Each year FBA recognizes and awards the achievements of groups, organizations and individuals whose efforts over the past year helped forward FBA’s vision for all Florida bicyclists to be safe, respected and encouraged to bicycle for transportation and recreation.

Congratulations to our 2014 FBA Annual Award recipients:

**Bicycle/Pedestrian Advisory Committee**
Jacksonville Bicycle/Pedestrian Advisory Committee

**Club of the Year**
North Florida Bicycle Club

**Off Road Club of the Year**
Club Scrub at Jonathan Dickinson State Park

**Law Enforcement Agency**
Punta Gorda Police Department

**Safe Routes to School Educator**
Lisa Indovino, Community Educator
All Children’s Hospital

**Supporting Agency**
Trenda McPherson, State Bicycle/ Pedestrian Safety Program Manager

**Florida Department of Transportation Safety Office**

**Program**
Onbikes, Inc., Julius Tobin, Executive Director

**Citizen Advocate**
Court Nederveld, President, Peace River Riders Bicycle Club

**Citizen Advocate**
Ryan Scofield, Bicycle Commuter

**Bike Business**
Bike Walk Coral Gables

**Elected Official Champion**
Senator Miguel Diaz de la Portilla, District 40

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**2014 Special Recognition**
Dan Moser

**Bicycle Friendly Community**
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**Bicycle Professional**
DeWayne Carver, State Bicycle/ Pedestrian Coordinator
Florida Department of Transportation Roadway Design Office

Visit [floridabicycle.org/annual-awards](http://floridabicycle.org/annual-awards) for more information on our annual award program and our 2014 recipients. Nominations for 2015 will open in October!
What does ‘Bicycles May Use Full Lane’ mean?

by Christopher G Burns, Esq.

Question: What does the sign mean, “Bicycles May Use Full Lane”? Why haven’t I seen those before? I am used to the “Share The Road” signs. What’s the difference?

In 2011, the Florida Department of Transportation adopted a newly designed traffic safety sign that stated, “Bicycles May Use Full Lane” and then published the design in their “Green Book.”

The “Bicycles May Use Full Lane” sign was first included in the 2009 Manual on Uniform Traffic Control Devices (“MUTCD”) but had not been installed anywhere in Florida from 2009 through 2011. The new sign design was meant to be used with or without also applying “sharrows” to the road surface. Sharrows inform motorists of the presence of bicyclists on the roadway.

Unfortunately, the “Bicycles May Use Full Lane” signs have still been installed in very few locations in Florida. Fifteen months after adoption of the new sign, Florida had seen installation of the signs in only three locations within the entire state. In my opinion, the failure of the FDOT and local Florida governments to install the signs more comprehensively is unfortunate.

Proven effective

The signs have been shown to improve safety.

In Austin, Texas, a study was conducted after a series of “Bicycles May Use Full Lane” signs were erected. The study concluded, “The results of this study suggest that these signs do improve bicyclist and motorist safety along routes where commuter bicyclists are common users of the facility.”

In my opinion, the FDOT and local governments should move rapidly to erect these signs in all locations where roads are “sub-standard width”—that is, where there is not enough room in the travel lane for a car to pass a bicycle with the required three feet of clearance.

What they would replace

As of now, the most commonly used bicycle safety sign says, simply, “Share the Road”. This sign should be replaced, whenever possible, with the “Bicycles May Use Full Lane” signs.

The “Share the Road” sign is ineffective, ambiguous, and poorly communicates to both motorists and cyclists exactly how they should behave.

At best, the “share the road” message suggests to motorists that cyclists have a right to be on the road. It may also encourage motorists and cyclists to treat each other positively.

But what exactly does “share” mean?
The sign does not explain.

HOW are they supposed to share?
What happens with heavy traffic?

Are cyclists supposed to ride on the far right? Can they share the middle of the lane, or only the edge?

Do they take turns, like children learn to “share” in preschool?

How the new signs will help

✔️ The sign that states, “Bicycles May Use Full Lane” is much improved for bicycle safety and conveying proper interaction.

✔️ The sign tells motorists to expect cyclists to “take the lane”, even if traffic is heavy and lanes are narrow. It tells motorists—and cyclists—cyclists may use any portion of the lane, when necessary.

✔️ The sign gives cyclists confidence to ride out into traffic and not feel relegated to the gutter.

✔️ The sign advises motorists that they must accept cyclists being in front of them in the lane, preventing the motorists from passing them within the same lane of travel.

✔️ The effect of the sign’s message is to teach vehicles to slow down, to teach motorists to wait behind cyclists until they can safely pass.

✔️ The sign is an excellent tool to teach motorists to change lanes to overtake slower moving cyclists in narrow lanes.

Arguably, the “Share the Road” sign caused some cyclists to believe the involved road was “preferred” or “favored” for cycling. These cyclists felt that the installer of the sign was indicating this was a safe road on which cyclists could ride.

This conclusion was often incorrect. The “Bicycles May Use Full Lane” sign probably sends a more accurate message. An informed cyclist will understand the involved road was “preferred” or “favored” for cycling. These cyclists felt that the installer of the sign was indicating this was a safe road on which cyclists could ride.

The “Share the Road” sign is much improved for bicycle safety and conveying proper interaction. The “Bicycles May Use Full Lane” sign is an excellent tool to teach motorists to change lanes to overtake slower moving cyclists in narrow lanes.

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What happens with heavy traffic?

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Do they take turns, like children learn to “share” in preschool?
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Join FBA online at www.fbamembership.org

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Member Clubs & Shops ($100)

Memberships include a subscription to the quarterly Messenger, access to online member forums and a general sense of satisfaction for supporting bicycling education and advocacy in Florida.

Visit www.floridabicycle.org for more on Florida’s Bicycle Safety Initiative.

Discover the many health benefits of one of life’s simple pleasures. Ride a bicycle!
President's message...

It appears the focus is shifting toward safety

Jodi Hohlstein

No—we are pretty lucky on all of those counts. But while we are able to ride our bicycles almost anytime we want, we still have a long way to go when it comes to bicycle and pedestrian safety, although there’s been a shift in our favor of late. Becky is doing a great job keeping us abreast of steps being taken in many communities to improve conditions for bicycling throughout the state.

