Low attendance will force tough decisions on future conferences

by Dan Moser, Program Director

The City of Lakeland and Polk County Tourism and Sports Marketing played host to ProBike/ProWalk Florida this year when our conference took place May 11-13. Having partners like these goes a long way in making an undertaking such as this a pleasure.

Of course, that’s easy to say now that our conference is in the books! But the fact is that the people from both entities couldn’t have been more supportive or helpful. Other supporters who deserve recognition and thanks include Florida Office of Greenways and Trails, Rails-to-Trails Conservancy, Renaissance Planning Group, Billy’s Rentals of Sanibel, and VHB Miller Sellen.

But as good as our hosts, supporters and the venues were (Lakeland Center and adjacent Hyatt Place were as nice as the city) — not to mention volunteers — FBA’s board has a tough decision to make: Should FBA invest the necessary time, effort and money into another conference? The reason this question is even being considered is primarily due to the low attendance at this year’s event and at the previous edition held in 2008.

Sponsorship was also down significantly; FBA didn’t come close to breaking even. While economic conditions that forced travel restrictions and corporate support were no doubt a major factor for the low turnout and financial support, we felt the central location, reasonable registration fees, very moderate lodging price, sessions (many of which provided AICP credits), keynote speakers and other conference offerings would have attracted many more attendees.

Based on a post-conference survey of those who did make it to Lakeland we found there to be generally positive comments about all aspects of the conference, although many thought there should have been many more people in attendance.

Along with the excellent keynotes from Bob Chauncey and Kevin Mills, diverse offerings from a variety of presenters and mobile sessions that gave attendees a chance to learn about Lakeland from those who know it best, there was plenty of extra-curricular activity.

Downtown restaurants and watering holes served as post-session gathering places, a bike ride led by local cyclists made it possible to visit all of the must-see attractions and features in the Lakeland area.

And the close proximity of the conference center and host hotel meant there was plenty of networking and catching-up going on.

Whether or not you attended this year’s ProBike/ProWalk Florida conference, if you have an opinion about its future, we welcome your input.

Please contact me at dan@floridabicycle.org or 239-334-6417 with your comments and suggestions.

The reason this question is even being considered is primarily due to the low attendance.

FDOT establishes statewide bike/ped ‘Partnership Council’

by Pat Pieratte, Safe Routes to School Coordinator

FDOT has established a standing statewide “Partnership Council” on bicycle and pedestrian mobility.

FBA Board member Mike Lasch represents the association on the council.

The council includes key agency representatives and external stakeholders who will provide guidance to the Department and its partner agencies in relation to policy matters affecting the nonmotorized transportation needs of the State of Florida.

A new website has been established for this new council: http://www.dot.state.fl.us/planning/policy/bikeped. Currently the website has information on the press release, charge of the council and members, and links to various bike/ped program websites.

The first meeting was held on June 28, and included presentations on Roles and Responsibilities for Transportation Decision Making, Safety Trends, Florida’s Strategic Highway Safety Plan and Statewide Transportation Planning.

The meeting included both an overview of this basic information and lots of good comments from members on what they would like to see come out of the council meetings, and on all the interrelated topics.

The Charlotte County Health Department will apply to the League of American Bicyclists for recognition as a “Bicycle Friendly Business.” CCHD is actively involved with local government and regional bicycle clubs and planning organizations and has further demonstrated its commitment to increasing ridership among its staff. If accepted, CCHD will be the first county health department in the nation to be recognized and among the first 10 businesses in Florida to achieve this recognition.

Statewide Transportation Summit

The Florida Department of Transportation invites you to participate in a statewide summit on the future of transportation in Florida.

August 19-20, 2010

Thursday, August 19, 1:00- 5:00 PM
2060 Florida Transportation Plan

Friday, August 20, 9:00 AM to 3:00 PM
Florida’s Strategic Highway Safety Plan

Location: Central Florida (venue TBA)

Why: To obtain input from all interested partners, stakeholders and members of the public in updating Florida’s statewide transportation plans

Contact: Huwei Shen at Huwei.Shen@dot.state.fl.us, for info and to register.
Billboard goal: encourage safe Lake County driving

“Share the Road ... Pass cyclists at a safe distance... give them at least 3 feet” says the giant Lake County billboard. It’s “A message from the Lake County Sheriff’s Office, Cary S. Borders, Sheriff.”

It’s also a result of a collaborative effort between the sheriff’s office and the Lake County Bicycle Alliance to improve the relationship between the many bicyclists who ride the county’s scenic country roads and the motor vehicle traffic that increasingly competes for space.

See the FBA Annual Awards paragraphs on page 6, fourth column for more about this historic cooperative effort.

Visit Florida trails-tourism website, Trails Summit ready to launch

by Herb Hiller

All holders of social media accounts and email lists to get word out about Visit Florida’s new trails-tourism website!

Launch of that site, scheduled for October 4, will significantly advance Florida trails and help green Florida tourism.

It will also change bicycling simply by getting more people safely and enjoyably riding.

Indicative of change is the finding of Florida’s Office of Greenways and Trails reported by assistant director Jim Wood that for five years monthly downloads of the bicycling trails brochure that OGT and Visit Florida jointly published have averaged 50,000.

Altogether, Visit Florida helps generate 82 million visitors a year to Florida.

Says OGT Director Jena B. Brooks, “The new trails website will provide visitors with information about trails and nearby lodging, restaurants and outfitters to support trail trip planning. This will yield tremendous benefits to visitors and Florida’s tourism industry.”

Visit Florida’s unprecedented marketing commitment to trails will launch three weeks after a September 15 Trails Summit hosted by the St. Johns River Alliance. That’s part of a two-day River Summit at the Prime F. Osborn III Convention Center in Jacksonville.

The Trails Summit will propose a green economy for the river focused on a combined greenway-blueway the 310-mile length of the river and a system of locally emphatic lodgings.

Summit presentations will include preview of the new Visit Florida trails website, and others on transportation, economy, health and quality of life interests.

Presenters will include Visit Florida Internet Manager Jill Stewart, who has led the website project for the tourism marketing company; Treasure Coast Regional Planning Council Growth Management Coordinator Kim Delaney, Ph.D., who also coordinates the Amtrak/FEC Corridor Project; OGT’s Jim Wood; Nocatee Project Manager Christopher Pilinko, who is in charge of trails for Parc Group, developer of the St. Johns-Duval County project; Brent N. Fulton, MD of Medical Exercise Associates; and others.

To register for the Trails Summit, log onto www.stjohnsriveralliance.com. Date for the Visit Florida website launch will be posted by email around Florida.

New FBA member to run (er, bike) for governor’s seat

New FBA member, the Reverend Kyle “K.C.” Gibson, has a very ambitious mission that will take place early in 2011: touring Florida’s 67 counties by bicycle.

Kyle has decided to act on a life-long aspiration to become Governor of Florida in 2014. He will officially announce his candidacy in February of next year.

Kyle is currently training to prepare for this ambitious bicycle tour and expects to be mentally and physically prepared for the task by March 2011.

Kyle is a lifelong Floridian born in Tallahassee December 21, 1969. His wife, Tamara, is a Registered Nurse. Kyle has served as a pastor in the Methodist Church since 1998, serving in South Georgia, Lake Worth, Moore Haven, Vero Beach, Deland and Tallahassee.

In addition to his current role as Senior Pastor, Kyle worked as an elementary school teacher in Broward and Indian River counties.

He is a graduate of Florida Atlantic University, where he received a B.A. in History. He also has three associate degrees, in criminal justice, fire science and religion, from Broward Community College.

Kyle also has a Masters of Divinity from Turner Theological Seminary of the ETC in Atlanta.

Kyle can be reached via email at KC2020Vision@aol.com

Editor’s Note: FBA does not endorse any particular candidate.
Legislative report...

2010 legislative efforts: some wins some not

Mike Lasché, Chair, FBA Legislative Committee

The most important work of the FBA Legislative Committee is the development of a strong legislative/advocacy presence. Although work on specific issues is important, the most valuable work, in the long run, is to build our future effectiveness.

On that score, FBA has made significant progress. Our Legislative Committee (LC), Becky Alonzo, Laura Hallam, Billy Hattaway, Mike Lasché, Darla LeTourneau, George Martin, Dan Moser, Ted Wendler, and Mighk Wilson, also now includes four registered lobbyists for FBA: Laura, Mike, and Corey Peterson and Jeff Sharkey of the Capitol Alliance Group.

