2015 Florida Bicycle Association Annual Awards

Congratulations to our 2015 Florida Bicycle Association Annual Award recipients!

Club
Sanibel Bicycle Club

Off Road Club
SORBA Orlando

Law Enforcement Agency
Hillsborough County Sheriff’s Office

Safe Routes to School Educator
Jojo Sturm
Crossing Guard Supervisor
Seminole County Sheriff’s Office

Supporting Agency
Paul Steinman, Secretary
Stephen Benson,
Bicycle/Pedestrian Safety Specialist
FDOT District 7

Program
Couch to Century
Leslee Mitchell, President
Florida Freewheelers

Citizen Advocate
Hugh Aaron
BikeWalk Indian River County

Bike Business
Orchid Island Bikes and Kayaks
Malcolm Allen owner

Elected Official Champion
Commissioner Bob Solari
Indian River County

Elected Official Champion
Mayor Rick Kriseman
City of St. Petersburg

Trails Promoter
Chuck Butterfield, President
Friends of the Legacy Trail

Volunteer
Tad Diesel

Volunteer
Jared & Jennifer Hartman

Special Recognition
Jeff & Jodi Hohlstein

Special Recognition
Earl Lang

Bicycle Friendly Business
Christine Acosta
Pedal Power Promoters, LLC

Bicycle Friendly Business
Karen Kress
Tampa Downtown Partnership

Bicycle Professional
Lucas Cruse
Bicycle/Pedestrian Coordinator
City of St. Petersburg

Visit our website floridabicycle.org/annual-awards for more information on our annual award program and our 2015 recipients. Nominations for 2016 will open in October!
Join FBA Today!

Your membership makes a difference for all bicyclists in Florida.

Visit: www.fbamembership.org

Student/Living Lightly ............ $15
Snowbird .......................... $15
Individual .......................... $25
Family ............................ $35
Bicycle Club ....................... $100
Bicycle Shop ....................... $100
Business/Organization ......... $100
Government Agency .......... $100

Higher donations are most appreciated!
Pay conveniently online or make check payable and mail to:
Florida Bicycle Association
P.O. Box 2452, Oldsmar FL 34677

We Love Our Members!

Lifetime Members
Duke Breitenbach
Kimberly Cooper
William R. Hough
Walter Long
James Nash
Mr. & Mrs. H. Middleton Raynal
Earle & Laura Reynolds
Dr. Joe Warren
Mighk & Carol Wilson

Individual/Family High Donors
Champion:  
Chris Hamilton
Deborah Mallory
Ann Megler

Benefactor:
Becky Afonso
Niles & Vickie Andersen
James Anderson
Donald & Sandra Brody
Christopher & Cindy Burns
Linda Crider
Terence Deeks
Patrick Donovan
Lonnie M Draper & Kathy Barnett
Mark Greenberg
Thomas Hauser
Seth Krieger & Kathy Peres
Joseph Moccia
Don Philpott

Supporter:
William Afonso
Mark & Phyllis Atkins
Joseph Beckham
Robert Bennett
Timothy Bol
Cheri Crawford
Matthew Crawford
Ronald Gricius
Don Hemmenway
Marcia Kehl
Ellen Kirtley
Christopher & Andrea LeDew
Paul & Lois Lester
Rob & Nancy Matteson
Perry McGriff, Jr. & Noel McGriff
Patrick J McNulty
Dean Mims
Stephen Perez
Martin & Barbara Port
John Robertson
Karin Sanders
Karen Speed
John & Kathy Stamp
Robert Timberman
Ludwig & Anchorelle Van Sprang
Ed Wolcott
Caroline Worrall

Club/Business High Donors
Premier Partners:
Polk County Sports Marketing

Champion:
Boca Raton Bicycle Club
Florida Freewheelers Bicycle Club

Advocate:
Jim Dodson Law
Panther Medical Inc.-Richard Rappaport
Florida Greenways and Trails Foundation
Orange Cycle Works
Gainesville Cycling Club
Ocala Mountain Bike Club
North Florida Bicycle Club

New Businesses/Clubs/Orgs.
Cycling Hub
Locals Helping Locals, Inc.
Orchid Island Bikes and Kayaks
River to Sea TPO

New Members
Connie Bell
Philip Bennett
Sherilyn Bennett
Ronald Bevacqua
Alice Bojanowski
Jena B Brooks & Jon Barber
Jerry Brown
Matthew Crawford
Dolores Edge
Loretta Estabrooks
Michael Grimes
Chris Hamilton
Audrey Hicks
Dave Hunter
Cathy Lasky
David Lawrence
Michael Legg
Joan Meiners
Sharon Monahan
Earl Pinney
Leo Racioc
Paul Ricci
Lawrence Simon
Thomas & Judith Sharbaugh
Mike Smith
David & Paul Soto
Jesus Soto & Maria Ines Terosautt de Soto
Marsha Stanton
Randall Stovall
Larry & Janice Tuck
Melissa Tuck
Dorothy Walter

VISIT
FBA’s Website
LOG-IN
to the FBA Blog
STAY UP-TO-DATE
on bicycle issues with this statewide forum
@ www.floridabicycle.org

SUPPORT EDUCATION AND ADVOCACY

HELP MAKE FLORIDA A BICYCLE-FRIENDLY STATE WITH THE PURCHASE OF A “SHARE THE ROAD” LICENSE PLATE.

• Renew your plate with a Share the Road plate.
• Replace your old plate 90 days early with a Share the Road plate.
• Exchange your plate for a Share the Road plate at any time.

FOR COMPLETE DETAILS VISIT: ShareTheRoad.org

Share the Road specialty plates are available at your local Tax Collectors office or online at ShareTheRoad.org.

PROCEEDS BENEFIT BIKE FLORIDA AND THE FLORIDA BICYCLE ASSOCIATION
Stay in Touch with FBA!

Subscribe to our weekly blog from the FBA website: www.floridabicycle.org
Like us on Facebook: www.facebook.com/FloridaBicycleAssociation
Follow us on Twitter: www.twitter.com/FloridaBicycle

City names denote board and program staff member distribution. Is your area represented? Contact a board member today!

Board of Directors

J. Steele Olmstead, President
14517 N. 18th Street
Tampa FL 33613
813-979-4949
floridabicyclaw@jsteelelaw.com

John Egberts, Vice President
P.O. Box 118208
Gainesville FL 32611
352-294-1685
jegberts@hhp.ufl.edu

Jeff Hohlstein
Past President, FBA
jeff.hohlstein@gmail.com
Jeff Hohlstein
jo.hohlstein@gmail.com

Past President, FBA
Jodi Hohlstein
herbhiller12@gmail.com

Herb Hiller
Journalist
herbhiller12@gmail.com

Dwight Kingsbury, Historian
dwightkingsbury@floridastate.com

Dan Connaughton, Director
Florida Traffic & Bicycle Safety Education Program
danc@hhp.ufl.edu

Steve Diez, Hernando County MPO
stevendiez@fastmail.fm

David Henderson,
Past President, FBA
Miami-Dade County MPO
david33146@aol.com

Herb Hiller, Journalist
herbhiller12@gmail.com

Jodi Hohlstein
Past President, FBA
jo.hohlstein@gmail.com

Jeff Hohlstein
Past Secretary, FBA
jeff.hohlstein@gmail.com

Jim Dodson, Secretary
310 Wildwood Way
Clearwater FL 33756
727-446-0840
jim@jwdodsonlaw.com

Chris LeDew, Secretary
11867 Narrow Oak Lane S.
Jacksonville FL 32223
904-613-5833
cledew@comcast.net

Tim Bol
301 E. Pine Street, Ste. 800
Orlando FL 32801
407-393-6691
tjb4828@aol.com

Executive Director
Becky Afonso
250 Strathmore Avenue
Oldsmar FL 34677
813-748-1513
becky@floridabicycle.org

Administrative Assistant
Laura Hallam
367 Buckhorn Creek Road
Sopchoppy FL 32358
407-399-9961
laura@floridabicycle.org

Membership
Please email:
Membership@floridabicycle.org
Mailing address:

Our Mission:
for Florida bicycling is to network and share best practices, to educate and advocate and to build awareness as a unified voice.

Our Vision:
for Florida is to be a state where bicycling is safe, respected and encouraged as a means of transportation and recreation.