We are hearing more about safety for bicyclists. It’s as though there is a shift in focus, at state, county and city levels, to make the roads safer for all. I am noticing more references to the state pedestrian/bicycle safety program “Alert Today–Alive Tomorrow,” which sends a solid message to people who walk, ride bikes and drive cars that we all need to be more aware of our surroundings and watch out for each other.

We need to focus on safety for all, not just on one form of transportation.

I recently read an excellent article on line in The Atlantic CityLab regarding how to talk about bicycling vs. cycling, to help foster a more civil debate regarding safety on the roads. It explains how, when advocating, words make a difference. There is potential to change the dialogue in our favor. Phrases like “Don’t say cyclists, say people on bikes,” say, “Crashes, not accidents,” etc.

The article is available online (www.citylab.com/commute/2015/02/dont-say-cyclists-say-people-on-bikes/385387/) and I highly recommend it.

I think we could all consciously make the effort to follow the advice in this article to help “people driving,” react differently to conversations with “people riding bikes.”

The group wasn’t secretive about its efforts and achievements of the groups, organizations and individuals who help shape our vision for all Florida bicyclists to be safe, respected and encouraged to bicycle for transportation and recreation.

These are the leaders in our efforts to have safer roads and bike/ped facilities throughout our fair state. Thank you to each and every one of these dedicated people for their contribution to the Bicycle Pedestrian community. Your efforts are appreciated! 🎉🎉🎉

Aren’t we all glad we live in Florida and not the frozen areas not that far to the north of us?

One of the perks of living in the Sunshine State is having the ability to ride our bicycles 12 months a year if we so desire. We don’t have to worry about shoveling snow or slick ice on our streets and sidewalks.

As winter wanes and spring approaches with longer days and mild weather, there will be more occasions to ride. The charity ride season will be here before we know it, as well as more opportunities for organized club rides.

Soon we will start to enjoy some of the best riding and walking weather the U.S. has to offer, so please remember to Be Safe...Be Seen...Be Relevant...RIDE BIG!
Executive Director’s corner...

Pause for people

By now you have read all the lead-ins to Florida Bike Month and hopefully have been out on a few bicycle rides.

March weather can be as tricky as any other month in Florida, but we know one thing for certain: it’s not as hot as it can be during National Bike Month in May.

This year, Florida Bicycle Association made efforts to aggressively promote Florida Bike Month.

We have listed events throughout the state on our website and partnered with Florida Department of Transportation’s Alert Today Alive Tomorrow safety initiative to promote bicycling safety and education awareness.

The National Bike Month model has the third week of May set aside for Bike to Work Week and the third Friday set aside to Work Week and the third Friday set aside for education awareness.

One other named event takes place during this third week in May, third Wednesday to be specific, called the Ride of Silence. This annual international event started in 2003 and commemorates cyclists killed or injured while riding on public roads.

For Florida Bike Month in March, our third week is being designated as Bike to Work or Whatever Week. For the vacationing snowbirds, the third Friday for Bike to Work or Whatever Day and the third Wednesday for something new called Pause for People Day.

Instead of recreating another Ride of Silence and attempting to duplicate events that have been annually set, FBA and ATAT are encouraging everyone—not just cyclists—to spend the third Wednesday of March as a day of remembrance for loved ones lost in traffic fatalities and to honor people alive today who are using public roads as pedestrians, cyclists and motorists.

It’s an all-day event, there’s no need to schedule or organize a ride or activity.

This year, March 18 will be Pause for People Day on Florida public roads.

We honor people on March 18 and every day by stopping our motor vehicles and bicycles at stop bars and looking both ways for pedestrians before crossing the crosswalk and making that right turn.

We, as pedestrians, honor people on March 18 and every day by yielding the right-of-way, always. No matter our form of transportation, we will respect and pause for people on public roads.

Too many of us can remember a loved one killed or injured while using public roads, and I am no exception. Crashes are preventable.

We all need to do our part to obey traffic laws and to recognize that as humans, we may not always be perfect, but we will put our efforts into paying attention and pausing for people.

The Alert Today Alive Tomorrow campaign has one simple message: Safety doesn’t happen by accident.

I encourage everyone to be proactive to make public roads safe. Pause for People on March 18 and every day.

Every life counts and every life is worth our courtesy and respect to move over when passing, to put the cellphone down and leave it down while driving and to use crosswalks when provided.

Be proactive to prevent the next crash, pause for people!

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FYI on FTBSEP

Information you may not know about the Florida Traffic and Bicycle Safety Education Program

The Florida Traffic and Bicycle Safety Education Program (FTBSEP) is a statewide, comprehensive, pedestrian, and bicycle safety education program that instructs school teachers, community professionals, and others how to teach pedestrian and bicycle safety to children. Teaching children safer traffic behaviors, such as stopping at the edge, searching and scanning, signaling, and avoiding hazards, are skills that can help save lives, reduce injuries, and should be part of their education.

Program title: Florida Traffic and Bicycle Safety Education Program

Organization: University of Florida and the Florida Department of Transportation Safety Office

Website: http://safety.hhp.ufl.edu/

Target audience: School teachers and community trainers to serve as instructors for elementary-, middle-, and high-school-aged children.

Training Workshops*:

- Eight-hour (one day) workshop for schoolteachers
- Six-hour workshop for community professionals
- “FTBSEP workshops are funded by the FDOT Safety Office and provided at no cost.

All courses and workshops are conducted by members of the Florida Traffic and Bicycle Safety Education Program.

Upcoming Training: Lee County ped/bike safety education training

When: Friday, Mar 27, 2015

Where: Ft. Myers, Fl

Description: FTBSEP ped/bike safety education training for teachers and community professionals. Participants will learn how to teach ped/bike safety to students and implement a bicycle rodeo.

For more information or if you would like to host/coordinate a workshop, please call (352) 294-1685 or e-mail safety@hhp.ufl.edu.

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Giving to FBA

The Florida Bicycle Association was founded by people like you who want to make Florida a better place to ride a bicycle.

Our projects and programs that benefit bicyclists are made possible primarily through membership and sponsorship to our organization.

Simply put, without membership, sponsorship and donations, the Florida Bicycle Association would not exist.

Keep bicycle enjoyment alive in Florida and help us in the fight against bicycle fatalities, Join FBA!

Did you know your membership donation to FBA is tax-deductible? FBA is a 501(c)(3) education and charitable nonprofit corporation.

You can join FBA online or download and mail an application from our website, www.floridabicycle.org.