All are integral to an open and deliberate process. For instance, the FBA Board developed a list of legislative alternatives and placed them before the membership for a poll. Using the results, the LC placed two leading alternatives, anti-texting and bicycle access to limited access bridges, as our main priorities for 2010. We followed through on those two priorities, lobbying hard for both.

Over the next year, FBA intends to expand its advocacy/legislative efforts by developing a network of local advocates/supporters who will speak to their representatives and senators in their home districts on behalf of FBA issues.

It is vital to the success of the effort that elected officials hear from their constituents, long before the legislative session. If you would like to be a local constituent-supporter of FBA’s statewide efforts, please contact me at mike@floridabicycle.org.

As FBA entered the April legislative session with its two priorities, other ideas arose. Offering a lesson for the future, FBA ended up taking action on six other projects as well. The eight projects were:

1. Anti-texting legislation:
FBA testified in support of bills that actually banned texting, applied to all drivers, applied to all motor vehicles, and made texting while driving a primary offense. The final watered down version was killed when the Chairman of the House Finance and Tax Committee, Rep. Ellyn Bogdanoff, refused to hear it on the grounds that it was “intellecutally dishonest.”

2. Bicycle Access to Bridges on Limited Access Bridges:
By the time FBA and FDOT had worked out the language, the legislative session was half over, making it difficult to introduce.

3. Enhanced Penalties for injuring or killing someone in traffic:
Originally proposed by the motorcycle lobby, HB 875/SB1918, FBA was instrumental in insuring that the bill included cyclists and pedestrians as covered victims. Opponents inserted various “poison pills” which resulted in its withdrawal.

4. The Florida Bicycle/Pedestrian Partnership Council:
This was the big success of 2010. A replacement to the defunct Governor’s Florida Bicycle Council was identified by FBA as a priority in January 2009. Due to the outstanding work of Ken Bryan, lobbyist for the Rails-Trails Conservancy, FDOT Secretary Kopelousos announced the formation of the new council on April 8.

5. Allowing cyclists to avoid a fine for riding at night without lights by installing lights:
Sen. Larcenia Bullard introduced the bill, which included updated helmet specifications. FBA suggested language revisions. Sen. Bullard had health problems and the bill did not make progress.

6. Opposition to efforts to eliminate the Office of Greenways and Trails:
FBA joined the effort to preserve OGT and instead of elimination, only two staff positions were lost.

7. High speed rail accommodation of cyclists and pedestrians:
Florida’s high speed rail future looks bright and we hope that all such facilities will encourage safe bicycle/pedestrian use. Thus, FBA urged FDOT and the Governor to include secure bicycle parking, pedestrian storage lockers, bicycle roll-on/roll-off service on trains, rails with trails, and effective integration of train stations into the bicycle/pedestrian network.

8. Mandatory Lane Use:
In one of those infamous legislative surprises, an annual Department Bill for the Florida Department of Highway Safety and Motor Vehicles contained a clause that requires cyclists to use a bike lane when one is provided.

For reasons well known to FBA members, this creates a myriad of safety/enforcement problems. The bill’s language was introduced in late April and was rushed through as part of an 81 page, 48 section, bill.

After it was passed, FBA led a statewide effort to veto HB 971, resulting in over 1500 requests to the Governor for a veto, against just over 200 in support.

However, most of the bill’s sections were non-controversial, and it wasn’t vetoed. Over June, the Legislative Committee planned its strategy for the next year. Although other issues will undoubtedly arise, the six key areas of focus are:

1. Reversing the mandatory bike lane use language of HB 971.
3. Anti-texting legislation.
4. Enhanced penalties for killing or injuring someone in traffic.

Visit Florida Bikes
Cycle, Connect, Celebrate
on week-long Bike Florida tours of the St. Johns River-to-Sea Loop

Enjoy bed-and-breakfast inn care, local foods, springs swimming, evening beach walks. Cross Ponce Inlet by ferry, and houseboat down the St. Johns. Life is good!

The Loop is the most place-diverse route you can ride in Florida, and nobody knows it better than Bike Florida. We pioneered it. We tweak it. We’re putting premier cycling on the Florida vacation map.

All tours start and finish in St. Augustine! Come early or stay on in America’s Ancient City.

Form a group. Invite out-of-state friends.

352.224.8601
info@bikeflorida.org

FALL-WINTER 2010-2011 DATES
October 2nd, November 6th, December 4th, January 22nd, February 19th.
$1,795 per person double occupancy; $2,095 single.

Tours includes guides, support vehicle, all overnights, breakfasts and dinners, on-the-road refreshments, maps, cue sheets, daily briefings and more.

For details, to register, and for all about St. Augustine, log onto www.bikeflorida.org.
Executive Director’s report...

Summer school

Summer is generally a time when school is the last thing on your mind. Summertime or not, bicycle education classes are thriving. More people are reaching out for resources to tune up their skills, learn more about the traffic laws, or to become more confident when riding in traffic.

In the month of June, Traffic Skills 101 classes were held in Jacksonville, Fort Lauderdale and Miami. In July, classes are scheduled in Lake Mary and in August, in Jacksonville. Of course, these are only the classes we know of so there may be more.

At a recent class held specifically for Team ZMotion members, a South Florida bicycle club created five years ago by several Zimmerman Advertising executives and championed by president Pat Patregnani, 21 students with a wide variety of bicycling experience, completed the course over two evenings. Currently 600 strong and counting, it is the goal of Team ZMotion to educate all members so this class was the first of many more to come. Several recent graduates plan to become instructors to facilitate the rate to meet this goal.

The next League Cycling Instructor Seminar will be held in October in the Miami area.

You must complete Traffic Skills 101 and score 85% or higher at least one month before the class. Visit www.floridaicycle.org/programs/education.html for more details on becoming an LCI or contact FBA.

Cycling Savvy classes were launched after FBA piloted the program for six-months. Cycling Savvy addresses bicycle safety education in an interactive approach.

Developed by Ken Coffey and Mignh Wilson, this nine-hour course is divided into three segments which may be taken a la carte or as a package.

Three-hour classroom segment

Rules of the road, how traffic works from the bicyclist perspective, avoidance strategies for the most common types of crashes, and route selection strategies.

Three-hour skills drills

Progressively improves the bicyclist’s handling skills both to increase confidence in use of the vehicle, and to train essential skills for crash avoidance.

Three-hour on-road course

Students are taken through a real-world route with a variety of roadway and intersection types; the class stops before selected intersections to discuss the layout, potential conflicts, and strategies.

Classes currently are offered in Orlando, but once more instructors are trained, opportunities will be available throughout Florida. Visit http://cyclingnews.org/ for a preview of the course.

The Florida Traffic and Bicycle Safety Education Program consists primarily of three courses to instruct community trainers including teachers and law enforcement on curriculum for grades K-8 and driver’s education students. For more information about these courses, visit http://www.hhp.ufl.edu/safety/index.html and check out “Education is the Key” here - www.youtube.com/watch?v=IdabZfzldfV&feature=email

Do you have a question about the laws related to bicycling?

Ask Geo @ FLBikeLaw.org*

George Martin

Pavement Ribbon? Q: Jeff asked: A ribbon of pavement exists to the right of the white stripe of the right-hand-most through traffic lane with a curb. It appears to have been designed and constructed to the specifications of a bicycle lane. However, there are no lane markings or signage indicating that it is a bicycle lane. Is it a bike lane?

A: (See the May 20, 2010 post) Prior to the recent update of the Florida Department of Transportation planning and design guidance, their definition of bicycle lanes included four parts: Designated bike lanes on (1) Curb and gutter roadways, and (2) Flush shoulder roadways. Undesignated bike lanes on (3) Curb and gutter roadways, and (4) Flush shoulder roadways.

What you describe is what was number 3, an undesignated bike lane on a curb and gutter roadway.

In January 2009, the new Plans Preparation Manual changed the definition of a bike lane to:

Bicycle Lane: A bicycle lane (bike lane) is a portion of a roadway (either with curb and gutter or a flush shoulder) which has been designated by painting, special pavement markings, and signing for the preferential use by bicyclists.

For the purpose of the laws, the ribbon you describe is simply part of the roadway. Since motor vehicles are required to remain in a

single lane, they would not normally be using that part of the roadway, since it is too narrow.

