Transportation Enhancements, Safe Routes to School and Rec Trails Programs not in federal interest, say lawmakers

Compiled from the League of American Bicyclists and other sources

House Transportation Chairman John Mica (R-FL) announced recently that his transportation bill will eliminate dedicated funding for bicycling and walking, including Transportation Enhancements, Safe Routes to School and the Recreational Trails Program, and discourages states from choosing to spend their dollars on these activities that are “not in the federal interest.”

According to the League of American Bicyclists, Chairman Mica’s statement that these programs remain “eligible” for funding is worthless; without dedicated funding for these three programs, they are effectively eliminated, the LAB said.

Things on the Senate side are not much better. Senator James Inhofe (R-OK), the lead Republican negotiator on the transportation bill, declared that one of his TOP THREE priorities for the transportation bill is to eliminate “frivolous spending for bike trails.”

This is in direct conflict with Senator Barbara Boxer’s (D-CA) commitment to maintain dedicated funding for biking and walking.

However, the Senate is working towards a bipartisan solution, and Senator Inhofe’s comments mean funding for bicycle and pedestrian programs is at risk of total elimination.

The LAB has encouraged alternative transportation advocates to help protect Transportation Enhancements, Safe Routes to School and Recreational Trails by contacting appropriate Members of Congress, requesting they reach out to Senators Inhofe, Boxer, and Congresswoman Mica to urge them to continue funding for these important bicycling and walking programs.

Some points to ponder
Not in the federal interest? Biking and walking make up 12 percent of all trips in the US — even as funding for biking and walking projects only accounts for 1.5% of the federal transportation budget.

That is more than 4 billion bicycle trips and 40 billion walking trips a year, including trips to work, school, shopping and for recreation and tourism.

Frivolous? Two-thirds of all pedestrian deaths are on federally funded highways.

One-third of children’s traffic deaths happen when children are walking or bicycling and are struck by cars.

Bicycling and walking programs build sidewalks, crosswalks and bikeways — improving accessibility and saving lives.

More facts
Biking and walking are important forms of transportation, and funding for bicycle and pedestrian improvements is a very efficient use of federal transportation dollars.

Portland, OR built 300 miles of bike lanes and trails for the cost of one mile of highway.

These projects create jobs and build local economies. Building bicycle and pedestrian infrastructure creates 46% more jobs than building road-only projects per million dollars spent.

Cities that invest in bicycle and pedestrian projects turn downtowns into destinations, and capitalize on increased business activity.

Eliminating the 1.5% of transportation funding spent on bike/ped would have no meaningful impact on the federal budget, but instead, decreases transportation options for those who needed their own helmets adjusted. He paid great attention to detail and even helped with the rodeo stations, explaining skills and drills to the kids.

I sent him home with 25+ helmets of various styles and sizes for the community event he wanted to do.

Robert Zehr: community volunteer

by Lyndy Moore

Sometimes the best community volunteers come in young packages with great big hearts.

Meet one of these awesome “kids” — our future is in good hands with the likes of ROBERT ZEHR, who will be 12 on July 30.

I met my parents several years ago when working on the Orange County bike trails. Mom, Linda, and Dad, Michael, were telling me about their son Robert and his joining Team ORC (Orlando Road Club) as a junior racer.

My local bike shop, BIKE WORKS, was sponsoring the team and I have always been interested in their juniors program.

Mom and Dad couldn’t believe what a difference cycling had made in their son’s life.

Fast forward almost three years, and I finally met Robert at the Ocoee Spring Flung, when he and his dad rode over to help me with a bike rodeo and helmet fitting event.

Robert had contacted me about volunteering at a local food bank and noticed lots of kids riding bikes to get food but the kids had no helmets.

That really bothered Robert and he wanted to do something to help. This event was the perfect way for him to get practice fitting the helmets.

Robert watched us fit loaner helmets for all the kids participating and helped us determine who needed their own helmets adjusted. He paid great attention to detail and even helped with the rodeo stations, explaining skills and drills to the kids.