You can request an application to be mailed to you by contacting Becky Afonso at 813-748-1513 or e-mail becky@floridabicycle.org.

Does your place of employment offer matching gifts to non-profits? Think FBA!

Bicycling is one of life’s simple pleasures to enjoy, not fear. Join or donate to the Florida Bicycle Association and let’s ride together for Florida bicycling excellence.

Contact Becky Afonso at becky@floridabicycle.org for more information on ways to donate to FBA.
Crashes, citations and progress...

**Punta Gorda – ‘Car strikes boy on bike’**

by Ken Gooderham

There’s been a bit of bike-car skirmish in the letters to the editor of late, a war of words that has included a few assertions that need to be corrected.

Recent coverage of bike/ped safety concerns, how some cyclists planned to protect themselves with cameras—and how some motorists took umbrage at that idea, either in fact or in print.

We won’t rehash all the rhetoric here, but we would like to offer some factual information (to correct some comments made in the letters) along with a few thoughts of our own.

**CLAIM:** Cyclists should ride facing traffic to increase their safety.

**FACT:** Not only is that contrary to state law if you’re riding on the roadway or an adjacent bike lane or shoulder, it’s just plain wrong.

Bicycles are considered vehicles, and cyclists in almost every instance will be safer acting like a vehicle operator when around other vehicles.

Why? Because motorists look for other drivers simply can’t co-exist on the same thoroughfare is ours for the using—as all members of the public, and any public rights-of-way; prohibits assault of a bicyclist; requires traffic law & substance abuse education courses to include certain instruction; requires driver license examinations to include test of applicant’s knowledge of certain traffic laws; requires driver education courses offered by school district to include certain information.

Whatever our mobility choice, we are all members of the public, and any public thoroughfare is ours for the using—as long as we play by the rules and respect all the users, keeping in mind the vulnerability of those not inside the protective cocoon of a motor vehicle.

There will always be motorists who drive aggressively, react erratically, even who make rash statements about other road users in the heat of the moment.

There will be cyclists who take too many risks and bend (or break) the rules. There will always be pedestrians who don’t pay attention or act in a way that can put them in danger.

Heated rhetoric and faux face-offs serve little purpose but to distract. Better that all road users, whatever the locomotion, work together to demand safe and complete facilities for ALL users. That will give us the road system we need and deserve.

---

Earl Lang

These crashes are not good, but drivers getting citations, albeit minor, is good, and best is the filed Vulnerable User Law.

**House Bill 231 – Transportation**

*General Bill by Passidomo (District 106) and Fitzhenegen (District 78)*

— Revises provisions relating to the rights & safety of vulnerable users of public rights-of-way; prohibits assault of bicycle riders; revises provisions for careless driving; provides penalties for specified infractions contributing to bodily injury of vulnerable users; requires traffic law & substance abuse education courses to include certain instruction; requires driver license examinations to include test of applicant’s knowledge of certain traffic laws; requires driver education courses offered by school district to include certain information.

Earl Lang

These crashes are not good, but drivers getting citations, albeit minor, is good, and best is the filed Vulnerable User Law.
France. I've never ridden so far on this 1,473 kilometres out of Calais, I leave women continue to ignore me. It's just another old man. The young are satisfied as my supporter being taken for the homely Mr. Froome. At least that's an improvement from yesterday's Historic Achievement has already won me international fame and recognition.

The consolation is that house calls do add a few hundred kilometres to my annual total. Most are done in the dark, cold, slush, and snow (Much of my career has been spent in the long winters of ski resorts and the Arctic.). But I enjoy house calls anyway—getting paid to ride my bike.

A stranger shouts out my name as I roll by. "THOMAS! THOMAS!" He's a French cycling hero Thomas Voedker? At least that's an improvement from being taken for the homely Mr. Froome. But I'm still not satisfied as my supporter is just another old man. The young women continue to ignore me.

20 September, day 11, Port de Bosaigara, Spain.

At least that's an improvement from yesterday's Historic Achievement has already won me international fame and recognition. The 30 minutes online briefly break the spell of the otherwise Victorian existence that I prefer to lead when on the road.

17 September, day 8, Penne d'Agenais, France.

Since age 9, I've been accurately recording both the routes I've cycled as well as the cumulative distance. Near here today, at age 54, I hit lifetime bicycle kilometre 300,000 (82,000 have been in 35 European countries).

To escape the hot mid-day sun, I seek the shade of an outdoor café and document the milestone on a few postcards. I order ice cream, Coca-Cola, and beer to celebrate the event, but actually this is not a rare indulgence for a special occasion. It's my usual fare on any warm day on the road. How many more kilometers might I have now? If I took nutrition more seriously?

HACIA UN MUNDO SIN COCHES (you guessed it, Towards a World Without Cars, in Spanish!). As much as I like to bike tour, I'm not chided that this trip is over, as surely I've now exhausted my quota of good luck. I make a point to send my box hero, Fernando, a postcard when I return to Whistler.

Cloth Démonte, French Pyrenees. Elevation 1340 meters.

Fernando: "Really? There's never been one in this neighborhood. What exactly do you need?"

Me: "Never mind, I'm sure I can't find it here. I need a big cardboard box for this bicycle. I have a flight tomorrow morning."

Fernando: "Oh, you may have mine."

My disconsolation immediately transforms to disbelief. "That's very kind, but where is it?"

"Right here," he replies, smiling. Like a magician delivering a rabbit from his sleeve, he immediately renders the object of my desire from a closet behind the counter. I offer 20 euros for the performance, but Fernando declines any compensation. Naturally, I must ask, "Why, pray tell, do you keep a bike box in a store that sells blue jeans?"

I ordered a bike on the internet last year that was delivered in this, and I have no room for it in my apartment. I considered it prudent to keep the box for the 12 months of the bike's warranty, which just expired."

My astonishingly good fortune doesn't end here, as there just happens to be an auto repair garage across the street, also open. I need a wrench to remove the pedals. As the mechanic hands me the tool, I'm glad that the bike doesn't sport any of my stickers that read HACIA UN MUNDO SIN COCHES (you guessed it, Towards a World Without Cars, in Spanish!).

As much as I like to bike tour, I'm not chided that this trip is over, as surely I've now exhausted my quota of good luck. I make a point to send my box hero, Fernando, a postcard when I return to Whistler.