Bicycles Impeding Traffic (May 25, 2010) Q: John asked: The local sheriff’s department states that if a car must use the oncoming lane to pass then the bicycle is considered impeding traffic. What about when there is not enough clearance to give the bicyclist three feet clearance on the pass without using the oncoming lane?

A: (See the May 25, 2010 post) Before we go any further, let’s correct the title of this article. A proper title is: Bicycles Impeding Other Traffic

Bicycles are vehicles and a part of the normal mix of traffic, and have the same rights and duties as other drivers.

For the purpose of this discussion, assume the bicyclist is otherwise riding legally. Also, we will be considering a single cyclist or a line of cyclists, one behind the other.

While most motorists are cooperative and try to insure the safety of all roadway users, some believe cyclists must avoid delaying them and do not understand or care about cyclists’ rights or safety. They may not consider the many other things that delay them in the same way as bicyclist.

The act of impeding in itself is neither legal nor illegal. Impeding may become unlawful if it is due to an unlawful act.

One definition of “impede” is simply to block or hinder. It is simply a physical act, neither legal nor illegal. Impeding is not specifically defined in the statutes, but there is a description that might help. Note the use of the phrase “normal and reasonable movement of traffic.”

Three-hour skills drills

Progressively improves the bicyclist’s handling skills both to increase confidence in use of the vehicle, and to train essential skills for crash avoidance.

Three-hour on-road course

Students are taken through a real-world route with a variety of roadway and intersection types; the class stops before selected intersections to discuss the layout, potential conflicts, and strategies.

Classes currently are offered in Orlando, but once more instructors are trained, opportunities will be available throughout Florida. Visit http://cyclingnews.org/ for a preview of the course.

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FS 316.183 – Unlawful Speed

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

What is reasonable and normal?

In many situations, traffic must actually cause a break in the stream of traffic. What is reasonable and normal? A driver going 30 mph on the interstate highway, minimum speed 50, with no safety margins such as weather, etc, and causing other traffic to back up, likely would be illegally impeding traffic under FS 316.183.

The same would be true of a bicyclist impeding traffic on such a highway, clearly not legal and is not reasonable and normal because bicycles are not permitted there.

If an action is not prohibited in the statutes, it is not unlawful. Other than the two abreast situation in another article, there is nothing in the statutes that says that a bicyclist:

May or may not impede traffic

The statute that discusses bicyclists impeding traffic while riding abreast says that two cyclists riding abreast cannot impede traffic in some circumstances. Surely that must mean that there are other conditions under which bicyclists not riding abreast may legally impede traffic.

Note that FS 316.183(5) applies only to motor vehicles.

When otherwise riding legally, bicyclists by their nature are normally slower than motor vehicles. If they were never allowed to cause other traffic to slow, they would effectively be prohibited from using the roads, certainly not the intent of legislation giving cyclists the rights and duties of other drivers.

FS 316.2065 – Bicycle Regulations

(1) Every person propelling a vehicle by human power has all of the rights and all of the duties applicable to the driver of any other vehicle.

Cyclists may operate legally in situations that may slow other traffic.

When the statute states that a cyclist is required to keep right except under certain circumstances, such as unsafe conditions, it is implied that other traffic may be affected.

These are a few situations in which a cyclist may need to leave the right side of the roadway to operate safely.

FS 316.2065 – Bicycle Regulations

(5)(a) Any person operating a bicycle ... continued on page 10

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

Laura Hallam

If you are interested in bringing a bicycle education class to your area, contact FBA at laura@floridabicycle.org.

Other ways of Giving to FBA

There are more ways to support FBA than by annual membership fees and year-end donations.

FBA is a United Way charity. If you are enrolled in United Way through your employer, consider FBA as the recipient.

Matching Funds by your employer is a great way to extend your donations. Check to see if your employer offers this service to charitable organizations.

Consider memorial donations on behalf of a loved one. Proceeds benefit educational programs.

In-kind services are also greatly appreciated, i.e. photography, illustrators (have you noticed caricatures of newsletter authors compliments of an FBA member?), journalists (newsletter articles), and multi media support, to name a few.
Florida Bicycle Association annual awards are presented to worthy recipients for their contributions to bicycling.

The purpose of the awards is to bring attention to the efforts and achievements of groups, organizations and individuals that help deliver our mission to inspire and support people and communities to enjoy greater freedom and well being through bicycling.

Nominations are solicited from FBA members, however, anyone can submit a nomination for a wide variety of categories, two of which are new this year – Developer and Elected Official Champion.

Bicycle/Pedestrian Advisory Committee: Pinellas County MPO Bicycle Advisory Committee, Tom Ferraro, Chair, Clearwater

The Pinellas County Bicycle Advisory Committee was the original group to start the Pinellas Trail program 20 years ago by advocating the conversion of a 34-mile rail corridor into the Pinellas Trail. Because they were a standing committee of the MPO, they were able to advocate and support the follow-up funding for trail overpasses and filling in trail segment gaps with enhancement funds and CMAQ funds. The BAC successfully negotiated use of the power company corridor for the Progress Energy Trail, a corridor 20 miles long on the east side of the County. The committee developed the Pinellas Trail Loop plan which is a 75-mile loop connecting all destinations in the county by trail including as the spine, the existing Pinellas Trail and the Progress Energy Trail which has been approved by the MPO and is on the Rails to Trails Conservancy website. The group plans to complete this project within 10 years.

The committee has also supported the recognition and implementation of bike lanes throughout the county initiated 10 years go with a special joint workshop with the County Commission and MPO.

The committee has been very active with respect to educating the public concerning safe cycling. It has a close partnership with the MPO’s Pedestrian Transportation Advisory Committee on common issues such as bike/pedestrian crossings of roadways. Most recently, the committee has been involved with FDOT in the redesign of Gulf Blvd. In summary, the Pinellas County Bicycle Advisory Committee serves as a role model for how to engage the public and agencies in a positive way to further bicycling as an integral part of our livable community.

Enforcement Officer: Officer Bill Edgar, Orlando Police Department

Officer Bill Edgar has demonstrated outstanding leadership as a law enforcement professional in his position as In-Service Training Coordinator for the Orlando Police Department and president of the Law Enforcement Bicycle Association (LEBA).

Through his duties, he has used his expertise and influence to encourage the department to enact policies that will help assure uniform and consistent enforcement of the laws about bicycling in Orlando something that is lacking in some jurisdictions.

He was instrumental in developing and distributing a training bulletin on cyclists’ lane position, one of the most misunderstood areas in enforcement.

He is assisting in the development of FBA’s Bicycle Law Enforcement Program, and is acting as an active member of the Officer Advisory Panel that is insuring the program will meet the needs of officers and their agencies. His understanding of both the cycling environment and the law enforcement community is a great contribution to FBA and the Program. His participation and advice are greatly appreciated.

Florida Bicycle Association Messenger
St Augustine to host Bike Fla. luxury tours

by Herb Hiller

The be-here-now magic of bicycling takes on ancient luster when starting in fall the oldest city in America newly hosts week-long luxury tours of Bike Florida.

On October 2, St. Augustine on Florida’s Historic Coast becomes the start-finish site for the third year of tours that Bike Florida will lead along the 260-mile St. Johns River-to-Sea Loop. Due to their popularity, the number of tours has increased from three a year ago to five this year.

Additional tour start dates are November 6, December 4, January 22, and February 19.

Tours are priced at $1,795 per person, double occupancy and include six indoor overnight stays (mostly in bed-and-breakfast inns), dinners, breakfasts, swimming in Florida’s refreshing springs, a change-of-pace houseboat excursion, two guides, support vehicle, maps, cue sheets, snacks and more.

“We're operating from St. Augustine,” says Bike Florida Executive Director Hope Howland-Cook, “because these tours are all about immersion in our immediate surroundings. People keep saying this is what they most like about touring with us.” Howland-Cook says. “They love meeting real people in real places, including those they ride with, typically from all around America.

“We stay directly in the Ancient City, with its residents who lead everyday lives in a place that’s almost 450 years old.

At Flagler Beach, a rare small Florida city directly on the beach, tour participants stay across the shore road in one luxurious B&B.

At New Smyrna Beach, tours arrive by motor launch that carries cyclists across Ponce Inlet to another.