Our Purpose:
• To educate bicyclists, pedestrians and motorists about safely sharing roadways and paths
• To be a powerful, influential voice that protects and advances the interests of bicyclists
• To encourage the creation of great on-road and off-road places to ride
• To provide a statewide communications network for bicyclists
• To encourage more people to bicycle more often

Help Us Grow the Base! Give to FBA

T
he 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.

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.

The Florida Bicycle Association (FBA) was incorporated in 1997 for educational and charitable purposes. FBA is a not-for-profit, tax-exempt corporation under Section 501(c)(3) of the Internal Revenue Code. Donations, including membership dues, are tax deductible. A copy of the current financial statements may be obtained by contacting FBA.

To become a member supporter of FBA, join online at www.fbamembership.org

The Messenger is published quarterly as a service to members and advocates for a bicycle-friendly Florida by the:
Florida Bicycle Association, P.O. Box 2452, Oldsmar, FL 34677
www.floridabicycle.org • e-mail: Becky@floridabicycle.org • Phone: 813-748-1513

Messenger Copy and Advertising Information and Deadlines:

FBA Membership includes a subscription to the Messenger. The FBA accepts and welcomes your advertising!

Please see the website for rates and specifications or e-mail: Becky@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.

A copy of the official registration and financial information (ch9008) may be obtained from the division of consumer services by calling toll-free 1-800-435-7352 within the state. Registration does not imply endorsement, approval, or recommendation by the state. http://www.800helpfla.com/

Deadlines:
Winter Issue – November 15
Spring Issue – February 15
Summer Issue – May 15
Autumn Issue – August 15
President's Message...

Florida Bike Month

by J. Steele Olmstead, President

March is Florida Bike Month and May is National Bike Month. Initiated by our friends at the League of American Bicyclists in 1956, National Bike Month highlights the benefits of bicycling. Unless you’re a history buff like me, you may not be aware of the dramatic impact bicycles had when they were first commercially available to the mass market.

First available in 1920 as three and four wheeled self-propelled devices, the Scottish inventor and blacksmith, Kirkpatrick MacMillan, improved the self-propelled device by creating one with only two wheels. The French took it from there in 1863 (at the beginning of the U. S. Civil War) and gave us the mass-produced two wheeled bicycle featured in the French lithographs we all know.

This mass-produced bicycle was popular among the elites and upper class in Europe and the United States to the degree that bicycles became a “craze” in the 1890s. Part of this craze was propelled by the emancipating possibilities bicycles gave to women. These were small machines lacking the labor-intensive aspects horses and primitive motorcars presented. The famous suffragette, Susan B Anthony, referred to a bicycle as a “freedom machine.”

It still is a liberating machine for us now. All of the aspects of old bicycles (safety, low-cost, liberating and invigorating) still exist in a bicycle sitting in your garage or living room.

Two barriers impede the new age of cycling: education and awareness. I know of two anecdotal tales of families that have given up their automobiles in part or completely. With moderate lifestyle adjustments, their renewed age of cycling is giving them (excellent) cardio health, financial improvement and a deeper connection to the community.

I don’t need to tell you about the New York Attorney General’s investigation into the fossil fuel industry revealing industry knowledge about the public health problems caused by their products. It is akin to the tobacco industry exposé. Our dependence on fossil fuel transportation is only our choosing. The bicycle lifestyle is right here before you.

As we move forward, Florida Bicycle Association will keep pointing to the obvious: the state of Florida has perfect climate and terrain for a bicycling lifestyle. The Florida Bicycle Association is here to educate and bring about a new bicycling Golden Age. FBA is looking forward to its singular, unique role as the only statewide, membership based organization educating and informing our Governor, the 50 State Senators, 120 State Representatives, the 31 state agencies, 67 county commissions, 282 city councils, 109 town councils, and 19 village councils on the health, economic and transportation benefits of bicycling.

It’s a big job.

In a synglogistic sequence, here’s where FBA is critical: We educate, creating understanding, increasing enforcement, observation of laws and new laws that promotes, educates and protects bicycling, resulting in wider participation and better outcomes for Florida’s citizens and visitors.

Thanks for being a part of it. Don’t forget to renew your membership and ask your bike shop to join.

Ride smart.

Open Letter to the President J. Steele Olmstead

by Thomas J. DeMarco, M.D., Whistler, British Columbia (and Plantation, FL)

As a long time member of FBA, I am very pleased to learn that you are our new president judging from the content of your message in the Winter 2016 Messenger (I am that third person who actually read it!), especially with both my personal interest in the environment and my professional interest in health and safety (I am a practicing family doctor). I particularly enjoyed your courage to challenge the hegemony of private motor vehicles in our current transportation paradigm. In order to continue to make progress with the promotion of cycling as a viable form of displacement, we must address society’s profound addiction to driving. More bike paths are always nice, but if only we could successfully campaign to make driving slower, more expensive and less convenient, then cycling on the streets and roads of Florida would explode in popularity.

BLUE LIGHT CORNER

Bringing Back Bike Patrol

Lt. Katie Heck, Community Services/Public Information
Punta Gorda Police Department, Agency member of FBA

Our police department bike team is instrumental in our involvement with the cycling community. Riding a bicycle allows officers to get out of their vehicle and enjoy more personal contact with citizens while covering more ground than if on foot. The bike team saves fuel, promotes officer health, and at the same time, strengthens community relations with the department. The bike officer can respond to a greater area quickly, quietly, and with a low profile. With the introduction of new technologies such as laptops, advancements to patrol cars, and expanded areas to cover, police officers assigned to bike patrol were on the decline – but here’s why they should make a comeback.

One of the biggest advantages to bicycle patrol is its ability to navigate swiftly around a metropolitan area, avoiding obstacles and hazards that would stop a patrol vehicle in its tracks. A downtown area is littered with car-free zones, clusters of buildings with limited vehicle access, construction, and events. Bike officers have the unmatched ability to be in the center of crowds with the means to get to other areas quickly.

In a time when many communities are promoting bicycle safety, it’s important to have officers on the road practicing what is preached. Cyclists can connect with bicycle officers differently than with officers in a patrol car. They may be more receptive to education and/or enforcement efforts related to cycling behavior and more apt to follow advice on how to prevent bike theft. This camaraderie is important to community-oriented policing.

Because bike patrols run on human power rather than gas, their carbon footprint is much smaller than patrol cars. With zero emissions and less need for pavement, bicycle patrols may be an attractive option for communities with green initiatives.

The Punta Gorda Police Department bike team attends local events to provide cycling safety information to the public, and also patrols in plain clothes for operations to enforce the 3-foot rule or target areas where we experience a rise in bicycle thefts. The team is currently comprised of five members who are also assigned to normal road patrol duties. Throughout their shifts, day or night, they can choose to ride their bicycle to patrol their assigned areas. On bike patrol an officer can many times operate relatively unnoticed until they announce their presence to a criminal, making them an incredible asset for nighttime neighborhood patrols, as well as downtown near bars and closed businesses.

Additionally, bike patrol officers tend to be healthier and more physically fit than their car-bound brethren. This has the side benefit of improving the department’s image and cutting down on those obligatory donut jokes.
Thanks to Earl Lang

By: Steele Olmstead, FBA President

There are times when you have to mark the passing in a watershed moment. The departure of Earl Lang from the Florida Bicycle Association Board of Directors is just such a moment.

Earl is “retired,” according to 20th century definition of that word, but you would not know it. He, until recently, owned a bicycle shop, is in a bicycle club, writes letters on behalf of bicycling issues, makes calls to his legislators, appears before city and county commissions, and in his spare time was a member of the FBA Board of Directors. This is Earl’s definition of “retirement.”

During his time on the FBA Board, his education of anyone who listened, his writings, his passions for safety and the enjoyment of our sport, favorite commute method, recreational activity, dates on bicycles, family times riding together, fellowship and friendship while bicycling have all been made safer. All bicycle drivers in the State of Florida, whether resident or visiting, owe a debt to Earl Lang.

One of his social pages he lists his bragging rights as, “I have and can still go great distances on bikes.”

As the president of the FBA Board of Directors, I know Earl has gone great distances to make bicycling safer, better and more enjoyable in Florida. And he will continue to do so. Thank you, Earl, from the Board of Directors, on behalf of the membership and future members, and those that have benefited from your dedication to making Florida the best place to ride bicycles.