So, like a bird on migration, I managed to arrive at my final destination right on time with no electronic technology. Ornithological navigational skills are no mystery to me, and I can understand that birds don't require boxes to fly but there's still one aspect of their annual fall journey that remains a puzzle. When you travel south in September, the low sun is in your face all day, every day. So how do my feathered friends do it without sunglasses? As much as I enjoyed sharing their experience under my own power, when I head back south in January to my Florida condominium, I'll go by airplane. But next spring I'll likely follow the birds again on my bike, northwards, back to the Arctic...

**From the English Channel to the Mediterranean Sea**

by Thomas DeMarco
You as a legal warrior against wheel traps

by Steele Olmstead

What do the photographs on this page have in common? All of them are wheel traps.

You know them already. They are potholes, too wide grating over drainage channels, gaps between the pavement and the adjoining curb floor, cracked curbs or sidewalk slabs, sunken spots covered by grass, etc.

I have many more pictures of these things in my files. Wheel traps abound.

Those of a sanguine outlook on life may find it hard to believe but there is an oblivious attitude among certain employees of road departments. To wit: Cyclists don’t exist.

Some of these folks who maintain or build our roads, sidewalks and curbs also build “wheel traps” or let the ones needing repair stay. This attitude, as you know, is prevalent among those who don’t cycle.

They don’t understand the peril posed to a cyclist by a 700c-sized gap in a road, curb, sidewalk or green space. They assume they’ll be no problem for vehicles (cars or trucks) forgetting that bicycles are vehicles too.

So when a wheel trap gets left or (even worse) installed, the governmental worker looks at it and assumes it’s going to be safe... for the car tire that will be traversing it.

Florida’s counties and cities and other states are required to follow this standard: “Roadway conditions should be favorable for bicycling.

“This requires special care in preparing the roadway surface to accommodate 1¼ inch tires. Attention needs to be given to include safe drainage grates and railroad crossings, smooth pavements, and signals responsive to bicycles.”

This is in Chapter 9 of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways published by the Florida Department of Transportation.

This book, called “The Florida Green Book” is the standard for all road construction and even establishes the same safety standard for sidewalks and bicycles in the pedestrian section in Chapter 3, section C.10.a.3.

In the state of Florida you can sue a landowner when there’s a dangerous or defective condition of which the landowner should have known.

So, if the government has notice, a lawsuit can proceed. Every town, city or county has someone responsible for making sure they don’t get sued, usually called the risk manager. That person knows the rule about “notice.”

Conveniently, the head of every government listens to those folks. And the risk person doesn’t like for the government to be sued over anything; even wheel traps.

For both city and county, at the same time send it to the public works or road department. With the state, send it to the Department of Transportation for your area of the state and the Chief Financial Officer in Tallahassee.

E-mails are fine, but if you send it like a lawyer, (certified mail), with the certified mail number on the actual letter, they know you know they have notice.

The important thing you have to have proof of your contact with them. So, if you use e-mail, print it out. When you do that, alarms go off and a phone call gets made to the road department to “go fix that dang thing before we get sued.”

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Now, if you are injured already, you may not be able to sue (excepting a few circumstances too involved to explain here, so call me), but you can certainly have the satisfaction of getting that damned wheel trap fixed.

And possibly, if we all do this for every wheel trap, someone may have done it for you, and you may have a right to get your wheel or yourself fixed.
Adults, young adults and park rangers are all part of the Club Scrub mission.

Club Scrub was organized in May 2000 in conjunction with Jonathan Dickinson State Park officials to coordinate and promote off-road bicycling. Club Scrub annually hosts the "Take a Kid Mountain Biking Day Event" at no charge to participants.

This past October, the event was held in conjunction with the grand opening of the new Bobcat & Little Cat Kid’s Trails.

Every day Club Scrub’s volunteers are out there working hard improving and developing new trails.

CLUB SCRUB DOES NOT GET ANY FUNDING FROM the state park: all the improvements are funded from donations, memberships and volunteers.

Positive Spin
It’s time to start spreading the word on those little known benefits of cycling—how we support the community!

Tell us what your bicycle club or local bicycle business is doing above and beyond the ride to give back to the community. Is it volunteering at a children’s bicycle rodeo? Fund-raising for charity? Hosting a food drive?

We want to know! Visit our website, www.floridabicycle.org and click the “Spin This!” tab at the top of the page to submit your Positive Spin.
Become a Florida Bicycle Association “True Believer” member at the Supporter level or above during Florida Bike Month and receive a limited edition FBA Polar water bottle**!

This is a special Florida Bike Month Membership offer. FBA Polar water bottles available while supplies last!

Visit www.floridabicycle.org for more details

*Does not include Organization/Business/Sponsor memberships.
**One bottle per membership, while supplies last.
Do you have a question about the laws related to bicycling?  

Ask Geo @ FLBikeLaw.org*

George Martin

Imaginary laws

Q Marc asked: How do you handle a deputy who seems to tell you that you must keep to the extreme right of a standard roadway or ride on the sidewalk?

A That depends on the circumstances.

If it is a drive-by announcement over the bullhorn, I suggest moving over until the deputy is past, then following the law that you seem to be familiar with, being aware that you might encounter the same officer later on. See the posts about Lane Width and Sharing.

If you have been stopped and the deputy is present, it is if you can conduct a reasonable discussion, you might ask the deputy to show you the statute and point out the exceptions, asking if the lane in question is wide enough to safely share, that being at least 14 feet according to the Department of Transportation. See this post:

http://flbike.org/2010/01/substan
dard-width-lanes-updated/

If you have a Law Enforcement Guide, a copy of the pertinent articles from this site or a smart phone, which you can use to show the site, point out the exceptions to the “keep right” regulation.

Such a discussion is usually not possible. You can ask to have a supervisor called to the scene, at which time you can ask the officers the wording and purpose of the narrow lane and other exceptions to the “keep right” provisions in the statute.

All of the above require that you be fully versed in the applicable laws and be able to quote the wording in the statute, so it is recommended that all cyclists study the information on this site, not just for a response to a law enforcement incident, but to be able to fully use the laws to ride safely.

It might be helpful for all cyclists to memorize the following question for use in such a situation:

What does Florida Statute 316.2065 Bicycle Regulations, subparagraph (5)(a)3 say about keeping right in substandard-width lanes?

As a last resort, you can challenge the officer to write a citation and pursue it through the legal system, being aware that you are taking a chance that the system will fail you as it has others.