At DeLand, the group beds down across the street from historic Stetson University.

Everything downtown is within close walking distance.

St. Augustine has won the program because of its great appeal for touring cyclists who often choose to come a day or two early or stay a day or two after to steep further in the host town. In St. Augustine, that means immersion in its incomparable historic culture.

For St. Augustine and all of Florida’s Historic Coast, the tours add to the growing emphasis on sense-of-place tourism.

“From our beaches to the river, from paddling creeks to one site after another, St Augustine on Florida’s Historic Coast is all about sharing the story of our unique past and the accessibility to much of the area by foot and pedal,” says St. Augustine, Ponte Vedra & the Beaches VCB Executive Director, Richard Goldman.

“Did I say some of Florida’s best places to eat?”

For more about Bike Florida tours and programs, visit www.bikeflorida.org. For more about St. Augustine and St. Johns County vacations opportunities, visit www.FloridasHistoricCoast.com or call 1.800.653.2489.

— Herb Hiller lives in Deland and has long written about one-of-a-kind Florida.
FBA's Central Florida chapter...

Putting first things first
by Brad Kuhn, Director Bike/Walk Central Florida

Self-help guru Stephen Covey has a great video where he challenges a volunteer to fit a tableful of rocks into a glass bucket half-full of sand. The volunteer tries, and fails, until Covey hands her an empty bucket and urges her to take care of the big rocks first. Miraculously, once all the big rocks were arranged, all the other rocks and all the sand fit.

Since our debut communiqué in the last issue of the Messenger, Bike/Walk Central Florida has been sorting rocks, trying to identify, out of all of the things we COULD focus on, those things we SHOULD focus on.

We’ve consulted with a Smart Growth Planner and a Transportation Planner; we’ve ridden with critical mass, Orlando Mayor Buddy Dyer, the East Side Cycling Club and the Winter Garden Wheelworks shop ride. We’ve attended FBA board meetings in Washington, D.C., and the Keys. Austin, Fort Myers, St. Petersburg, Portland, Minneapolis, Ottawa, Dallas, Austin, Fort Myers, St. Petersburg, Washington, D.C., and the Keys. That’s a lot of rocks.

At our July meeting, we will sort through all the input we have collected and identify those specific areas and initiatives we will tackle for the remainder of 2010 and 2011. It has been a difficult subject to get our arms around. There are as many positions on bike lanes and intelligent road design as there are bicycles. Throughout the process, however, we have been guided by our overarching objective, which is to get more people to bike and walk and that is the yardstick by which our future endeavors will be judged.

We are in early discussions with the City of Orlando, the Congress for New Urbanism, Metroplan Orlando, Get Active Orlando and others regarding an open streets initiative similar to Ciclovia in Bogota, Colombia, and Miami. The working title is Sunday Parkways, and we are targeting a date in March of 2011.

We are also in the early stages of an advocacy effort aimed at reducing bicycle/pedestrian injuries on recreational trails caused by bollards.

During the remainder of 2010 we will be working to identify specific initiatives and funding sources, and moving into operational mode.

The hard work is still ahead. But I am more convinced than ever that we have the right people on our board to make a significant and lasting positive difference. I can’t wait to see how the next 18 months will unfold.

Progress report...

Boca Raton Bicycle Club high school safety program by Lew Lepene

The School District of Palm Beach County has embarked on a multi-media educational program to expand the awareness and skills of driving and cycling. Students in elementary, middle schools and high schools throughout the county will be using a series of video presentations as well as pre and post video quizzes to assess the program elements as well.

The Boca Raton Bicycle Club was able to utilize the resources of The Florida Bicycle Association, The League of Illinois Bicyclists and Z-Motion.org to develop the video and print elements of the bike safety program.

FBA made available the DVD, Group Riding, A Public Awareness Program, which consists of eight 30-second PSA segments. The FBA video contains the titles Bicycles and The Law, Taking The Lane, Running Red Lights, Keep Traffic Flowing, Pacelines, Public Perceptions, Multi-Use Paths, Signs and Signals.

Each of the PSA titles was made into a 60 second DVD that also contains the Z-Motion sponsored PSA, Bike Rights-Drive Right.

The latter is being aired on public broadcast TV in South Florida to create an awareness of a new FDOT-approved road signage program to communicate cyclists’ requirement to ride no more than two abreast and drivers’ responsibility for a 3-foot clearance when a vehicle is passing a cyclist.

The League of Illinois Bicyclists kindly provided a copy of their Share The Road DVD, which highlights Same Road, Same Rules, Same Rights for cyclists.

The 6:49-minute presentation will be used in the Palm Beach Schools as well for educating practical skills for drivers and cyclists as presented by a Tour de France competitor.

A quiz was developed to evaluate the educational value of this element as well.

Mr. Eric Stern, Phys-ed, Drivers-ed, Health Administrator in the Curriculum Development and School Improvement Department, has spearheaded the review and implementation of this program.

The Boca Raton Bicycle Club will work closely with Mr. Stern to assist in any way we can.

The BRBC is appreciative of the support we have had for embarking on this program, which was initiated after a tragic traffic accident involving the loss of Elizabeth Stewart, one of our members.

This program is dedicated to her memory and the loss her family has suffered.
The more baskets, the merrier
by Alice Martin (avid Panama City Beach trike rider)

My bike is a trike.
No, not a sporty recumbent, but a heavy, full size, six-speed adult trike, complete with front and rear baskets, two extra bright ATV safety flags, bright handle bar streamers and coffee holder.

When it comes to trikes, the more baskets the merrier.
The adult trike is the mini van of the bike world and has just as many uses if not more. No “bike” family should be without a trike.

My love affair with the trike started shortly after the unbearably high gas prices.

Anything that didn’t require the purchase of gasoline was getting a second adoring look in my household, including the 1970’s Schwinn Traveler ten-speed in the garage.

I took the Schwinn to a local bike shop to knock off the cobwebs. My thinking was “you never forget how to ride a bike.” However, I don’t quite remember bike riding being so darn wobbly.

A few trips to the local grocery store had me rethinking the alternative transportation situation. The old Schwinn was getting me there but it wasn’t getting me back with the ease I had hoped for.

Balancing the groceries with the amount I could carry was becoming quite the task. Each time, it started out the same. I was going to the store to get just a few items. Each time, it ended pretty much the same — too many items, not enough bike storage space.

I just love a good sale. Carrying home a good sale, however, was problematic. The solution became obvious after a few trips — a trike.

Since getting my trike, I now have to remember to start my van from time to time. My car mechanic misses me.

They say it’s not good for those gas-eating machines to sit too long without use. But since I am a fair-weather trike rider, the occasional inclement weather is usually about the time I need to start the van anyway.

I am surprised how far and how long I can ride my trike.

I am surprised how long and I mean LONG it is now between gas tank fill ups with the van.

People watching me load shopping bags on the trike are totally amazed how much I can carry. Ten grocery bags really isn’t a challenge at this point. I also carry an insulated bag for freezer items.

The grocery store is far from being the only place I ride. The trike provides a wide footprint on the roadway making me feel safer with the higher visibility, so I ride everywhere. Granted, those of us living in the Panama City Beach, Florida area are lucky that most of our roads have bike lanes.

When riding my Schwinn, I felt that cars were “squeezing” by me. On the trike, they have to go around me.

Feeling safer on the road encourages me to ride for most of my daily errands. Errands are no longer dreaded — just the opposite.

No guilt in shopping to go get just a few items. I no longer have to wait to combine trips. I’ve even been accused of running other people’s errands. Heck, I’ve been known to ride many a mile to take advantage of a sale.

When the journey is better, the destination is better.

Carrying everything to the beach or to the state park near my home is a breeze on the trike. It is not unusual to see me pedaling to the beach with a folding chair, beach towel, beach bag, drinks and food. Lugging the stuff from the parking lot to the water’s edge is another story though.

Riding this much is what made me aware that every one should be able to ride ANY road, ANYWHERE.

Prior to errand running on my trike, I really hadn’t given the whole bike access rights thing much thought. It wasn’t like I was one those bike jersey wearing fanatics, right?

There is nothing more frustrating than to set out on my trike and have to debate if the roads on my route are suitable for trike riding. All roads should be suitable.

Distance isn’t the problem. Safety is. The route to my doctor’s office recently became unsafe for me to ride by new roadway construction. Boy that was an inconvenient surprise.