The Messenger’s new “Impact”

The new look of the Messenger that was unveiled two issues ago is thanks to our new graphic design company, Impact Grafx, Inc. Founder Paula Saracki has been designing newspapers for nearly 30 years. She started Impact Grafx in 1999 because she was tired of the long commute to downtown Tampa to work every day. She wanted to start her own graphics business to work closer to home and enjoy more flexibility in her schedule.

Her vision paid off, and Impact Grafx has become a successful, award-winning family-operated company. Paula and her husband Dan Saracki are both avid bicycle riders and proud members of the Florida Bicycle Association. They ride their bikes to their office in Oldsmar every day and enjoy frequenting the Oldsmar Trail. Their daughter Deanna assists with graphic design duties from her home in Ft. Myers so she can also care for her two young sons.

Impact Grafx specializes in being a one-stop shop for their clients’ marketing needs. They design logos and corporate branding, layout flyers and publications, create websites and email marketing, build trade show booths and signs, handle mailings and all types of printing.

Paula and Dan Saracki are both very involved in the Oldsmar community. Dan serves on Oldsmar City Council Seat 2. Treasurer of Oldsmar Historical Society and is Chair of the Oldsmar Centennial Task Force. Paula is a board member and Public Relations Chair for Commercial Real Estate Women (CREW Tampa Bay). She is also a member of the Women’s Club of Oldsmar, and Ways and Means Chair for the Top of the Bay Garden Club. Impact Grafx, Inc. is a member of the Upper Tampa Bay Chamber of Commerce and Small Business of the Year Award recipient.

Rejjee selected as official bike registry for the Florida Bicycle Association

SAFE Bikes to be the spearhead for a statewide program to reduce bike theft.

Rejjee, Inc., the smart way to manage all of your valuables, has been selected by the Florida Bicycle Association to be their official bicycle registry to help reduce bike theft and increase recovery of stolen bikes.

More than 200,000 bikes are stolen in Florida each year, and more than two million nationwide according to the FBI. Yet fewer than two percent are returned to the rightful owner with many winding up for sale on eBay or Craigslist, mainly because so few bicycle owners have their bikes registered.

“Bike theft is a major problem throughout the state,” says Becky Afonso, Executive Director of the Florida Bicycle Association. “We see Rejjee as a highly effective tool to help riders protect their bikes and aid local law enforcement in tracking down stolen bikes and returning them to their users. And because it's free it can benefit all of our members.”

“Bike thieves suck,” says Ken Smith, co-founder and Head of Product for Rejjee. “For a lot of riders it’s not just your bike, it’s your passion, your way to work or across campus. It’s your ride.” Smith is also an avid cyclist and commuter and volunteer Ride Safety Marshall for Boston Bike Party.

“What makes Rejjee unique and highly valuable to both users and cops tracking down stolen bikes is that Rejjee covers not just your bike but all of your valuables. For you to have 10 different registries for 10 different types of valuables just doesn’t make sense.” Rejjee’s neighborhood lost & found allows users to post incidents in real-time, right from their smartphone, and is viewed by neighbors and monitored by local police.

SAFE Bikes launched in Boston last summer, in partnership with the Boston Police Department, MBTA Police, Somerville Police, Arlington Police, as well as several campuses in the greater Boston area. The program was highly successful returning stolen bikes at 7 times the national average and was profiled in a Fox 25 News story.

SAFE Bikes is fast and free for both cyclists and law enforcement:

• Download the free app (iOS & Android) and create an account at www.rejjee.com/safebikes
• Register your bike (including serial number) as well as other valuables
• Report loss/theft in real-time right from your phone
• Post or view reports on the neighborhood lost & found

Rejjee is also working with other associations around the country to reduce bike theft including MassBike, MassCommute, and the New York Bicycle Coalition. The company is a Microsoft CityNext partner helping cities across the country reduce bike theft and was recently a featured presenter and exhibitor at the National League of Cities. Rejjee has also been selected to present a keynote address on ‘Reducing Bike Theft on Campus’ at the International Association of Campus Law Enforcement Administrators (IACLEA) national conference in June.

About Rejjee

Rejjee is the smart way to manage all of your valuables. The mobile app lets users register an unlimited number of valuables, and includes a real-time loss/theft reporting tool. The platform also includes a neighborhood lost & found where neighbors can search, post, and recover lost items of value. Founded in 2014, Rejjee's mission is to take $1B in stolen goods off the internet. Contact: ksmith@rejjee.com.

CSS Request

One email back in October became a morning shared with fellow bicycling enthusiasts in January. Thanks to Gerry Chesterman (left) of the Gator Cruisers and Jim DeVoss (right) of the Indian Creek Riders for orchestrating our Complete Streets Savvy (CSS) presentation in Fort Myers. Although the Friday morning club ride was canceled due to inclement weather, the club meeting was attended by 67 members, mostly snowbirds, who enjoyed our CSS program with their coffee and donuts.

Go to http://floridabicycle.org/complete-streets-savvy/ to make your CSS Request
Wheels of Justice – Ask the Attorney

Riding on the Sidewalk

Q uestion: Am I allowed to ride a bike on the sidewalk? Do I have to get off my bike and walk? Can I only ride on the sidewalk in the same direction as the traffic next to me is going?

Answer: Florida state law says that cyclists who ride on the sidewalk have all the rights and duties of a pedestrian. Florida bicyclists can RIDE LEGALLY in EITHER DIRECTION on a sidewalk. They don’t have to walk their bicycles. They must yield to walking pedestrians in crosswalks or sidewalks. They must give an “audible signal” before passing a pedestrian on the sidewalk or crosswalk. Cyclists still have the same equipment obligations when riding on the sidewalk as on the street. Helmets must be worn by youth cyclists 15 and under according to Florida state law. At dark, cyclists on the sidewalk must have lights. All too frequently, police officers mistakenly believe that cyclists can only ride one direction on the sidewalk. I have seen cyclists issued traffic citations for heading eastbound on the sidewalk immediately adjacent to a westbound road lane for motorists, or for heading northbound next to the southbound motorist lane. There is nothing illegal about such cycling behavior. These cyclists were not riding illegally the “wrong way”. Another misunderstanding too often held by police officers is that cyclists must stay off the sidewalk altogether. Unless there is a contradicting local ordinance, under Florida state law, cyclists may ride legally on the sidewalk.

Why would we cyclists select the sidewalk? Why not be in the road, away from slower moving pedestrians, baby strollers, dogs, and other impediments on the sidewalk? Bicycle safety advocates recommend that cyclists ride predominantly in the road, but there are certainly limitations to this advice. While bicycle safety experts usually urge cyclists to avoid the sidewalk, some cyclists still chose the sidewalk out of FEAR. Motor vehicles weigh thousands of pounds more than the cyclist and bicycle. Vehicles are usually traveling numerous times faster than the cyclist. A cyclist hit by a car at 45 mph or even 35 mph will often die. Novice cyclists often believe a sidewalk collision would be at much slower speed, and will yield lesser injuries. Some roads have too high a speed limit for novice cyclists to feel safe or comfortable. Some roads have dangerous conditions for novice cyclists, such as metal gratings or other road furniture. Some roads are poorly maintained, and their condition is dangerous for cycling. Lots of parents feel it is entirely too dangerous to allow their children to ride in the road, with faster motor vehicles, because children may not be capable of understanding and reacting to the dangers they confront. Moreover, the average motorist won’t give a cyclist adequate room when passing. Most roads in urban areas are inadequately wide for motorists to pass cyclists, while both stay in the same travel lane. Yet, motorists often do not pull into the next lane to pass. Motorists may “buzz” or “squeeze” the cyclist, or even worse. So some cyclists do not always exercise their right to use the road – they retreat to the sidewalk.

One type of sidewalk/crosswalk accident seems to be most common in Florida, in my experience. Crashes have occurred frequently when a motorist exits from a shopping center or other driveway, and collides with a cyclist in the crosswalk. The motorist wishes to make a right turn onto the main road, and only checks for vehicular traffic to the driver’s left. In this situation, the exiting driver often fails to look to his/her right. The driver is concentrating only on vehicles to his/her left, which would prevent the anticipated right turn onto the roadway. The failure of the motorist to look to his/her right results in a collision with the oncoming cyclist, who has already left the sidewalk and entered the crosswalk, or who is so close to the crosswalk that he/she cannot stop.