In any event, we recommend that you insure you get the officer’s name, badge number or the number on the officer’s vehicle and write a letter to the police chief or Sheriff and explain the circumstances and the exact width of the lane in question, and quote the information on this site.

Request that they consider a training program to educate the officers about this situation. Follow up to local bicycle clubs and other advocacy groups, the Bike/Ped Advisory Committee, city and county commissions and councils will also support the effort to have proper education programs in place.

Obstructed license plate

Q Sam asked: Rumor has it that crank- and hitch-mounted bike racks are no longer allowed on the turnpike as the tag is sometimes used as means of payment instead of a Sunpass. Someone claims they know someone got a ticket for driving on the turnpike with a trunk-mounted bike rack. Is this a new law?

A It is not a new law and the citation was probably not specifically for the bike rack but for an obstructed license plate. It applies to all roadways and not just a toll turnpike.

s. 316.065 – Licensing of Vehicles

(1) Vehicle, at all times while driven, stopped, or parked upon any highways, roads, or streets of this state, shall be licensed in the name of the owner thereof in accordance with the laws of this state … display the license plate … will be plainly visible and legible at all times 100 feet from the rear or front.

Yielding to backed up traffic

Q Laura asked: In Florida, is it law that cyclists (and I presume motorists) must pull off the road when practicing behind them in a non-passing zone? As a young driver of an older car in California, I knew of such a law. Is there a counterpart in Florida?

A The California law to which you refer is this:

V C Section 21656 Turning Out of Slow Moving Vehicles

6. On a two-lane highway where passing is unsafe because of traffic in the opposite direction or other conditions, a slow-moving vehicle, including a passenger vehicle, behind which five or more vehicles are formed in line, shall turn off the roadway at the nearest place designated as a turn-out by signs erected by the authority having jurisdiction over the highway, or whenever sufficient area for a safe turn-out exists, in order to permit the vehicles following it to proceed...

There is no such law in Florida, but we recommend that cyclists be aware of these situations and consider safely moving to a position that allows backed up traffic to pass.

Motorized bicycles

Always a controversial topic are the mishmash of laws and definitions of bicycles, scooters and other wheeled devices, specifying where they do and do not belong on roadways sidewalks and trails.

Here are a few of the definitions in the statutes:

s. 316.003(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. The term does not include such a vehicle with a seat height of no more than 25 inches from the ground when the seat is adjusted to its highest position or a scooter or similar device.

Motorized bicycles equipped with small electric helper motor may be defined as a bicycle and not require registration or a driver’s license.

Q Richard asked: I recently purchased an electric skateboard from BoostedBoards (boostedboards.com). These are electric skateboards designed as commuter boards with electric motors, 20mph speeds, and regenerative brakes.

I’m perplexed by where I am legally allowed to ride. Sidewalk? Street? Pinellas Trail?

A Sorry, none of the above. Your skateboard may only be used on private property. The only powered device legally allowed on a sidewalk or trail is the Segway Electric Personal Assistive Mobility Device (EPAMD).

Share the Road Mini Grants available

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

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

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

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

As part of the Bicycle Law Enforcement Program, FBA maintains a web site to provide a place to ask questions about the laws – FLBikeLaw.org. Questions come direct to FBA via the “Contact FBA” form from our main web site, floridabicycle.org and from other sources as well. Here’s a very limited sample of questions and answers found on the site. Go online for more.

Q Bicycles equipped with gas helper motors are not legal vehicles and cannot be registered or driven on highways in Florida.

A s. 316.195 – Driving upon Sidewalk or Bicycle Path

(1) … a person may not drive any vehicle other than by human power upon a bicyle path, sidewalk, or roadway, except upon a permanent or duly authorized temporary driveway.

Bike paths and multi-use paths

A Bike path is a roadway upon which motorized vehicles may not proceed. It is not a sidewalk and is physically separated from the roadway. Bicyclists are not required to use a bike path even if it is adjacent to the roadway. There are few provisions in the statutes that apply to bike paths, and many are considered multi-use paths for pedestrians and bicyclists. They may be regulated by the jurisdictions through which they pass.

Electrical Skateboards

Richard asked: I recently purchased an electric skateboard from BoostedBoards (boostedboards.com). These are electric skateboards designed as commuter boards with electric motors, 20mph speeds, and regenerative brakes.

I’d like to know how to ride them on the sidewalk. Is it legal?

A Sorry, none of the above. Your skateboard may only be used on private property. The only powered device legally allowed on a sidewalk or trail is the Segway Electric Personal Assistive Mobility Device (EPAMD).

* DISCLAIMER: The purpose of this column is to inform about bicycling laws. The material provided here and through other means is for general informational purposes only and shall in no way constitute or be construed as legal advice by the officers, directors, agents or employees of the Florida Bicycle Association. If your experience in a court of law or on the streets differs from that presented, we want to know about it, but George Martin and FBA are not accountable for a ruling contrary to our interpretation of Florida law or other consequences of cycling. You should seek legal advice on a particular situation.

 imag.
“Complete Streets” program...

Hillsborough County raises the bar for bicyclists’ safety

by Steele Olmstead

Hillsborough County recently took a bold step to change that. The worst area in Hillsborough County is on Fletcher Avenue from 30th to 12th Street. This urban area, adjacent to a large veterans’ hospital, University of South Florida and shopping centers, includes a large number of residents who choose not to drive cars. This area accounts for most of the deaths and injuries and is the main source of Hillsborough County’s shameful rank as the nation’s most dangerous area for pedestrians and bicyclists. But no more.

On January 27, Hillsborough County celebrated the completion of the Fletcher Avenue “Complete Streets” pedestrian and bicycle safety improvements. The project was a $4.4 million make over with an ad campaign, bus signs and law enforcement ticketing motorists disobeying the new crosswalks. It is a stunning reversal of a dangerous condition that government responded to and fixed for the good of citizens.

Bob Campbell is Traffic Division Manager of Hillsborough County Transportation & Land Development Review, and Mike Flick, is the lead project engineer. These men and their department deserve your thanks for helping to create this life-saving new road improvement to make Florida’s streets safer for bicyclists and pedestrians.

I recently spoke with them about the program.

Flick: The program is to serve bus rapid transit and local transit [county bus system] on this particular road. But we are really serving every mode of transportation there is. In doing that, we are sensitive to the complete needs of the people on foot, bicycles...