What priorities would cause a decision to take away safe bike access? The construction widened the road, removed the bike lanes and I guess that shared two-way thing is a multi-use path or something. It zigzags back and forth across the street. If I had nine lives, I’d give it a try. I’m not real sure what it is ...

I'd give it a try. I'm not real sure what it is -

...bike lane, shared-use path, sidewalk, but in my opinion, any two-way shared access is not safe. I should know as my gated community has it and that is where I have had my closest calls.

When my car tags came up for renewal, I purchased the SHARE THE ROAD tag. I put the mini tag on the rear of my trike, complete with my actual license plate number. At the https://www8.fhps.state.fl.us/ecta website, I linked my Florida tag number to my emergency contact information. This information could come in especially handy on shared access paths.

Once I started receiving my Florida Bicycle Association newsletters, I was anxious to get together with my fellow trikers. Uh oh... not one triker “meet and greet” list ed. No “triker” weekends. Hmmm. I know there are other FBA trike riders out there or at least I hope so. There is no shame in riding a trike. It’s SMART.

I have an RV that I enjoy. When camping, I carry firewood on the trike. Most state parks sell firewood at the entrance of the park, at the ranger station, which is usually a few miles from the campsites.

This is also where one usually has to go to rent paddles and life jackets for canoeing if the park has canoe rentals. Lots of stuff to carry for lots of distance makes me proud to be a trike rider.

Since the trike is my primary transportation, it only makes sense that I bring it along. I can start the van in the garage when I get home.

When planning your next bicycle meeting, don’t forget us trike riders. We are not just in your local retirement communities. We are just waiting to be invited. I almost feel like a trike rider traitor as I have recently been looking at a Trek Navigator 3.0 for campground use for riding around and light trails.

I made the purchase and yesterday, rode my spiffy new Trek Navigator 3.0 20 miles. Did basically the same route today on my trike.

What a huge difference in how motorists respond. If you want respect on the roadway, ride a trike. The difference was so dramatic and it has me totally rethinking of just when and where I ride the new bike.

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Ask Geo
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shall (keep right) except under any of the following situations:
1. When overtaking and passing
2. When preparing for a left turn
3. When reasonably necessary to avoid any (unsafe) condition.

One statute is quite specific about the cyclist impeding traffic legally. When preparing for a left turn, a cyclist may use the full lane from which the turn will be made.

FS 316.151 - Required Position and Method of Turning at Intersections
A person riding a bicycle and intending to turn left in accordance with this section is entitled to the full use of the lane from which the turn may legally be made.

Clearly, the intent is that the cyclist will sometimes impede other traffic, but it is the safest operation and is entirely legal. Safety is always paramount in the statutes.

Even though the other statutes are not as specific, when a cyclist is otherwise riding legally and impeding other traffic, there is no violation.

A national program for law enforcement officers discusses bicyclists impeding traffic. National Highway Traffic Safety Administration (NHTSA): Enhancing Bicycle Safety: Law Enforcement’s Role

Some people believe it is illegal for a bicyclist to travel on the road if other traffic has to slow down – such a cyclist would be impeding traffic. However, this belief has no basis in law.

... Even if the statute does not use the term “motor vehicle,” it is clear that traveling a bicycle at normal bicycle speeds is not a violation ... Such an interpretation would have the effect of prohibiting bicyclists on many roads, which is clearly not what was intended.

Kid gloves for this bag of issues
by Jeff Hohlstein

As part of Miami’s growing bike-share efforts, Mary Jane Mark, owner of Mack Cycle & Fitness presents Mayor Tomas Regalado (r.) with his own share bike for the Mayor’s office staff to use on short errands. Commissioner Marc Sarnoff (l.) joined in the presentation.

In Florida law, cyclists have the same rights and duties as other drivers, which would not be the case if cyclists were prohibited from using of the roads.

Assault and Battery (May 17, 2010)

Q: Barbara asked: If I am traveling the direction of the arrow in the bike lane and a pedestrian is walking toward me and pushes me off my bike and hurts me, is this a problem?

A: Yes it is! The bike lane is part of the roadway and is intended for vehicles. The sidewalk is intended for pedestrians.

There are two criminal statutes that address these situations. One is a threat of violence.

FS 784.011 - Assault
(1) An “assault” is an intentional, unlawful threat by word or act to do violence to the person of another, coupled with an apparent ability to do so, and doing some act which creates a well-founded fear in such other person that such violence is imminent.

The other is intentional striking or unwanted touching and can occur whether there is injury or not.

FS 784.03 - Battery
(1)(a) The offense of battery occurs when a person:
1. Actually and intentionally touches or strikes another person against the will of the other; or
2. Intentionally causes bodily harm to another person.

These are criminal acts and warrant the attention of law enforcement. They should be notified immediately.

A few motorists find opportunities to, “dust cyclists off” with a close pass; throw things at them; yell, “get off the road,” etc. When apprehended shortly afterward on an unrelated warrant, the cyclist’s backpack was still imbedded in the driver’s headlight well.

When a cyclist operates as a motor vehicle, the law then provides exceptions to allow a cyclist to operate basically like a motor vehicle, including leaving the bicycle lane when it is unsafe.

When a cyclist operates as a motor vehicle, he/she becomes more visible and predictable to motorists — and earns their respect.

The cyclist has the legal right to position himself wherever in the road as necessary to assure his safety.

Too many cyclists are ignorant of this. They unwittingly position themselves to the far right or in poorly designed bicycle lanes where they invite close passes and right-hook turns immediately in front of them.

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Too many cyclists are ignorant of this. They unwittingly position themselves to the far right or in poorly designed bicycle lanes where they invite close passes and right-hook turns immediately in front of them.

Some ride the wrong way seriously increasing the probability of being hit by a car entering the road, or dying in a head-on collision.

Cyclists know what stop signs mean and most Florida cyclists, from kids and beach cruisers to road cyclists run them if they believe it to be safe.

Motorists wave them through not always because the cyclist has the legal right of way, but because they don’t want to hit the cyclist.

When I started stopping my bike at stop signs, the whole intersection dynamic changed. Motorists started treating me as a motorist instead of a cyclist.

Groups of cyclists sometimes move through intersections as one even though half of the group may not have had the legal right of way. But Florida law specifically treats each bicycle as an individual vehicle. There is no provision for groups.

Some cyclists routinely and openly flaunt Florida law by riding more than two abreast and obnoxiously obstructing traffic.

These abuses cause motorists to feel that cyclists see themselves above the law.

For the education and enforcement process to create harmony, there must be three fundamental acceptances: First, motorists must understand that cyclists have the same rights to the road as motorists do; second, cyclists must understand that they must obey all the laws of the road, and; third, law enforcement and the courts must understand and enforce both principles.

Let’s all step back, take a breath and start working together.

Jeff Hohlstein is an LCI and Director of the FBA First Coast Chapter.
<table>
<thead>
<tr>
<th>AGENCY/FUNCTIONAL RESPONSIBILITY</th>
<th>NAME</th>
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**Selected State-wide Contacts**

Here’s whom to call about your bicycle/pedestrian/transportation concerns. Go to www.floridabicycle.org/statecontacts.htm for the complete list.