FDOT’s “Complete Streets” Provide Options for Cyclists

By: DeWayne Carver, AICP, State Bicycle/Pedestrian Coordinator
Florida Department of Transportation Roadway Design Office
605 Suwannee Street MS 32, Tallahassee FL 32399-0450
850-414-4322, dewayne.carver@dot.state.fl.us

Florida DOT’s “Complete Streets Implementation Plan,” released in December 2015, details how the Department will execute the Complete Streets Policy adopted in September 2014. The plan provides a timeline for updating manuals, guidance, performance measures, design standards and criteria to “provide a context-sensitive system of complete streets.” For FDOT, Complete Streets means designing the roadway to match its context, while safely accommodating all users of the system. For example, at one extreme might be a low-speed street in a very urban downtown with on-street parking, sidewalks, and frequent crosswalks. At the other extreme might be a high-speed rural road in the open countryside with only a paved shoulder and limited provisions for pedestrians (such as a shared use path on one side). Both roads are “complete” for their contexts – they support cyclists, pedestrians, motorists, transit, and freight. In between is a great range of contexts and compatible roadway designs. Using a Complete Streets approach allows FDOT to match the design to the context with greater precision than is done today.

Complete Streets means a wider range of options for bicycle facility designs. In addition to shared lanes and bike lanes (shared lanes work especially well on low-speed urban streets), newer bikeway designs such as urban shared use paths may become feasible. While these facilities are typically limited in extent, they can offer off-street bicycle travel suitable for unskilled riders who are unfamiliar with traffic bicycling, such as children and tourists. Traffic cyclists, would, of course, be free to continue to operate in traffic as they do now. Matching roadway design to context will allow traffic cyclists to operate more safely by managing vehicle speeds and motorist expectations. A Complete Streets approach will provide greater flexibility to explore these options.

The Complete Streets Policy also requires the Department to work with local governments to reflect current and planned land uses and land use patterns in the design of the road. So, if a location is based on conventional suburban large-lot, single-use land development, it will get more or less the same kinds of roads as today, which are designed to support such automobile-centered development patterns (but of course with new, larger bike lane standards). But if a community is focused on more traditional and walkable land use patterns, with mixed-use development supporting multimodal transportation, then a larger tool box will be offered on your State roadway design and operation. This will allow the roadway to match the context in terms of function, design, and operation.

The photo shows SR 907 (Alton Road) in Miami Beach must use a shared lane due to a wider sidewalk.

Cyclists on SR 907 (Alton Road) in Miami Beach must use a shared lane due to a wider sidewalk.

By Christopher G. Burns, Esq. – an attorney who has specialized in enforcing the rights of injured cyclists for more than 30 years. He is the Chairman for the Jacksonville (Fla.) Bicycle Pedestrian Advisory Committee. Consultations are free of charge. You may reach him at 904-632-2424, chris@floridacyclinglaw.com, or www.FloridaCyclingLaw.com.
Twice a year DeWayne Carver, Florida Department of Transportation (FDOT) Bicycle/Pedestrian Coordinator in the Road Design office, organizes a FDOT Bicycle/Pedestrian Face-to-Face meeting. The bicycle/pedestrian coordinator and safety specialist from each of the seven FDOT districts attend this two-day meeting; a day in the field to experience first-hand the treatments and design in use and a day in conference to discuss what was seen in the field. The meetings move from district to district. On February 9th and 10th, Districts 4 and 6 (South Florida) hosted the bi-annual FDOT Face-to-Face and Florida Bicycle Association was there.

The field day agenda went from 7AM to 5PM. Starting in Miami-Dade County, the group left Coconut Grove to take a ride on Metrorail and Tri Rail to Hollywood. A walk down Hollywood Blvd. from the train station in Broward County to downtown Hollywood gave the group the opportunity to witness transect changes, vehicle speeds, ADA sidewalk treatments and effects of the built environment.

Vans were utilized to move the group to the A1A Fort Lauderdale Beach Park. An A1A reconstruction project was inspected and the group once again experienced for themselves the look and feel of the environment: on-street parking, bike lanes, street trees, crosswalks and travel speeds. A few coordinators noted that often things look good on paper, but until all considerations are taken into account, including what is called “ground-truth”, the best paper design may not be the best design for a project.

Next the group took a walk along Las Olas Blvd. to experience in-pavement crosswalk lighting, crossing flags, Rectangular Rapid Flashing Beacons (RRFBs), time-of-day parking and colored pavement intersections. A bike share ride using Broward B-Cycle served as a late afternoon break and an opportunity to observe vehicle speeds, sidewalk widths and mid-block crossings in a dense pedestrian area on the eastbound street of a one-way pair.

Day two of the meeting started with a presentation from Victor Dover of Dover, Kohl & Partners Town Planning. Victor Dover is a South Miami resident and co-authored “Street Design: The Secret to Great Cities and Towns” with John Massengale. Victor discussed how street design could go from accommodating crowds to creating community. The shape, comfort, connectedness and safety of a street will create memorable experiences that users will want to access again and again.

The meeting concluded with everyone in the room taking a turn to discuss the field day and to bring up any news or concerns. This gave District 5 the opportunity to share their interactive bicycle and pedestrian planning tool and address any questions or concerns in person.

During this time there was one question to Florida Bicycle Association from District 1, “What did FBA get out of attending the meeting?”

The answer: Quite a lot. There is value to experience. Building relationships and disseminating information is a people process that takes more than an email or phone call; it takes face-to-face contact. The opportunity for Florida Bicycle Association to attend the FDOT bicycle/pedestrian meeting gives FBA firsthand knowledge that the bicycle/pedestrian coordinators working for FDOT are working on the implementation of Complete Streets. This is information worth sharing to our membership.

If you have a question or concern for your FDOT District bicycle/pedestrian coordinator, their contact information is listed on page 15. Feel free to mention that Becky of FBA sent you, but don't be surprised if there's a little chuckle. It's not so much an inside joke as it is a validation – we need to work together.
Stroll or Ride on the Capital City to the Sea Trails

By Doug Alderson – author of several award-winning outdoor books, is the assistant bureau chief of the Office of Greenways and Trails, part of the Florida Department of Environmental Protection’s Division of Recreation and Parks.

Originally published in the Tallahassee Democrat on November 6, 2015. Updated for our spring issue.

The only problem with the GF & A Trail, often called the Gopher, Frog and Alligator Trail through the Apalachicola National Forest, is that it is too short. Largely following the abandoned bed of the Georgia, Florida and Alabama (GF&A) Railroad, the paved trail winds through scenic piney woods, over small hills, and just when you’re getting in the groove, it ends after only 2.4 miles. But until more trail is built as part of the Capital City to the Sea Trails system, you can extend your trip on paved backroads in the region or, if you have a hybrid or mountain bike, on unpaved Forest Service roads.

Beginning at Trout Pond off Springhill Road, this is probably the most remote of the paved multi-use trails in our region since it traverses the national forest, and it might be the only one where you can see bear scat in the trail, or possibly bears! The trail traverses the historic mill town of Helen, now only a memory. A Civilian Conservation Corps (CCC) camp once existed on the edge of town. Men who participated in this Depression-era work program built roads and bridges and planted thousands of trees. A sign provides an historical overview.

The 12-mile Ochlocknee Bay Trail, which runs from Mashes Sands to Sopchoppy, is another existing paved trail in the system since it traverses the national forest, and it might be the only one where you can see bear scat in the trail, or possibly bears! The trail traverses the historic mill town of Helen, now only a memory. A Civilian Conservation Corps (CCC) camp once existed on the edge of town. Men who participated in this Depression-era work program built roads and bridges and planted thousands of trees. A sign provides an historical overview.

Currently, efforts are underway to create the Coastal Trail along U.S. 98 to bridge the distance from the Tallahassee-St. Marks Trail to the Ochlocknee Bay Trail. Construction may begin in late 2016 or early 2017. Once the Coastal Trail is complete, it would mean 57 miles of connected trail, the longest completed stretch thus far in the state. Plus, the new defunct Oaks Restaurant and Shopping Center site near the Ochlocknee Bay Bridge has been purchased by the Florida Department of Transportation and will be converted into a trailhead by Wakulla County.

“We plan to have 40 to 50 more miles of trail in the next five years,” says project manager Jon Sewell of Kimley-Horn and Associates. “A system like this will not only be a national draw, but an international draw.” The trail system is being spearheaded by the Capital Region Transportation Planning Agency and much of the funding comes from federal and state transportation dollars. The entire planned network of trails will take several years to finish, but don’t let that stop you from enjoying the completed segments.