Campbell: ...visually impaired, wheelchair, and disabled veterans from the nearby VA hospital.

We also encountered some people with problems processing information so we’ve tried to make it as complete as possible for all the users [of the streets]. It’s been around the world for a while.

Where did this program originate?

Flick: It has been in a gestation stage for a while [in Hillsborough County]. We haven’t seen portions of this over in Pinellas County [next county south] like the flashing pedestrian beacons and other places. These concepts have all evolved over the years.

Campbell: It comes from cities all over the globe. There have been many ways of looking at streets for a while. We used to try to figure out how to move cars as quickly as possible. That’s not our focus with Complete Streets. We also have an aesthetic component in there.

What happens to a road when it becomes a “Complete Street”?

Campbell: It is designed appropriately for all users with necessary features for them to be able to operate safely in the area. First you get crosswalks. We select where we were going to put in the crosswalks using a naturalistic approach.

We had observers go out there and see where the people’s natural walking path was. We put the crosswalks in so people would use them because this was the path they were using before.

How did you put this “Complete Street” road together?

Campbell: We tried some techniques on this particular road that had not been tried before. Notice, the flashing beacons out there?

Flick: Yes, notice the flashing lights aren’t side mounted. They are overhead to increase visibility of the flashing lights. We also make it easier for the cars to see that there are pedestrians. When the person crossing pushes the button overhead, LED lighting comes on and shines onto the crosswalk lighting up the person crossing. It’s to get the motorists’ attention that something is happening in the crosswalk.

Campbell: Also, when you push the crosswalk button, the pedestrian can hear a beeping sound letting them know the crosswalk is ready.

Flick: There’s no waiting. The flashing light comes on for the traffic and the pedestrian can go.

How did this project come together on Fletcher Avenue (in the University area)?

Campbell: The genesis [of Complete Streets on this road] was this particular section of road had the highest number of pedestrian and bicycle injuries and fatalities in Hillsborough County.

Flick: Just to be clear, this area of the road was the number one area for bicycle and pedestrian deaths and injuries in unincorporated Hillsborough County. It’s been on our [to do] list for years.

Campbell: We said we have a problem that needs to be solved. Our department and engineers said, “What can we do to fix this?” We started talking to pedestrians, business owners, bicyclists, university students, motorists, residents of the community, engineer types, etc. We all began thinking and working to solve this problem.

How are you keeping track of whether this works or not?

Campbell: We are getting positive responses from everyone with phone calls and e-mails...

Flick: …including the motorists. We also have before, during and after studies on the numbers of injuries. We haven’t gotten the after study done.

Numbers don’t lie. We have numbers from the study phase, post study phase and during construction phase. There are less people getting hit. I have numbers, done the progression and there’s been a decrease in crashes, not just with the bicyclists and pedestrians but with motorists.

Motorists are crashing less?

Campbell: Couple things here. First, we raised a median. There were people doing numerous turns in and out of the driveway resulting in car crashes in the median.

So with the raised medians, we controlled how the cars could make the turns. Also the speed limit was lowered to 35 miles an hour from 45.

You are going to save people’s lives with this “Complete Streets” improvement. Are you pretty proud of that?

Campbell: That’s our job.

Flick: We do that every day. When we get complaints from the public, we go out and investigate and see how we can make it safer. We are always fixing these kinds of problems.

Campbell: We have four bicycle improvement projects right now that are going out to bid.

Who supported this project?

Campbell: The independent businesses on the road care about the community and the pedestrians and bicyclists.

Flick: They understand the problem because they are right there in their businesses and see the injuries.

Campbell: A lot of them thought nothing could be done, but once we started work, we got a lot of positive comments from the businesses about the improvements to the road. The bicycle shop on Fletcher (University Bicycle Center owned by the Mirabal family) supported us by flashing messages about the improvements for pedestrians and cyclists.

The news media came out to support this project. There were several television stations that came out and have clips for the public on their websites.
Multi-modal demonstration to begin Nov. 11...

‘WHEELS’ to roll in South Miami

A n ambitious project backed by FDOT, FBA, J&B Imports, Miami-Dade County and the East Coast Greenway Alliance this November 11-15 will show South Floridians how to put their bikes safely on Metrorail and TriRail trains without driving their cars to get where they’re going.

Kickoff announcement of the project – WHEELS – takes place March 19 at a meeting of the Greater Miami Chamber of Commerce, where Ryan Gravel, initiator of the $2.2 billion Atlanta BeltLine, will describe how bike-walk-transit-trail are transforming inner city Atlanta life and economy.

Appearing with Gravel will be Meg Daly, founder of Friends of The Underline, and Victor Dover of Dover, Kohl & Partners, town planners, who chairs WHEELS.

“WHEELS just may be the biggest high-impact effort ever made to get people out of their cars and onto bikes, buses and trains,” says Victor.

“Thousands already travel this way in America. We’re aiming to capture thousands more—the low-hanging fruit just waiting for an Aha! moment that they can do this too.”

A video and mentoring program by the South Florida cycling community will show and tell those ready to consider getting around by their own power and transit how to reach train stations safely and how to cope with fare boxes, getting on and off elevators, escalators and trains.

Bike 305 of the Miami-Dade Parks, Recreation and Open Spaces Department (PROS) will coordinate the cycling community to assist.

Already committed are the Everglades Bicycle Club, Green Mobility Network, Emerge Miami, and Human Powered Delray.

Co-chairs for WHEELS include Daly, and cycling advocate/attorneys Terence Connor and Leah Weston. Maria I. Nardi of PROS and architect Maricé Cheal are advisers.

WHEELS will center in South Miami, the only city bisected by both Metrorail and the M-Path.

During the five days of WHEELS, the East Coast Greenway Alliance will hold its 24th annual membership meeting at South Miami Hospital. Board members will fly into MIA, ride the Metrorail Orange Line to lodgings in Dadeland, pick up rental bikes at Mack Cycle in South Miami, hold their meetings and return to MIA without need for cars.

The five days will include trail touring along the 30-mile M-Path and South Dade Trail between the Miami River and Florida City. Metrorail and Metromover service the entire route. Rides will include a 42-mile loop serviced by Miami-Dade transit, and the Black Creek, Old Cutler and Commodore Trails. Additional tours will travel the trail between Vizcaya Station and Key Biscayne.

Ryan Gravel will return to keynote a free public conference over two half-day sessions. South Miami and PROS will host block parties along Sunset Drive and along the south bank of the Miami River.