| District 1 Ped-Bike Coordinator | Sarita Taylor                             | 863.519.2216      | sarita.taylor@dot.state.fl.us            |
| District 1 Safety Prgm Manager   | Michael Kautz                             | 863.519.2522      | michael.kautz@dot.state.fl.us            |
| District 1 CTSSP Coordinator     | Debra Stallings                           | 863.519.2347      | debra.stallings@dot.state.fl.us          |
| Charlotte County MPO             | Gary Harren                               | 941.673.4676      | harrell@ci.eastfl.gov                    |
| Collier County Community Development     | Russ Muller                           | 239.403.2462      | russmuller@collier.org                   |
| Lee County MPO                   | Ron Gogoi                                 | 239.338.2500x239  | rgowg@swflrc.org                        |
| Martin County MOP                | Victoria Griffin                         | 239.533.8580      | vgview@leegov.com                       |
| Manatee County                   | Sharon Tarman                            | 941.749.3070      | sharon.tarman@co.manatee.fl.gov          |
| Polk County TPO                  | Ryan Kordek                               | 863.534.6558      | ryanakordek@polk-county.net              |
| Sarasota County                  | Irene Maiolo                              | 941.816.0891      | imaiolo@scgov.net                       |

| District 2 Ped-Bike Coordinator | Holly Walker                              | 904.360.5629      | holly.walker@dot.state.fl.us             |
| District 2 Safety Engineer       | Scott Lent                                | 904.360.5629      | scott.lent@dot.state.fl.us               |
| City of Gainesville             | Andrew Atran                             | 904.360.5416      | andrea.atran@dot.state.fl.us             |
| First Coast MPO                 | Deekah Batey                              | 352.334.3074      | batey@cityofgainesville.org              |
| Miami-Dade County MPO            | Elizabeth DeJesus                        | 904.306.7505      | edejesus@fcmpo.com                      |
| Dade County Health Dept/Injury Prevention | Stephen McCluskey                   | 904.630.3300x2308 | stephen_mcluskey@doh.state.fl.us         |

| District 3 Ped-Bike Coordinator | Zena Riley                                | 850.415.9656      | zena.riley@dot.state.fl.us               |
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| District 3 CTST Coordinator-West | Barbara Lee                             | 850.415.9519      | barbara.lee@dot.state.fl.us              |
| District 3 CTST Coordinator-East | Stanley Rudd                            | 850.415-9488      | stanley.rudd@dot.state.fl.us             |
| Panhandle MPOs (West Fla RPC)    | Brian Younayolf                          | 800.332.7976x224  | brian.younayolf@dot.state.fl.us          |

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| FDOT Student Transportation/Director | Charlie Hood | 850.245.9924 | charlie.hood@fdot.gov |
| Florida Tech Transfer ("T"2) Center/Cd-directors | Janet Degner, Nina Barker | 352.392.2377x227 | jdegner@ce.fl.gov |
| FHWI Fla Div Safety Engineer | Husein Sharifpour | 352.989.3680x3024 | husein.sharifpour@hhp.ufl.edu |
| Florida Pedestrian/Bicycling Safety Resource Center | Wanda Wilkerson | 352.392.9573x1544 | mediacenter@ce.fl.edu |
FBA Annual Awards
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Supporting Agency: Kris Keprios and Fay Downing, Polk County Tourism & Sports Marketing, Auburndale
Polk County Tourism & Sports Marketing (PCTSM) is an initiative of the Central Florida Development Council of Polk County, which is a branch of the Polk County Board of County Commissioners. Central Florida Sports Marketing’s primary objective is to increase overnight stays in Polk County accommodations and enhance the county’s economic climate.

Simply put, they “put heads in beds and make cash registers ring” in Polk County. The organization began in 1992 under the Central Florida Development Council and since that time sports in Polk County has been big business.

More than $700 million has been pumped into the Polk County economy, largely to hotels and restaurants. It is the mission of Central Florida Sports Marketing to promote tourism and economic development through sports. Polk County Sports Marketing focuses on developing new events, recruiting sports activities, assisting existing sports and marketing recreation and leisure activities.

FBA and PCTSM began a partnership in 2007 to bring events, like the ProBike/ProWalk Florida conference, to Polk County.

Following the one-year agreement in 2007, a five-year agreement was signed to support FBA’s year-round programs.

This partnership has gone way beyond hosting at least one conference in Polk County between 2008 and 2012. The hands-on attention staff has provided is remarkable. During the planning of the 2010 conference in Lakeland, Kris Keprios and Fay Downing were wonderful.

The central location, hospitality, moderate hotel rates and outstanding biking and walking facilities

Program: Julie Bond, New North Transportation Alliance Program – Tampa BayCycle Karen Kress, Tampa Downtown Partnership – Tampa BayCycle

In 2007, the New North Transportation Alliance and the Tampa Downtown Partnership, co-organizers of Tampa BayCycle, created an initiative to encourage commuters to cycle to work, school or play during National Bike Month.

Tampa BayCycle brought together people who believe that riding a bicycle benefits everyone from individuals to the entire community.

It was the first year that a bicycling initiative of this scale was held in the Tampa Bay area and it won a Creative Excellence Award from the International Association for Commuter Transportation. Efforts are funded in part by the Florida Department of Transportation, New North Transportation Alliance, Tampa Downtown Partnership and various sponsors including bicycle shops and other private businesses.

Tampa BayCycle also relies on volunteer hours contributed from the bike community.

During 2010, Tampa BayCycle successfully celebrated Florida Bike Month in March with plans for activities during National Bike Month during May.

Bicycle Professional: Dr. Dan Connaughton, Florida Traffic & Bicycle Safety Education Program, Gainesville

Dan took over as director of the Florida Traffic & Bicycle Safety Education Program on July 1, 2008.

Since that time, Dan and his part-time graduate assistant have among other things, physically moved the Program, acquired a new program website, developed new program brochures, coordinated a national press release about the program, converted one curriculum CD/DVD format and is in the process of revising two curricula, revised the 1.5 day training workshop to one day format, served on numerous related boards and committees, and has coordinated 20 Teacher Training Workshops (training 199 teachers/participants). Actually, Dan has instructed or co-instructed 13 of these Teacher Training workshops himself.

Additionally, he has presented on the FTBSEP or on bicycle safety at numerous conferences and has numerous related presentations currently under review.

He has also published several bicycle safety related articles on state and national journals and has one related manuscript currently under review. Dan has a current research project underway that is investigating Florida’s physical education teacher’s attitude, knowledge and behavior as it pertains to bicycle safety. He is a co-principal investigator on a related Active Living Research Grant proposal.

Citizen Bike Advocate: Darla Letourneau, BikeWalkLee, Sanibel

Darla Letourneau was singled out for her efforts on behalf of cyclists and pedestrians through her in-depth research, influence in policy shaping, and role as steering committee member and driving force behind BikeWalkLee, a coalition working to create “Complete Streets” in Lee County (www.bikewalklee.org).

Among her accomplishments, Darla was instrumental in ensuring Federal stimulus monies that came into Lee County included significant bike/ped projects; convinced the MPO and Lee County Board of County Commissioners to formally adopt Complete Streets resolutions; and brought focus and pressure on Florida by her interaction with Transportation for America and the “Dangerous by Design” report.

Darla is a member of FBA, Sanibel Bike Club, and BikeWalkLee’s steering committee. Darla’s perseverance and hard work impacts not only Southwest Florida but throughout the state and even places beyond Florida.

Citizen Bike Advocate: Pat Patregnani, zMotion, a Zimmerman Advertising Team, Ft. Lauderdale

A1A in South Florida is an excellent venue for cycling and a busy roadway for motorists. In an incident in Boca Raton, a group of cyclists received adverse publicity for vandalizing a car in response to what they considered intentional and dangerous harassment by the motorist.

Too often, this type of incident results in no productive response. Pat Patregnani, president of Zimmerman Advertising, zMotion Founder and Team Captain of the 600+ member cycling organization, took immediate action.

He recognized this incident as an opportunity to make a major change in the cycling environment in South Florida by effecting a behavioral change in cycling, and gaining the attention of motorists who do not always accept the rights of cyclists to the roads.

Pat initiated the “Ride Right/Drive Right Campaign,” which includes cyclists, law enforcement and the town councils of the affected communities, in an effort to publicize and encourage legal and courteous behavior of cyclists and motorists. The campaign included a 30-second television spot and other materials.

Jeff Lynne, an attorney and leader of South Florida Bicycle Coalition, joined with Pat to contribute his considerable political and legal background to the effort. In addition to their efforts to directly impact the cyclists’ actions, and with the outstanding cooperation of the Florida Department of Transportation and the communities, road signs funded by zMotion were designed and are being installed in six South Florida A1A communities. The signs will be a constant reminder to all roadway users to share the roadway with courtesy and respect. When the success of this campaign is demonstrated in South Florida, this concept can be export ed to other similar communities around the state.