Calling all FBA Members: Show us your RIDE Two-fer!

Lee Sisselsky shared his plate and personal story behind “2RDQR”:

My wife and I have been riding in the Tour de Cure since 2008. Her Type 2 diabetes back in 2006 is what got us back on our bikes and exercising again.

After our first Tour de Cure event I became a volunteer for the American Diabetes Association and have been helping to put on the Tour de Cure event ever since. For the past 5 or 6 years I’ve been in charge of developing and marking all the routes for the Orlando event.

Starting in 2013 I formed a rather large Tour de Cure team where I work and have been the Captain of the Lockheed Martin Tour de Cure cycling team ever since. We took the Top Fundraising Team award in 2014 & 2015 by raising over $58,000 in each of those two events and hope to do it again in 2016.

I am also a Certified CyclingSavvy instructor and ride a road bike recreationally 2–4 times a week with friends or with the Florida Free wheelers.

Karen Freeman, owner of Acme Bicycle Shop of Punta Gorda, proudly displays “ACME1” on her Share the Road license plate and backs it up with a League of American Bicyclists Bicycle Friendly Business Gold designation for her bicycle shop.

You could be our featured member in the next Messenger!

Email your photos and contact information to becky@floridabicycle.org
From our very first steps, walking has been a symbol of independence. And for most of us, a bicycle was our very first mode of transportation. Yet every year there are thousands of crashes involving pedestrians and bicyclists in Florida. Even more alarming is that 75% of all fatal pedestrian and bicyclist crashes occur after dark. Motorists often say they never saw them. But why?

WHAT WILL IT TAKE FOR THEM TO BE SEEN?

Every crash, every injury, every fatality not only affects those involved, it also affects their families, friends, and community.

How do we resolve this epidemic? By staying alert and avoiding distractions while driving. By using lights and wearing reflective clothing when walking or biking at night. By increasing everyone’s visibility. And by driving, walking, and biking predictably. Be where other road users expect you to be. In the crosswalk. In your lane. Riding in the direction of traffic, not against traffic.

Take the Pledge! Commit to being a safe driver, pedestrian, and bicyclist. Let Alert Tonight, Alive Tomorrow serve as a reminder to all Floridians to make sure they are ALWAYS visible on the road, and watching out for each other.
Flagler County Home and Lifestyle Show with Road Rule Challenge

By: Suzanne Johnston, Flagler County Tax Collector

What a positive experience we had at the Flagler County Home and Lifestyle Show with our Road Rule Challenge held January 24-25 at Flagler Palm Coast High School. The spinning prize wheel was a really big hit with the attendees (900-1000 spins).

Even after putting a flyer in every tag renewal notice for a full year about the minimum 3-foot passing law, very few participants knew the correct answer. I am making plans to feature the inserts again for a year, in color to be more visible. This question was the best “learning experience” one. We gave our customers a hint by holding up the “3 Ft It Is The Law” bumper sticker which was a real crowd pleaser.

Each sponsor had a question on our spinning prize wheel. Florida Bicycle Association had the question, “Should walkers/runners go in the same direction as traffic or against it? How about a bicycle?”

80% of the public knew the correct answer, but the other 20% thought that walkers and bicyclists were supposed to go in the same direction, even both facing the traffic. This worked about to be a fun, effective learning experience.

The reflective vests and mini tags were a very big hit as a prize. When the wheel stopped, staff would announce who sponsored the question, then read the question. Discussion followed as to the right answer and reason, etc. Each sponsor also had a basket that held their prizes and were listed on our donor board. We also included bicycle law information in most of the prize packets.

I will try anything to make our roads safer in Flagler County. Thank you very much FBA for donating prizes and sponsoring a question.

Take a virtual spin and see how well you score in the Road Rule Challenge.

Q: When are you allowed to use your four-way emergency signals?
A: ONLY while your vehicle is legally stopped or disabled on the highway or shoulder.

Public response: 80% knew you had to be stopped and they all griped about people driving with the emergency flashers on when it was raining. One lady actually answered “when it is raining real hard.”

Q: If you fail to answer a traffic summons, would you be able to renew your license?
A: No.

Public response: 100% correct.

Q: If you hit a parked car and cannot find the owner, you should?
A: Leave a note with your name, address, tag number. Report crash to proper law enforcement agency.

Public response: Very high percentage correct. One man told me that he would hope there wasn’t a video camera in the parking lot. One man said Run! All people said to call the police. Only some also said to leave a note. They said to leave a note with the phone number instead of the address and tag number. Most did not say to report the accident.

Q: When a school bus stops on a divided highway, should vehicles traveling in the same direction as the bus stop?
A: Yes.

Public response: Almost 100% correct.

Q: What is the minimum age to obtain a Florida Learner License?
A: age 15

Public response: Very high percentage correct, even by little kids. Others thought it was age 16.

Q: Within how many feet of an oncoming vehicle should you dim your bright headlights?
A: 500 feet

Public response: Only answered correctly three times. Many answers of 50 feet or 1,000 feet and some said as soon as they see the other car.

Q: You must obtain a new license showing the new address within how many days of moving?
A: 10 days

Public response: Very low percent got this correct. Some thought it was 6 months. Most thought they had 30 days even when we said Florida to Florida.

Q: What are the penalties for littering?
A: $500 fine or jail 60 days

Public response: Everyone knew there was a fine or jail, just didn’t know how much. Some did not know about jail.

(continued on next page)

Electric Bikes

By: Chris LeDew

Those of you that know me, know that I have a soft spot in my heart for commuter cyclists. Anyone who chooses not to drive in the comfort of a Volvo station wagon and instead rides our busy urban streets in the height of rush hour; anyone who, behind a make-shift cubicle divider, takes a full body baby-wipes bath; anyone who then soldiers on through an eight-hour work day in wrinkled clothes and messed-up hair has earned my respect. Commuter cyclists are displacing “one more car” from our roads, they are lowering our collective blood pressure and saving penguin habitat. Building exercise into my daily routine makes a lot of sense...but not enough to actually make me do it.

When I heard that FBA was interested in Electric Bikes as a policy question, I jumped at the chance to be part of the committee. The thought of riding a powered bike intrigued me. Extended range, sweat-free travel, the perfect urban commuter and the gee-whiz techno gadgetry! Maybe, just maybe, this was my entry into the ranks of the urban commuter cyclist!

As a traffic engineer, I have been asked to accommodate a wide range of exotic vehicles on our public roadways. Gone are the days that engineers thought only about cars and trucks. Now we have to stretch our mental capacity and design for bicycles and pedestrians...uh, excuse me: “people that ride bikes” and “people that walk.”

Rapidly, new vehicles are filling the spaces in between: mopeds, golf-carts, neighborhood electric vehicles, scooters, Segways, hover boards, gas-powered bicycles, electric skateboards and self-balancing unicycles are all on the market. Each mode of transportation has its own unique acceleration, deceleration and handling characteristics. Each mode has its own legal definition and place on the road (some only on private roads).

About eight years ago, I researched electric bikes online and found mostly (continued on page 13)
Questions about the laws related to bicycling? 
Ask Geo @ FLBikeLaw.org*  
by George Martin  

Motorized Bike Driver’s License?  
Q: Jeffery asked: I do not have a driver’s license and I wanted to buy a motorized bicycle and ride it to and from work. Can I do this legally?  
A: If it is a bicycle with an electric assist motor, it may be legal. If it has a gas assist motor, it would not be legal.  

s. 316.003 – Definitions  
(2) Bicycle – Every vehicle propelled solely by human power, and every motorized bicycle propelled by a combination of human power and an electric helper motor capable of propelling the vehicle at a speed of not more than 20 miles per hour on level ground upon which any person may ride, having two tandem wheels, and including any device generally recognized as a bicycle though equipped with two front or two rear wheels. The term does not include such a vehicle with a seat height of no more than 25 inches from the ground when the seat is adjusted to its highest position or a scooter or similar device. No person under the age of 16 may operate or ride upon a motorized bicycle.  

Right of Way on Paved Shoulder  
Q: Nathan asked: If two cyclists are on the shoulder, one with (motorized) traffic and the other against traffic, who has right of way?  
A: That is an excellent question, but I’m afraid I can’t give you a good answer. You are correctly implying that the paved shoulder is not part of the roadway.  

s. 316.003 – Definitions  
(42) Roadway – That portion of a highway improved, designed, or ordinarily used for traffic and the other against traffic, who has right of way?  