Two added events will highlight transformation of the 10-mile M-Path into a pace-setting linear park and series of performance sites. Friends of The Underline leads this effort.

WHEELS will also honor Kirk Munroe, who co-founded the League of American Wheelmen (today’s LAB) in the 1880s and an early advocate of the Tropical Audubon Society. Munroe lived in Coconut Grove for 30 years until his death in 1928.

The Greenway Alliance board will convene at Tropical Audubon’s Doc Thomas House a block from downtown South Miami. To attend the March 19 kickoff meeting for WHEELS and to stay informed, look for the link to WHEELS at floridadicycle.org, or e-mail herbbiller2@gmail.com.

— Herb Hiller is WHEELS coordinator.
Upcoming Bicycle Touring Events in Florida

This printed version is ABRIDGED from promotional material provided by tour organizers. We’re not responsible for accuracy of information or quality of these rides. Use the contact information for more details about each ride. Ask your friends. Data are gleaned and summarized from an online calendar database maintained by Roger Pierce and published on the FBA web site. To add an event to his (and our) calendar, e-mail to bfc@piecereads.com or go online to post your own entry. See complete calendar, including many out-of-state rides we don’t have room to print here, and much of the hype we nixed out in this here version, at www.floridaicycle.org/touring.

April

April 4 (Sat) Citrus Park Tampa Bike-a-Thon
A family friendly Cycling & Walking event to benefit the Autism Society & local kids with a special need. For every 10 registered participants, a kid will receive an Android Tablet with 80+ Autism Apps.

Registration: www.eventbrite.com/bike-a-autism-registration-15426805335?ref=events&rank=1

April 11-16 Live Oak Florida Bicycle Safari
Ride through beautiful North Florida. 6 days just the first 3 days. Daily mileage from 35 to 100 miles. Camp site included with registration. Breakfast and dinner catered by Dixie Grill each day included in registration. Sag stops on every route and sag vehicles on route. Mechanics on site each day. Fun activities in the afternoons. Music dancing. Registration will open January 1, 2015. The 6 day option is limited to 250 riders. Sponsored by the Florida Freewheelers. For more information, call 407-766-0279 or e-mail flordibicycleflorida@floridaicycle.org.

www.floridaicycleflorida.org

April 11-12 Cocoa Beach Cross Florida Bike Ride
Sponsor: Spacecoast Freewheelers. 170 mile event starts on Cocoa Beach and finishes at Bayport Park in Hernando County on the Gulf Coast. One-day option starts Sunday at 7:00 am. New two-day option covering the same route over two days of Saturday and Sunday at 8:00 am with an overnight stay in Champions Gate. Breakfast, Sag stops, roving SAG and catered dinner at the finish is included, with optional transportation back to Cocoa Beach. See our event page for more information. Proceeds go to local charities. http://spacecoastfreewheelers.org/events/cfbrc

April 18 (Sat) New River Ride for the "Y" Fully supported ride on paved bike trails in Citrus County. 10-124 mi. (30 or 80 miles) (Multiple rides available. Proceeds benefit the Citrus County YMCA. T-shirts provided to riders. Breakfast and lunch available for all riders. 863-670-0734 (Eric). http://www.rottarbiketours.com

April 18 (Sat) Vero Beach Hibiscus Ride
The Hibiscus Ride will offer multiple routes all designed to highlight the beautiful scenery of Indian River County, including historic Vero Beach, Cocoa Beach, pris- tine Atlantic Ocean beaches, and the world renowned Indian River Lagoon. The ride will offer four route options: Half (approximately 100 miles), Metric (approximately 68 miles), a Half Metric Century (approximately 32 miles), and a Casual Ride (approximately 11 miles). The registration fee includes a specially designed 1st Annual Hibiscus Ride t-shirt, up to three rest stops,printed cue sheets, route markings at all intersections, on the road SAG (i.e., bike mechanic) support in case you need help with your bike. www.hibiscusride.org Active.com. Online Registration

April 18-19 Palatka Palatka Bicycle Festival Rides For All Skill Levels - 7 Miles to 100 Miles Routes are oriented all the way into the two days, east and west. Saturday rides will be on the east side of the St Johns River and will vary from 7-7.2 miles. Sunday rides will go west and include a Century and a Metric Century as well as shorter rides. Palatka is a very rural area and the rides will take advantage of that. Purchase tickets online at www.eventbrite.com. Friday, April 17 6pm-10pm Palatka Downtown Street Party and Food Truck Rally Saturday, April 18 7:00am Check In 8:00am-9:00am St Augustine Ride 9:00am Dunns Creek Loop 10:00am Historic Homes & Murals guided 2:00pm Historic Homes & Murals guided Sunday, April 19 7:00am Check In 8:00am 7 Barrat/Bellamy Century 8:30am Keystone Heights Metric Century 9:00am Buckman Loop 10:00am Board’s Landing Loop Historic Homes & Murals guided 2:00pm Historic Homes & Murals guided.

http://palatkabicycletour.com/events/palatkabicycle-festival

April 19 (Sat) Immokalee Immokalee Ride for Literacy 62/30/15 mi. through rural areas. Marked routes with SAG. Breakfast, tacos and an “Immokalee Vegetable Basket” to take home are included with registration. Door prizes during lunch. Registration opens at 7:00 am at the start: Farm Workers Village, 1800 East Farmer Way, Immokalee.

April 19-24 Gainesville Horse Country and Springs Tour An in-nto-the-cycling adventure for a small group of riders who are looking for a different kind of Florida touring experience. Route highlights include a ride thru the Paynes Prairie, 27-day ride registration Alachua Sinks, a visit to the Historic home of Marjorie Kinnan Rawlings (author of The Yearling), and a chance to explore the amaz- ing cycling opportunities in the home country around Micanopy, FL. Opportunities to kayak and camping at all of Florida’s amazing state parks. All this coupled with terrific support, great meals and the com-fort of your fellow riders makes this tour a surefire favorite. Space is limited to 20 people, so contact us at 352-224-8601 or http://www.floridaicycle.org/tours/horse-country-and-springs-tour/