Bike Store Advocate: Charlie and Mark Fetzer, Lakeshore Bicycles & Fitness, Jacksonville

Lakeshore Bicycles & Fitness has been a strong supporter of the Jacksonville area cycling community since the late Norman Fetzer took ownership in 1980. He passed the tradition down to his sons, Charlie and...
Annual Awards

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Charlie and Mark pro-
ved to Jacksonville, he immediately volunteered
use of their facility. Several times a year they
convert a section of the store into the TS 101
classroom.
Following in his dad’s
and uncle’s footsteps, Charlie’s teenage son, Bill, actively markets
the merits of safety in
cycling and the benefits
of Traffic Skills 101 on
his blog and Facebook
page.
Charlie and Mark pro-
vide mechanical shop support to several
major cycling events, including charity rides such as
the Katie Ride, Bike MS and Tour de Cure, also the North Florida Bicycle Club’s
two annual major rides. They also support
community activity rides such as The Ride of Silence (to raise public awareness about
cyclists killed or injured by motor vehicles
and express cyclists’ rights to use the roads) and
Jacksonville’s Bike-to-Work days.
Charlie is very active with the Boy Scouts,
conducting bicycle demonstrations and training
in support of bicycling merit badges. They
both conduct bicycle rodeos for schools.
The Fettters routinely open a house they
own near the Inneson end of the Jacksonville
to Baldwin Rail Trail to cycling groups and
the North Florida Bicycle Club. They give
freely of their time and are among the most
active in Jacksonville, promoting cycling for
fun and transportation, safely.

Volunteer: Jim Shirik, Hillsborough County BPAC, Tampa

Jim is a citizen member of the Hillsborough County Bicycle
Pedestrian Advisory Committee and stands
up for everyday bicy-
cyclists. He volunteers for
every bike event in
the Tampa area such as
the Bicycle Bash festival and the Tampa
BayCycle commuter program.
A member of the Seminole Heights Bicycle
Club, Jim creates a bike route map for the
Seminole Heights Home Tour, one of the
most popular home tours in Tampa. He can
be seen at numerous bike rodeos such as the
event at the Children’s Gasparilla Parade in
February, after which he works the down-
town Tampa Crit bike race in March.

Jim’s tireless energy motivated him to
rally the local community to support cycling
bikes to anyone wanting to shop or tour
town on two wheels during daylight hours.
This foresighted approach is bringing more
people to riding in the community and is a
win-win partnership between local residents
and business owners.

Punta Gorda is on the cusps of improving
The Hub for cycling and walking in SW Florida
due to its strategic location to connect the
中心城市 of Ft. Myers, Cape Coral, Arcadia, Englewood, Venice and Sarasota.

What other community can boast of such a great loca-
tion? What other city can boast of such an enlightened community, civic organizations,
and government? FBA is proud to honor the
City of Punta Gorda.

Trail Manager: Gerard Greco, Blackwater Heritage State Trail, Pace

The Office of Greenways and Trails (OGT) is
a very focused, lean organization that has
to accomplish much with the limited resources
available. Gerard joined the OGT team in
October of 2006 and brought with him a
number of professional skills including
woodworking, plumbing and park maintenance.

Requiring little training and limited super-
vision, Gerard went right to work and hasn’t
slowed down. Gerard wrote a grant for
native wildflowers in gallon pots and sched-
uled a day to plant them.

He won a native plant society award for
native plantings around the trail’s visitor cen-
ter. Through creative planning and good use
of his small budget, just in the last two years,
Gerard has added a playground with
improved parking, installed a fenced com-
pound with a large shop building and a
smaller building for chemical and fuel stor-
age.

Gerard has coordinated several Eagle Scout
projects, one project to build a large wooden
amphitheater on a slope facing the freshly
sodded area around the new playground.

Gerard isn’t afraid of hard work. He
consistently works on removing invasive non-
native plants, insisted on training to do his
own purchasing through the state My Florida
Market Place system, and in general, is a
highly motivated and personable representa-
tive of OGT and the state of Florida. His posi-
tive attitude, creativity, and personal initia-
tive have made the Blackwater State Trail a
safer, more beautiful and enjoyable trail for
Florida residents and visitors.

Developer: Eric Collin, Finery Development, LLC, Sarasota

Finery Development recently completed
construction of the Hampton Inn & Suites
Sarasota/Bradenton Airport in Sarasota.

They voluntarily pro-
vided bike racks and
showers facilities for
their employees who
bike to work.

Eric Collin, Executive Vice-President
of Finery, and Michelle Siess, General
Manager of the Hampton Inn, report the
racks and showers are well used and appreci-
ated by their staff. The Hampton Inn is also
Sarasota’s first green hotel, having already
won one Leader in Energy and
Environmental Design (LEEDS) rating and
currently applying for a higher LEEDS rat-
ing. Bike racks count towards LEEDS rat-
ings. In earlier construction of their corpo-
rate headquarters at 2170 Main Street,
Sarasota, Finery provided showers for
employees.
Furthermore, Eric Collin, as a leader of
the North Trail Redevelopment Partnership, is
a key player in the Sarasota effort to persuade
FDOT to provide bike lanes on US 41 in
north Sarasota, as part of an effort to calm
traffic and create an environment compatible
with retail/commercial development.

Elected Official Champion:
Representative Adam Fettman, District
81, Port St. Lucie

In early 2009, FBA
received a phone call
from Thomas
Rehynsky, District
Secretary to
Representative
Fettman, regarding the
“Save the Date” he
received for the inaugu-
rinal Florida Bike Summit to be held April 2,
Fettman wanted to participate in the
Summit as well as meet with FBA staff
regarding their legislative initiatives.
Rep. Fettman is a serious cyclist plus enjoys rid-
ing with his family in his Port St. Lucie
neighborhood. He understands the benefits
of cycling for all the right reasons, but he
cautions staff of the challenges to expect
form other House and Senate members.

He stressed in so many words, “If you can
quantify the economics of cycling whether
through bike events, the bike industry or
tourism, they will listen. It is all about the
money in these tough times.”

Rep. Fettman spoke at both the 2009 and
2010 Summit press event, bringing his ener-
gy and enthusiasm to the audience before
participants met with their elected officials.
As FBA developed their 2010 legislative pri-
orities, Rep. Fettman made himself avail-
ble to review proposed legislation.
His reaction was cool on some topics, but very
hot on others.

Special Recognition: Rebecca Alonso, Florida Bicycle Association, Oldsmar

After participating in the initial Florida Bike
Summit in 2009 Becky
provided valuable input and suggestions on ways
the event could be improved.
In the months leading up to the 2010 Summit, Becky
visited Tallahassee to research
and nail-down lodging options, meeting sites,
and bike routes. She was even able to gain
access to showers at a church near the capitol
to provide a safe, efficient, and enjoyable trail for
Florida residents and visitors.

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

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

The Florida Bicycle Association Messenger is published quarterly as a service to mem-
bers and advocates for a bicycle-friendly Florida by the
Florida Bicycle Association, P.O. Box 718, Waldo, FL 32694,
www.floridabicycle.org; e-mail:laura@floridabicycle.org; Phone: 352-468-3430.
Membership in FBA includes a subscription to the Messenger.
The Messenger welcomes your advertising! Please see the Website for rates and
specifications or e-mail laura@floridabicycle.org. Publishers reserve the right to review adver-
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best interest of FBA’s members nor its goals and objectives. Although we carefully review arti-
cles and information submitted, FBA is not responsible for the information or opinions con-
tained herein unless explicitly stated as official policy of FBA.

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### Florida Bicycle Touring Calendar...

**Online ride listings feed the multitude of Florida cyclists hungry for rides**

by Roger Pierce, calendar creator and publisher

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The listings included, and still includes today, all of the rides that you can find in Florida, Georgia, and Alabama (plus an occasional one in the Carolinas and Tennessee).

The listings are for events; there is another list that handles racing listings (Florida Cycling Race List). The lists consist of 13 pages: the “Firm List,” a summary of all of the rides for the next year that have been announced (in a single list and the detail pages, one for each month, where details about a ride are posted). The most effective listings are well crafted summaries that get riders to click through to the ride web site or Active.com. The calendar is not designed to provide exhaustive information about an event.

When I became webmaster for FBA, it was only natural to make the calendar available to a wider audience.

We are two webmasters beyond my tenure, but the calendar is still the most widely used section on the FBA site (at one time, 90% of the hits were to those pages). It provides a good way to get people to view other items on the FBA web site.

A few years ago, I programmed a new data base and interface for the calendar that enabled directors to write and post their own listings.

If you are the director of an invitational event, and have not been doing your own listing on the calendar, first find your listing in the calender to see what it looks like.

If one has already been posted for the current year, it will be in the larger print at the top of the monthly detail page; if it hasn’t, but was posted for last year, it will be in the archive at the bottom of the page.