A: You.  

s. 316.003 – Definitions  
Almost all of the statutes that direct these actions by drivers refer to those in the roadway. This is the only exception that I can find.  

s. 316.082 – Passing Vehicles Proceeding in Opposite Directions  
(1) Drivers of vehicles proceeding in opposite directions shall pass each other to the right.  
A: The paved shoulder is not clearly defined nor accounted for in the statutes. It is not the roadway, nor is it the sidewalk. Although bicyclists may use a paved shoulder, they are never required to do so unless it is marked as a bike lane. In some circumstances, bicyclists must use a bike lane.  

On most paved shoulders, there is no room for two bicyclists to safely pass when proceeding in opposite directions at speed. Either the bicyclist traveling with other traffic must leave the pavement or the other cyclist must unlawfully enter the roadway. There is no statute that specifically says which is required except that it would not be lawful to do the latter. In any event, both cyclists have the duty to exercise due care and slow or stop as necessary to avoid a collision.  

s. 316.185 – Special Hazards  
...when special hazards exist or may exist with respect to pedestrians or other traffic... and speed shall be decreased as may be necessary to avoid colliding with any person, vehicle, or other conveyance on or entering the street in compliance with legal requirements and the duty of all persons to use due care.  
A: Riding against traffic, even on a paved shoulder, is not recommended since it is nearly impossible to do so lawfully for any distance. Remaining on a paved shoulder at an intersection or driveway exposes the rider to many hazards, including turning motorists that do not expect to see a vehicle approaching from the right.  

s. 316.2065 – Bicycle Regulations  
(7) Every bicycle in use between sunset and sunrise shall be equipped with a lamp on the front exhibiting a white light visible from a distance of at least 500 feet to the front and a lamp and reflector on the rear each exhibiting a red light visible from a distance of 600 feet to the rear. A bicycle or its rider may be equipped with lights or reflectors in addition to those required by this section.  
A: Note that additional lights or reflectors are allowed but are not described or defined.  

You correctly state that red lights may not show ahead. My guess is that the phrase “any lamp or device thereon” applies to the person as well as the vehicle. For example, imagine a person inside a car shining a red flashlight forward.  

s. 316.2397 – Certain Lights Prohibited; Exceptions  
(1) No person shall drive or move or cause to be moved any vehicle or equipment upon any highway within this state with any lamp or device thereon showing or displaying a red or blue light visible from directly in front thereof except for certain vehicles hereinafter provided.  
A: It is expressly prohibited for any vehicle or equipment, except police vehicles, to show or display blue lights...  

With regard to whether your forward white light may flash at night, the FBA proposed this change to the laws in 2012 to clarify the use of “blinkies” on the rear of a bicycle and flashing white lights forward, which previously were technically barred except as additional lights. Now all lights may flash.  

*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."

POSITIVE SPIN – Road Rule Challenge (continued)  
Q: If a police car or emergency vehicle is on the side of the road, you must do what?  
A: Slow down to 20 miles per hour less than posted speed. If speed limit is 20 mph or less, slow down to 5 mph. On an interstate, move into other lane or if cannot, slow to a speed of 20 mph less than posted speed.  
Public response: Almost 100% correct, even little kids.  

Q: When a school bus stops on a two-lane road, should vehicles traveling in the opposite direction as the bus stop?  
A: Yes.  
Public response: Almost 100% correct.  

Q: What is the Florida DOT toll free number for up-to-date traffic information?  
A: 511  
Public response: Only one person knew.  

Q: What is the recommended safe following distance?  
A: 3-4 seconds  
Public response: Very few had the correct answer in seconds. We learned by car lengths and the public answered one car length for every 10 mph, which is exactly what I learned.  

Q: When driving in the rain, fog, or smoke in the daytime, what lights should you use?  
A: Lights on low beam.  
Public response: About 95% correct.  

Q: Should walkers/runners go in the same direction as traffic or against it? How about a bicycle?  
A: Walk facing traffic. Bicyclists on public roads have same rights and responsibilities as drivers of motorized vehicles. Riding against the flow of traffic in the adjacent traffic lane on a sidewalk is not illegal.  

Public response: 80% correct. Those wrong, thought that walkers were supposed to go in the same direction as bicycles. Others thought that bicyclists should go in the opposite direction of traffic.  

Q: How many days after becoming a Florida resident, must you change your license to a Florida license?  
A: 30 days  
Public response: Most thought 6 months with less than 50% with correct answer.  

Q: Both your judgment and vision are affected after drinking alcohol - which is affected first?  
A: Judgment  
Public response: High percent correct.  

Q: Are motorists required to stop or yield to a pedestrian crossing the street or driveway?  
A: Yes  
Public response: 100% correct answers.  

Q: How far away are you required to drive your car from a bicycle?  
A: Minimum of 3 feet  

Public response: Most people did not know the correct answer and we had a lot of negative remarks about bicycles being on the road.  

Q: If you see red reflectors facing you on the lane lines or on the edge of the road, what does this mean?  
A: You are on the wrong side of the road.  
Public response: Wrong answer given more than 50% of the time. One lady thought it meant that a cop was nearby and to slow down.  

Q: What is the maximum speed limit in a residential area if there is no speed limit sign?  
A: 30 mph  
Public response: Most people said 20-25 mph and others thought 35 or 40 mph. Even one police officer gave the wrong answer. Most gave the wrong answer.  

Is cycling helping your community?  
Tell us at floridabicycle.org, click Positive Spin logo
Gears 102: Getting Maximum Performance from Your Legs and Gears and Save $$’s

By Jeff Hohlstein, CyclingSavvy Instructor (CSI)

CADENCE IS THE FLYWHEEL OF YOUR POWERTRAIN

When I was first riding, I found that I got to the highest gear combination by 15 mph. I went into the bike shop and said, “I need a bigger crank ring because I’m running out of gears.” The shop representative looked at my bike and said, “I’ll sell you a bigger crank ring if you wish, but your problem is you’re not pedaling fast enough. You need to pick up your cadence.”

Cadence is the number of pedal strokes of one leg that the rider completes in one minute. Human pedalers are not like electric motors, which can develop a great amount of torque (power) at low rpm. Human pedalers, more like automobile engines, which need high centrifugal torque to generate power, hence the gears. The League of American Bicyclists recommends a cadence rate of 75-95 rpm, regardless of one’s bicycle speed. A cadence below 75 makes the knees use more brute muscle power and is more fatiguing on long rides. Over time a slow cadence can be damaging to the knees. As the rider increases cadence, more blood is pumped to the legs, improving endurance.

90 rpm is ideal through both acceleration and cruise. I once coached a woman who thought she had hit the wall at 39 miles into making her up from her habitual 45-rpm cadence to 60 rpm to the 43-mile end point. I did it by coaxing her to pump to the legs, improving endurance. She had hit the wall at 39 miles into making it to the 43-mile end point, I did it by coaxing her up from her habitual 45-rpm cadence to 60 rpm. Over time a slow cadence can be damaging to the knees. As the rider increases cadence, more blood is pumped to the legs, improving endurance.

Rule #1 for performance: Shift up or down, however necessary to maintain your cadence.

Rule #2: refer to rule #1

If you don’t have a cadence meter on your bike, you can get your cadence by counting the number of cycles one leg completes in 15 seconds and multiplying by four. For instance, a 90 cadence is 22.5 and an 80 cadence is 20. It might be difficult to get to 90 initially but keep working at it and your legs will adapt.

CROSS-CHAINING IS HARD ON YOU AND YOUR BIKE

Cross-chaining at its worst is where the chain goes from the large (outside) chain ring to the gear #1 cog, or vice versa, as shown in Figure 1 (below). Either way, it puts tremendous side force on the chain. The following link clearly illustrates the problem. www.youtube.com/watch?v=24vX2P1SMM

If you are fully cross-chained when you start, you are putting maximum force on the drive train as you accelerate, increasing the wear on both your equipment and your legs. Conversely, the cyclist who fails to shift the crank up to the large ring for high speed will cross-chain in the opposite direction. Extended riding in this configuration is less efficient because of chain drag and accelerates wear on both the chain and gears.