May

May 2-3 Polk City Bike MS: The Citrus Tour 2015 100/75/50 miles on day 1. 75/50 miles plus a 30 mile one day option on day 2. The Bike MS: The Citrus Tour 2015 takes you through the old Florida citrus groves where riders will experience the excite-ment of taking off from Fantasy of Flight and enjoy the overnight stop at the Caribe Royale Resort for rest, relaxation and rejuvenation. To make your ride a safe and mem-orable one, Bike MS is fully sup-ported with SAG vehicles, bike mechanics and well stocked rest stops. After the ride, we invite all of our registered cyclists to cele-brate and enjoy great food and fes-tivities at the Finish Line Celebration.

www.polkmsociety.org/citrus-tour

May 2 (Sat) Palm Coast Cycle Flagger Ride for Rotary Saturday free ride 40 miles starting and ending in Flagler Beach. Sunday full escort SAG 25/40/66/100 miles tours traveling Scenic A1A and historical byways of Flagler County. A 16-mile trail ride for cyclists wanting a shorter ride that does not include roads has been added. Mass start at 8 a.m. for road courses with an escort from the Flagler County Airport to SR A1A in Flagler Beach. 8:30 a.m. for trail ride from the Flagler County Airport 0 SR 100, Palm Coast (across from the Flagler County Airport). Five rest stops. T-shirts for the first 400 registered cyclists. Free cook out and refresh-ments at the end of the ride. Rotary Club of Flagler Beach, PO Box 2055, Flagler Beach, FL 32136. (386) 846-5493 (Kim). Registration opens at 6:00 am. Century particip-ants can leave at 7 a.m. but will be unescorted. http://www.cycleflagler.org

May 2 (Sat) Seffner Hillsborough County Sheriff’s Office Fallen Heroes Memorial Ride A road event benefiting the Hillsborough County Sheriff’s Office Law Enforcement Memorial located at our operations center in Ybor City (Tampa, FL). The ride starts at McDonald Elementary School in Seffner, FL and goes through a semi-rural area of Hillsborough County. The route includes Palmetto, Lithia, Wesley Chapel and some hills. Riders can choose either 25 or 50 miles. The ride begins at 7:30 AM. There will be a rest stop and SAG support. Register before March 1st to take advantage of our combo deal which includes a custom made event jersey! www.markallengracefoundation.com

May 23 (Sat) Nocatee Tour de Melon Benefit Memories of Love Foundation. A fun-filled event including Family Activities, Silent auction and a Kids mile Fun Run. A well-marked course will wind you through the Nocatee Greenway consisting of more than 5,000 acres of connecting parks, protected wildlife corridors and wetland preserves. SAG service will be available for cyclists. Registration discounted until April 30th and includes a T-shirt and snacks at the finish line. Family of 10 or more will receive a $10 discount! http://1stacerosports.com/

June

June 6 (Sat) Chipdell Tour de Melon 100/50 miles (road) 18-67/miles/paved trail). Registration opens at 6:30 am at the Gathering Table Restaurant parking lot. Mass start at 8 am. Routes include state highways in rural agricultural areas as well as the Nature Coast State Trail (paved). Well stocked rest stops, marked route with SAG service, t-shirts, lunch at the end of the ride. Put on by Suwannee Valley Rotary Club, PO Box 1039 Chiefland, FL 32644. Proceed benfit local youth educational pro-grams. www.tourdemelon.com

July

### FDOT Districts

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

FDOT Bike/Ped Coordinator: Providence Nagy, 239-225-1983

FBA Member Bicycle Clubs: Bonita Bay Bicycle Club, Caloosa Riders Bicycle Club, Coastal Cruisers Bicycle Club, Highlands Pedalers Bicycle Club, Peace River Riders Bicycle Club, Polk Area Bicycling Association, Sanibel Bicycle Club, Sarasota-Manatee Bicycle Club

FBA Member Bicycle Shops: Acme Bicycle Shop, Bicycle Center of Port Charlotte, Bike Route (Fort Myers), Naples Cyclery, The Bike Route (Naples), Billy’s Bike Shop, Fort Myers Schwinn Cyclery, Ringing Bicycles, Bike Shop of Winter Haven

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

FDOT Bike/Ped Coordinator: Derek Dixon, 904-360-5653

FBA Member Bicycle Clubs: Gainesville Cycling Club, North Florida Bicycle Club, Suwannee Bicycle Association

FBA Member Bicycle Shops: Gator Cycle, Champion Cycling & Fitness (3 locations), Lake Shore Bicycles & Fitness

#### 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

FDOT Bike/Ped Coordinator: Olen Pettie, 850-330-1543

FBA Member Bicycle Clubs: Capital City Cyclists, Emerald Coast Cyclists

FBA Member Bicycle Shops: St. Joe Velo, The Great Bicycle Shop (2 locations), Dragon Sports

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

FDOT Bike/Ped Coordinator: Jennifer Fierman, 954-777-4318

FBA Member Bicycle Clubs: Boca Raton Bicycle Club, Vero Cycling Club

FBA Member Bicycle Shops: Bike America (6 locations), Lauderdale Cyclery, Wheels of Wellington, Bicycle Generation

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

FDOT Bike/Ped Coordinator: Deborah Tyrone, 407-482-7897

FBA Member Bicycle Clubs: Florida Freewheelers, Sumter Landing Bicycle Club

FBA Member Bicycle Shops: Infinity Bike Shop (2 locations), Sun Cycle Center, Village Cycles (2 locations), Greenway Bicycles, Orange Cycle, Full Circle Cycle, Retro City Cycles, West Orange Trail Bikes & Blades, Wildwood Cyclery, Daytona Bicycle Center

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

FDOT Bike/Ped Coordinator: Zakary Lata, 305-470-5308

FBA Member Bicycle Clubs: Everglades Bicycle Club, South Florida Triathletes

FBA Member Bicycle Shop: Mack Cycle & Fitness

#### District 7
Cities: Brooksville, Clearwater, Port Richey, St. Petersburg, Tampa
Counties: Citrus, Hernando, Hillsborough, Pasco, Pinellas

FDOT Bike/Ped Coordinator: Lori Marable, 813-975-6405

FBA Member Bicycle Clubs: Central Florida Randonneurs, Florida Panthers Tandem Club, St. Petersburg Bicycle Club

FBA Member Bicycle Shops: Suncoast Bicycles, City Bike Tampa, Bike Sport, Chaing Wheel Drive (2 locations), Jim’s Bicycle Shop, Hampton’s Edge Trailside Bicycles, University Bicycle Center

Visit our website, floridabicycle.org, for more FBA Member club and shop information.
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.

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