On the last line, see who posted it and the Ride ID.

If it was posted by Florida Bicycle Association (1), you should create an account (click on “Ride Directors Click Here” on the first page) and follow directions to get the ride assigned to you.

If the poster is someone else in your club or organization, now you know who to go to update your details.

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**Upcoming Cycling 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 from an online calendar database maintained by Roger Pierce. To add an event to his (and our) calendar, e-mail to fbc@piercepages.com or go online to post your own entry, as noted in the article above. See complete calendar, including many out-of-state rides we don’t have room to print here, and all the hype we edited out at www.floridabicycle.org/btc/

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### July

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 31</td>
<td>Panther City Bike Ride</td>
</tr>
<tr>
<td>August 21</td>
<td>Jupiter Raceway</td>
</tr>
<tr>
<td>September 4-6</td>
<td>Tour of Sebring Labor Day 62/31/2012 miles each day. Bok Tower Century (100) on Sunday.</td>
</tr>
<tr>
<td>September 12</td>
<td>Annual Endless Summer Watermelon Ride 35/66/88/100 miles. A classic well-supported one-day bicycle ride perfect</td>
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<tr>
<td>September 25</td>
<td>St Augustine Bike Ride 4-a-breast</td>
</tr>
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</tr>
</thead>
<tbody>
<tr>
<td>August 28</td>
<td>Fleming Island Bay County Rotary Bike Ride Hosted by Green Cove Springs Rotary Club. 25.65 mile route through southern</td>
</tr>
<tr>
<td>August 31</td>
<td>River Rise Pedal Paddle Challenge 8:30 AM at O’Leno State Park and River Rise State Preserve.</td>
</tr>
<tr>
<td>September 26</td>
<td>Orlando Ride 2-Ronald Join Ronald McDonald House Charities of Central Florida, an enthusiast level family fun ride.</td>
</tr>
</tbody>
</table>

### September

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<td>St Augustine Bike Ride</td>
</tr>
<tr>
<td>October 10</td>
<td>Melbourne Ride 4 abreast</td>
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</tbody>
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Bike lobbyist starts early
by Joe Olmstead

love to bike, it’s a great activity if you like speed. In April, I went on a trip with my dad to Tallahassee to lobby my legislators. My cousins live up in Tallahassee so it was fun the first day to hang out at their house.

On the second day we were there, my dad and I set out for the Capitol.

The ride started out fun, but we’d forgotten eye protection so my eyes were drying out and it felt like the blood around my eyes was clotting.

The ride was beautiful, but after about seven miles I was getting tired and was drinking water every chance I got.

At the end of the trip I had to stop for a while to hang out at their house. When we went to talk to our legislators, dad mostly talked and I sat there looking cute.

Over all I would have to say this was a very enjoyable experience (except for the break-less nine miles without eye protection ride). It was fun and I loved the scenery.

Joe is the son of Steele and Pamela Olmstead. The family lives in Tampa.

In the fall of 2006, on the week of the big game with the University of California at Berkeley, the Stanford University Band built a temporary bicycle roundabout at the campus crossroads by the Stanford clock tower that was known as the “Intersection of Death.”

The band thought it would reduce traffic conflicts by reducing speeds and making movements more predictable. They decorated the island in the center with a sculpture.

The administration, which had planned to implement a bicycle roundabout at the Intersection of Death, left the band’s improvised roundabout in place for a year. Then the permanent one was built.

In December 2007, a flippant negative review of the roundabout by blogger Jason on The Unofficial Stanford Blog (http://husb.stanford.edu/2007/12/5_reasons_why_the_roundabout_s.html) elicited comments from seven readers. Commenters generally defended the roundabout. The prevailing opinion was that rogue riders who tried to go clockwise (contrary to markings) in the roundabout at busy times might save time, but only if everyone else managed to avoid them. “Yell at anyone who doesn’t obey the roundabout,” recommended one student.

Cyclists have been less assertive in using multilane roundabouts shared with motor traffic. Many cyclists have been observed to use sidewalks to navigate roundabouts. Many stay on the roadway, but track along the edge, where they are most likely to be cut off by exiting motorists.

A cyclist in south Florida recently asked me why there were no bicycle lanes in roundabouts but were dropped in advance of the roundabout. Marking a bike lane in a roundabout is prohibited by the Manual on Uniform Traffic Control Devices because such marking would encourage cyclists to ride in a position where they risk being cut off, or not being noticed by a driver entering the roundabout at an entrance the cyclist is approaching. A cyclist is expected to use a whole circulatory lane, because trying to pass a cyclist in the same lane in a roundabout is apt to give rise to conflict.

Some drivers mistakenly assume that passing a cyclist is always safe and permissible as long as the driver maintains safe clearance. Recently, when I was turning left from a left-turn lane (at a signalized intersection), a driver behind me swung out and began trying to pass me on the right. Since she was turning on a larger radius, she had to move faster to turn through the same arc, and we both entered the roadway we were turning into about the same time.

I took an inside lane, so motorist had to enter outside lane. (When she finally completed passing me, I merged into the outside lane.)

Under the Florida Uniform Traffic Control Law, “A person riding a bicycle and intending to turn left in accordance with this section is entitled to the full use of the lane from which the turn may legally be made” (§316.151, F.S.). This would apply at a multilane roundabout, where a driver who intends to make a left turn is ordinarily expected to approach in the left lane and enter the roundabout’s inside lane (a driver who tried to turn left from the outside lane could cut off an exiting through driver).

To help motorists understand where I intend to go in a multilane roundabout, I use the appropriate lane. In shared traffic, yelling usually isn’t as effective as body language.

Let ‘em Know about the Law
Order your “3 Feet Please” jersey today from http://fba.3feetplease.com.

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

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

Name: ___________________________ E-mail: ___________________________
Address: ___________________________ County: ___________________________ State: __________ Zip: __________
Tel (H) ___________________________ (W) ___________________________
Bike Club Affiliation(s): ___________________________
Member Category:  ❑ $15/student/living lightly  ❑ $25/individual  ❑ $35/household  ❑ $100/club/corporate/agency
Ride Preferences:  ❑ On-road  ❑ Off-road  ❑ Touring  ❑ Racing  ❑ Commuting
I have taken a Traffic Skills 101 or Road I (formerly Effective Cycling) class ❑ Yes ❑ No; Approximate year taken: __________
I am a League cycling Instructor (LCI) ❑ Yes ❑ No
May we contact you about volunteer opportunities?  ❑ Yes ❑ No
List any special skills or interests: ___________________________
Charge my ❑ Visa ❑ MasterCard
Card No: ____________ Signature: ___________________________ Expires: __________
Please make checks payable and mail to: Florida Bicycle Association, Inc.
P.O. Box 718, Waldo, FL 32694
‘Bike SAG’ attempts to make SAG wagon concept pay for itself

The SAG in SAG wagon stands for Support And Gear. Its main purpose is to support cyclists in the event of a breakdown.

Other duties include safety for the participants by clearing road hazards and helping alert motorized traffic. Have you ever heard someone say “Where is a SAG wagon when you need one?”

“You can never have enough SAG wagons covering an event,” says Dave Lancaster of Bike SAG.

On a century ride, cyclists can be spread out over 50 miles. On back roads with low speed limits, response time can be delayed.

No rider wants to be left stranded on a hot, deserted road for any length of time. These are a few of the many reasons Deborah Gendron and Dave Lancaster formed the company, Bike SAG.

Dave has supported many rides with SAG wagon service. Recently he had an idea how to make the service pay for itself without costing the events or their participants.

The concept is to provide sponsored product demonstrations at events. The sponsors “become” the heroes if someone should require the SAG service.

Bike SAG believes a cyclist that uses the service will credit the companies that came to the rescue and keep them in mind in future purchase decisions.

Deborah understands the need for the service and enjoys the ride more knowing there is a SAG wagon on hand just in case.

The goal of Bike SAG is to attract more people to bicycling and promote bicycle safety education. This is why they can be found at events open to the general public.

Bike SAG performs bicycle safety inspections for schools and bicycle rodeos, and repair services for donated bicycles. Bike SAG can even go to club picnic rides.

Deborah and Dave are big advocates of safer roads for cycling and wish to see more people using their bikes on a daily basis.

If you host a cycling event and need a SAG wagon, visit their website at www.bikesag.com or email them at email@bikesag.com.

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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