Like a car, regardless of your cruising speed, it’s best to down shift as you come to a stop so that you start again on the mid crank ring and cassette gear #1 or #2. The ideal point depends on your gearing and cadence. On the middle front crank ring, I run out of rear gears, fully cross-chained at 21 mph. By shifting to the large ring, I could pedal to above 30 mph if I were strong enough.

When you shift to the large ring, you typically have to downshift the cassette 2-3 gears to maintain the same speed and cadence.

SPINNING UP IS A GOOD THING

Have you ever been at a point where your cadence is just a bit slower than you like and you just know that if you had the reserve to get your cadence back up, you could sustain that higher speed? One way to do it is to “Spin up.” Downshift once and immediately spin up your cadence to 10-15 rpm more than your normal cadence, then use that flywheel effect to upshift and drop to your desired cadence. It’s like using the passing gear in your car.

LAST BUT BEST, SAVE MONEY

A worn out (stretched) chain rapidly destroys the cassette and crank ring(s) before giving the rider significant warning of what’s going on. The links don’t actually stretch, but through wear the rivet holes become elongated and the chain no longer fits the cogs. When this happens the chain begins to rapidly eat away at the gears. Once these gears are damaged, a new chain will not work properly on them.

Several bike shop owners have told me collectively, “When I replace a chain on a road bike I usually also have to change the cassette. And usually, only a couple of the cogs are worn out. The rest of the cassette is fine.” The equipment manufacturers have figured this out. Where they used to sell individual replacement cogs, they now only sell them in a complete cassette.

They went on to say that if people used their gears properly, kept their chains clean and lubricated and replaced them when worn out, there is no reason that a cassette shouldn’t last through several chains.

You can check your chain for wear with a simple tool that costs as little as $10 as shown in Figure 2 or you can go to any bike shop and have it checked. Believe them if they tell you it needs to be replaced, even if you have seen no signs of trouble.

Personally, I’m on my third chain with the same cassette and the cassette is doing fine. I don’t expect to replace the cassette with my fourth chain and if true, I will have spent about $340 for four chains, tax and labor. Had I treated my equipment the way many cyclists do I would have spent about $765 for four chains and cassettes, a difference of $425. If I have to replace the cassette, I will still have saved about $320. Usually when someone destroys a couple of cassettes they also destroy a front chain ring. I haven’t priced this out but you can add the $8.

Now that you know how to ride easier and smarter, go have fun. And remember, you may sign up for CyclingSavvy at www.cyclingsavvy.com.

So now that your power-train is your friend, use it all, take care of it, and go out and have fun!
do-it-yourself-kits and clunky-looking bikes with motors and battery packs hanging off of them with what appeared to be duct-tape and baling wire. I found Youtube videos of brave souls that piloted their converted Huffy to speeds exceeding 45mph. Hmm, I thought, wasn't this last year's Darwin award winner?

Anyway, fast forward to the present, and the electric bike offerings are sleek, well-designed, futuristic, high-tech marvels. Power-assisted “smart” motors provide power only when the rider pedals. This new class of transportation is known as “Pedelec,” that rhymes with “Cadillac” (Yes, Bruce Springsteen, I'm talking to you!). Pedelecs are capable of traveling up to 20mph and are legally classified as a regular human-powered bicycle. An “S Pedelec” is a souped-up version that will do 30mph and is the legal equivalent of a Moped. The difference is, you can actually pedal a Pedelec!

Electric Worldwide Bike Reports estimates that in 2010, 30 million electric bikes were sold in the world. Eighty thousand were sold in the USA, one million were sold in the European Union and 27 million were sold in China. We all have known that China is taking over…but I didn't know it would be from the back of an electric bike! By 2025, it is projected that half of all new bikes sold in America will be electric bikes.

After hours of internet searches, I had successfully stoked the fires of electric bike lust in my consumerist soul. I had to ride one of these things! Googling “Electric Bike Shops Florida” I found the only exclusive Electric Bike Shop in Florida, and luckily it was located on the way to the Quarterly FBA Board of Directors meeting in Fort Myers.

After a few clicks of the mouse, I had scheduled my first test ride with “Pedelec SQB” in Punta Gorda, Florida (www.pedelec-sqb.com). SQB stands for “Swiss Quality Bound.” A few days and a five-hour drive later, I was standing in the shop of Phil Pfäffli in downtown Punta Gorda. Phil explained in great detail the features of the pedelecs: the power-assist smart motors, the extended rage lithium ion batteries, the heavy-duty brake and shifting components, blah, blah, blah. Sorry Phil, but the look and feel of the Stromer was drowning out your sales pitch. This machine has design and style, attention to detail, and—dare I say it?—sex appeal. This bike is the Porsche 911 of electric bicycles. I'm sure Phil has seen it before, the electric bike lust, the extended rage lithium ion batteries, the heavy-duty brake and shifting components, blah, blah, blah. Sorry Phil, but the look and feel of the Stromer was drowning out your sales pitch. This machine has design and style, attention to detail, and—dare I say it?—sex appeal. This bike is the Porsche 911 of electric bicycles. I'm sure Phil has seen it before, the electric bike lust, the stammering, the drooling. He knew it was your own power, only more.

You have the feel and responsiveness of a bicycle. It's your own power, only more. Expecting. I thought it would be like riding a gas scooter or a small motorcycle, where you twist the throttle and go. Where you can be as lazy as you want. But this was different. You have the feel and responsiveness of a bicycle. It’s your own power, only more. The exhilaration that a smart motor brings is, well, fun! The emotional part of my brain began to take over: instead of asking “Why do I need this?” I’m asking “How can I justify this to my wife?”

The next day, after the euphoria wore off, I thought more about the pedelec, who would use it in ‘Merica? What problems might they create operating on public roads? I see them as capable commuter vehicles for anyone within 20-30 miles of work or a bus stop. Many people with physical limitations use pedelecs for access to recreation trails and for the sheer joy of riding a bike.

The FBA Electric Bike Committee is just beginning to examine the pros and cons of electric bikes in Florida. There are many questions that need to be answered: What safety concerns are associated with a bike that is silent and travels 20mph faster than one may expect? Why did China outlaw electric bikes from bike lanes? Was it because of speed or sheer numbers? What problems will surface when we mix high-speed pedelecs with lower-speed bikes and pedestrians? How can Florida’s rules be consistent when state and local governments and recreation departments are all setting laws and rules independently? Will “serious” cyclists shun those that ride electric bikes? What emotional trauma will that cause?

Please let us know your thoughts and experiences with electric bikes! Get ready! They are coming…fast!!!
**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. 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 fba@piercetopia.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, at www.floridabicycle.org/Touring.

---

**MARCH**

Celebrated Florida Bike Month!

**March 11-13**

Chiefland FL

Chiefland Bicycle Ride


**March 13 (Sun)**

Everglades City FL

2016 Annual Everglades Bike Ride

62, 16 mile on road; 27-mile off-road thru Janes Scenic Dr. Fakahatchee Strand Preserve. Reg. 7:30am McLeod Park, Everglades City. Marked route, SAG, breakfast, snacks, lunch, visit to Smallwood Store & Museum. 239-695-2397 or visitacamevents.com/event/everglades-ride/

**March 13 (Sun)**

Fort Myers FL

18th Annual Royal Palm Classic

Fully supported on Withlacoochee State Ride for the “Y”

April 2 (Sat)

The Villages FL

We Bike For Kids


**April 9-15**

Arcadia FL

Bike Florida Annual Spring Tour: Surf-N-Turf

Bike Florida’s first tour of Gulf Coast region including Arcadia, Sarasota, and Englewood. 7, 5, 2 and 1-day ride options. 2 nights in each location with only 3 move days. Tent and gear transportation, indoor and outdoor camping options, on-site shower truck service. Bike rentals, luggage delivery and tent service available. Full SAG support and well-stocked rest stops every 15 miles. Joy 352-224-8601, bikeflorida.org.

**April 9-10**

Vero Beach FL

Hibuscus Ride

Multiple routes designed to highlight the beautiful scenary of Indian River Co., including shore-line and lagoon views. English Century 100 mile, Metric Century+ 68 miles, 31 and 10 mile routes. Numerous designated rest stops.https://raceroster.com/events/2016/6496/the-hibuscus-ride

**April 9-10**

Palmat FL

4th Annual Palatka Bicycle Festival


**April 9 (Sat)**

Ocala FL

9th Annual Frank Polack Memorial Ride

80, 65, 30 miles. Over 320 last year to remember loved ones. Post-ride feast by Hospice Chefs. Reg. by 4/1 for T-shirt. 8am mass start at Hospice of Marion County Center, 3231 SW 34th Ave., Ocala. Proceeds from $45 ($50 after 4/2) fees support patient programs, hospiceofmarion.com, khaven@hospiceofmarion.com or Karen 352-854-5218.

