike Florida

by Dale V. Lally, Jr.

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

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

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

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

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

Order from Amazon.com or Amazon.com

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

The mission of the Florida Bicycle Association (FBA) is to inspire and support people and communities to enjoy greater freedom and well being through bicycling.

The Florida Bicycle Association was incorporated in 1997 for educational and charitable purposes. FBA is a nonprofit, tax-exempt corporation under Section 501(c)(3) of the Internal Revenue Code. Donations, including membership dues, are tax deductible. A copy of the purposes. FBA is a nonprofit, tax-exempt corporation under Section 501(c)(3) of the Internal Revenue Code. Donations, including membership dues, are tax deductible. A copy of the internal documents or e-mail tim@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.

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April

April 23 (Sun) Gainesville

Gainesville Horse Farm Hundred

The Gainesville Cycling Club’s tour through horse farms of northern Marion County. We have the best stocked reading hill farm property in Florida! The 102 mile ride (and a 55 mile option that doesn’t get into horse farm territory) starts at 8:30 am at Lotus High School at 3800 East University Avenue. Bags and muffins will be available before the start.

http://eccla.org/edc

November

November 5 (Sat) Sarasota

Ride to Defeat ALS

62/255 mile routes. Start and finish at Westminster Place, 5600 Old Tampa Bay Dr. (just north of St. Pete and due west of Tampa). $35 reg fee for metric century and 25-milers. Routes include coastal roads, scenic area and paved trails. Rest stops every 4-10 miles. SAG support and ride marathons on the route. $20 registration fee for 5-mile Family Fun Ride which stays on a paved trail.

Breakfast and lunch included. Fundraising prizes & awards. Great weather. We’re riding to defeat ALS, which is also known as Lou Gehrig’s Disease. ALS Association Florida Chapter. 888-277-1717 x131. ride@alsfl.org

http://www.florida1ride4als.org

November 6 (Sun) Dunedin

3rd Annual Boys & Girls Clubs/ Dwight Fitzgerald Memorial Ride

This ride honors Dwight Fitzgerald, a local resident, friend, family man, cyclist. Proceeds from this event will go to the Boys & Girls Clubs of Marion County. The ride will start at beautiful Rainbow Springs Park, with rides of 33, & 64 miles thru the hilly roads of western Marion & southern Levy counties. We had very positive feedback from last year, and it promises to be another great ride. Check in, 8:00 mass start. $30 entry fee includes breakfast sandwiches, lunch, & early registrants will receive a ride t-shirt. Families are welcome to enjoy the park, swim, canoe & kayak. Entries postmarked by Oct 15th will be guaranteed a t-shirt. You may call Blue Run Bicycles in Dunellon @ 352-465-7635 for more info. May register online at http://bicycle-race-registration.com or pay via Paypal. Entries may also be mailed to Blue Run Bicycles, 11352 N Williams St., Suite 102, Dunnellon, FL 34431. Packet Pick-Up on site 8:00-10:30 AM Saturday morning. Start at 8:30 AM. 35-65-100 routes. For more info, visit www.brandywinebicycles.com or click on 407-765-7000 or visit FloridaBicyclesSaac.com

Upcoming Bicycle Touring Events in Florida

This printed version is ABRIDGED from promotional material provided by tour operators. We’re not responsible for accuracy of information or quality of these rides. Use the contact information for more details about each ride. Ask your friends. Data are from an online calendar database maintained by Roger Pierce. To add an event to his (and our) calendar, e-mail to fbic@piecepages.com or go online to post your own entry, as noted in the article above. See complete calendar, including many out-of-state rides we don’t have room to print here, and all the hype we edited out at www.florida5.org/bfic/.
“hundred-year flood” is a level of flooding so high that, on average, the level will be reached or exceeded just once in any 100-year period. In any hundred-year period, there may be more than one 100-year flood— or none at all; there is no assurance that, after a 100-year flood occurs, the next 100-year flood will not occur for another hundred years.

A hundred years is the average interval between 100-year floods. In any given year in a flood zone, there is a one percent chance that a 100-year flood will occur.

When it comes to cycling, the most severe potential event as the years pass is fatal injury, also known as death. If all the miles that cyclists ride are considered, what is the average number of miles ridden per fatal crash injury? Or to put it another way, what is the average chance of fatal injury per million miles of riding?

To compute that, we need to know how far cyclists ride. In Florida, more than three times as many trips are made by bicycle as by motorcycle (1.2 percent of trips are made by bicycle). Nearly half of all bicycle trips in the Sunshine State are made for “social/recreational” purposes, according to the 2008 National Household Travel Survey. Other common bicycle trip purposes are to “visit friends or relatives” (18 percent), to go to school or church (9 percent), and to go shopping (8 percent).

Most riding is done in urban areas. In Florida’s four largest metro areas (Jacksonville, Tampa, Orlando, and Miami), bicycle trips were made at an average rate of 0.05 per person per day in 2008. According to 2000 Census data, 84 percent of Florida’s population lived in urbanized areas. It seems reasonable to suppose that residents of all urbanized areas in Florida make as many bicycle trips per capita as residents in the four largest metro areas do. Even if we assume for simplicity that residents in non-urbanized areas make no bicycle trips at all, the statewide average would be still be 0.04 bicycle trips per capita per day. FDOT’s official state population estimate for April 2009 was 18,750,200. With these figures and assumptions, we obtain an estimate of 274 million bicycle trips made annually in Florida.

According to survey respondents, the average length of their bicycle trips in Florida was 1.9 miles. Consequently we estimate that Florida cyclists cover 520 million miles in a year.

Next we must consider how many fatal injuries Florida cyclists have in an “average” year. We shouldn’t rely on numbers from the state motor vehicle crash database because not all fatal cyclist injuries involve collisions with motor vehicles. In 2009, the Florida Department of Health recorded 2121 cyclists who suffered injuries that were fatal or required hospitalization. Of these, 751 (35 percent) were due to collisions with motor vehicles on public roads; the other 1370 were either incurred in incidents that didn’t involve motor vehicles (mostly falls) or that did involve motor vehicles but that occurred in locations other than public roads, such as driveways, parking lots, and private roads.

In the years 2006-2009, FDOH’s average number of fatal cyclist injuries per year in Florida (due to all causes, not just motor vehicle collisions) was 130.5. With this result, we obtain an estimate of 3.98 million bicycle-miles traveled per fatal injury, or 0.25 deaths per million miles.
Get riding – the best roads are too good to miss

continued from page 8

The race created a real positive buzz in the community among local businesses, community leaders and residents too. I hear that these powerful local female cycling advocates are planning to include a cycling event within the Brooksville 4th of July Celebrations.

Who would have thought that one bike race would create so much excitement and generate so much goodwill.

By the way, the date for the Brooksville Cycling Classic 2011 is October 15-16. With so much support and a killer course it will be even bigger and better this year.

Laura DeWitt, MA. owner of Get Healthy: Brooksville Natural Foods, Spring Hill Natural Foods and Inverness Natural Foods is a Seven-Time All-American USA Triathlon and a Six-Time Ironman finisher.

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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