**April 10 (Sun)**

Lakewood Ranch FL

Southwest Florida Tour de Cure 2016

25th Anniversary! Ride, not a race to raise critical funds for American Diabetes Assoc.


**April 16 (Sat)**

Amelia Island FL

12th Annual Katie Ride

Benefits Katie Caples Foundation’s organ donor education & awareness raising programs. 18 to 103 miles courses, off-road options, walk and fun, marathon spin class! Majestic state parks, ecological preserves, 40 miles of stunning coastal views. Special lodging rates offered. Reg. includes: breakfast, lunch, t-shirt, massage, meal upon completion, gear discounts, fully supported cycling, walk and run routes. Min. fundraising & reg. fees. katteride.org

**April 16-17**

Miami FL

Dirt Devils Mountain Bike Festival


**April 16-21**

Live Oak FL

36th Florida Bicycle Safari

Ride through beautiful North Florida. Full 6 days (limited to 250 riders) or just the first 3 days, 35 to 100 miles. Camp site, breakfast & dinner catered by Dale Grill each day. Sag stops, vehicles, mechanic on site each day. Fun activities after rides/games, music, dancing, etc. Sponsored by the Florida Freewheelers. 352-978-4428 or www.floridabicyclesafari.com

**April 23 (Sat)**

Gainesville FL

Ride To Remember 10

Ride length of your choice on Gainesville-Hawthorne Trail, or road ride into Ocala horse farm territory 50, 75 or 100 miles. 50 and 25 mile rides from Flemington, FL. Benefiting Eldercare of Alachua County and Al’s Place, providing Alzheimer’s Day Care. http://gefla.org/trt

**April 24 (Sun)**

Gainesville FL

25th Annual Tour de Forts Classic

N. FL Bicycle Club. 26/38/56/70/100 miles. On-line reg. with free t-shirt. Cycle through St. Augustine along the Atlantic coast past the Castillo de San Marcos to Fort Matanzas. Longer routes head west along country roads with the 70 and 100 mile routes coursing along the St. Johns River. Pre-ride snacks, rest stops, a post-ride lunch, mechanical support, motorcycle escorts, rolling SAGs and traffic control provided. http://nfbc.us

**April 24 (Sun)**

Gainesville FL

Gainesville Running and Cycling Event

Half Marathon, 10k, and Cycling tour at Boulware City park that connects to Hawthorne Trail. USAFF certified course, rest stops every 2 miles, breakfast, awards for overall male and female and age groups, post-race food. Benefits UF Health Cancer Center & Alachua County Humane society. http://itsyourrace.com/event.aspx?id=6668

**April 28 - May 1**

White Springs FL

SBA Spring Pedal ‘n’ Paddle Festival with Century

Ride roads, trails, walk Florida trail or paddle down the Suwannee River. 4/28-5/1/16. Beautiful back roads around White Springs or the 50+ miles of off road trails. Reg. open at 8am Fri. & Sun., 7am Sat. Continental breakfast each morning. Make Camp Site Reservations at Stephen Foster State Park. Visit suwanneebike.org or go to Active.com and register. Dale Nanny at dalenanny@aol.com

**April 30 (Sat)**

Ocala FL

Ride for the Arts

Take an idyllic trip on the second annual bicycle Ride for the Arts. From Ocala’s historic downtown through the scenic country of Marion County. The ride covers 62 miles (metric century) of challenging and beautiful rolling hills filled with majestic horse farms adorned with huge Live Oak trees covered with Spanish moss. A 37 mile route is also available. 23 SW Broadway, Ocala, Fl 34471. https://www.facebook.com/events/840586680474455/

---

**APRIL**

**April 1-2**

Punta Gorda FL

Pedal and Play in Paradise

FRI: pre-check-in noon-4pm Laishley Park, City Manager’s “Here and There” Ride, slow sunset roll to Ponce Park, yoga. SAT:10-Mile “Mystery Ride”, 15, 30 and 60 mile rides. Check-in 7am, breakfast, lunch, t-shirt. Kids Zone with bike rodeo and lots of extras. http://www педаладplayинparadise.com

**April 2 (Sat)**

Hernando (Inverness) FL

Ride for the "Y"

Fully supported on Withlacoochee State Trail 46 miles & citrus Co. Trail 11 miles. Starts & ends at YMCA complex in Central Citrus Co. Any distance up to 124 miles. Benefit Citrus Co. YMCA. T-shirts, breakfast, lunch, family events at Y. Reg. 7-9am, no mass start. Eric at 863-670-0734. rotarybike@forecity.com

---

**MAY**

**May 7 (Sat)**

St. Augustine FL

American Diabetes Association's Tour de Cure 2016

Held in 44 states to benefit American Diabetes Association. Ride, not a race, with routes designed for everyone, in 5, 35, 62 or 100 mile routes. Starts at World Golf Village. 1 World Golf Place. Opening ceremony and scenic, fully supported routes. Food and music at finish line celebration. Mandy Intravaia, Market Director 904.730.7200 x3103 aintravaia@diabetes.org.

**May 14 (Sat)**

Seffner FL

Hillsborough County Sheriff’s Office Fallen Heroes Memorial Ride

25 or 50 mile (rider choice) charity bike ride for HCOS Charities, Inc. and HCSO History Center. Begins at McDonald Elementary School at 7am, through rural areas of Hillsborough Co. Fully marked route, SAG support and rest stop. T-shirt & goodie bag. Register before 03/22 for $99 Reg. and custom jersey deal! www.marketplace.hcoscharities.com.

---

Florida Bicycle Association
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, Ringling 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, Bike Works

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 Pettis, 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: VACANT
FBA Member Bicycle Clubs: Boca Raton Bicycle Club, Vero Cycling Club
FBA Member Bicycle Shops: Bike America (6 locations), Lauderdale Cyclery, Tri Bike Run, Wheels of Wellington, Bicycle Generation, Orchid Island Bikes and Kayaks

District 5
Cities: Cocoa Beach, Daytona Beach, Kissimmee, 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, Orlando Runners & Riders
FBA Member Bicycle Shops: Infinity Bike Shop (2 locations), The Cycling Hub, Village Cycles (2 locations), Greenway Bicycles, Orange Cycle, Full Circle Cycle, Retro City Cycles, West Orange Trail Bikes & Blades, Daytona Bicycle Center, Brick City Bicycles

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: Christopher Speese, 813-973-6405
FBA Member Bicycle Clubs: Central Florida Randonneurs, Florida Panthers Tandem Club, St. Petersburg Bicycle Club
FBA Member Bicycle Shops: City Bike Tampa, Bike Sport, Chainwheel Drive (2 locations), Jim's Bicycle Shop, Hampton's Edge Trailside Bicycles, University Bicycle Center

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

HAVE YOU BEEN INJURED WHILE CYCLING?
(I have. That’s why I’ll fight so hard for you.)

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

Your race for compensation begins here.

904-632-2424

How Do You Ride? (continued from page 12)

Several kinds of data will be collected to create a database for analysis by CUTR researchers. The Bicycle Data Acquisition System (BDAS) collects the following information:

- Front and rear video, up to 15 ft. in all 4 directions
- 3 axis acceleration
- Roll, pitch, yaw angles
- GPS coordinates and route
- Ambient audio
- Temperature
- Light level
- Riding information about close calls or other problems via smartphone app.

The study aims to collect data from 100 participants in the Tampa Bay area to collect a minimum of 3,000 riding hours. Recruiting of participants is underway. For more information and to sign up please visit www.bicyclestudy.org
Scearce, Satcher & Jung, P.A.
CERTIFIED PUBLIC ACCOUNTANTS

Applauds the Florida Bicycle Association for its efforts in making our community a healthier one by providing education and inspiration of cycling.

See you on the road!

Kenneth L. Scearce, CPA
David A. Satcher, CPA
Carla M. Hansen, CPA

(407) 647-6441 Office   (407) 645-0099 Fax
1030 W. Canton Avenue, Suite 210, Winter Park, FL  32789