I sent him home with 25+ helmets of various styles and sizes for the community event he wanted to do.

Please see Zehr, page 9
What is the most common type of cycling crash?

Answer: While I haven’t kept statistics, perhaps the most prevalent type of cycling crash my clients have suffered is the “Right Hook.” This is where the cyclist is riding straight ahead and a motor vehicle, on the cyclist’s left, suddenly turns right — directly into the path of the cyclist. A collision occurs when the cyclist cannot stop fast enough, and is usually injured.

Almost always, the “Right Hook” crash is the fault of the motor vehicle driver.

Under Florida law, a motor vehicle must give cyclists three feet of space when passing. The motorist must only pass when the maneuver can be done safely.

Often, the motorist passes too closely to the cyclist, and fails to give three feet. Then the motorist turns right before ever fully completing a pass of the cyclist.

The motorist cuts off the cyclist. Just as bad, the motorist often fails to put on a right turn signal. However, since the motorist often hasn’t completed the pass, the cyclist may not have had time to see and react to a turn signal, even if the motorist had used one.

Three Common Varieties

There are three common varieties of the “Right Hook.” Sometimes, both the motorist and cyclist are moving straight ahead when the motorist suddenly turns right.

In this situation, the motorist is usually traveling faster than the cyclists.

A second “Right Hook” situation can occur at a stop light. After the motorist and cyclist stop and wait for the light to change, they then leave the intersection at the same time, but the motorist turns into the cyclist.

A third “Right Hook” occurs when the cyclist passes slow moving vehicles on the right. The motorist pulls right at an intersection or driveway and the cyclists cannot stop in time and didn’t anticipate this danger.

Ways to Avoid the Dangers

There are several ways for the cyclist to avoid the dangers associated with the “Right Hook.”

- Cyclists should always pay attention for telltale signs of a motorist turning right. They must watch for turn signals.
- Cyclists should avoid riding on sidewalks, where motorists commonly are not expecting them.
- Cyclists should scan behind them frequently, either by turning one’s head or using a rear view mirror, so approaching motorists are visualized.
- Cyclists should not hug the curb. Riding farther left is often safer. Taking up the lane makes it harder for motorists to pass the cyclist and then cut the cyclist off.
- Also, try not to ride in the motorist’s blind spot. Be very, very careful if you attempt to pass traffic on their right. In Florida, you also are subject to the three feet law; you must give this traffic three feet. And they are usually not expecting you.

Bill Nesper, Director of the League of American Bicyclists’ Bicycle Friendly America Program, held informational workshops in Miami and Ft Lauderdale on May 24th for communities, businesses and universities that want to be recognized for encouraging and promoting bicycling.

Over 100 representatives from cities, counties, businesses and universities came to hear Mr. Nesper explain how support for bicycling can lead to greater economic growth, employee productivity and student achievement.

“High-quality residents, workers and students are attracted to places that have a good environment for bicycling” Nesper said. “By pursuing Bike-Friendly designation places and organizations show the world that they value quality and the world takes notice.”

Bike advocates play an important role in helping to compile the necessary information to support a bike-friendly application and can use the system to identify gaps in current facilities and programs.

“The process of filling out the application connects advocates with decision-makers with a common goal – creating a place that supports bicycling.

“The advocates want to live, work and study in that place and decision-makers want the benefits that come from being recognized as bike-friendly.”

Many workshop attendees plan to pursue BFA designation. “Becoming a bike-friendly community is one of the main goals of our bike plan,” reported Collin Worth, Bike Coordinator for the City of Miami.

“The Bike Friendly America program is helping us make that goal a reality.” The LAB application and support material are available on their website: www.bikeleague.org.

Bill Nesper, below, explains how communities can be recognized for encouraging bicycling.
Advocating a bicycle-friendly Florida

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

Visit FBA’s Website
www.floridabicycle.org

Join FBA
Use the application form on page 15. Suggested contributions (tax deductible):
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Make check payable and mail to:
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P.O. Box 916715, Longwood, FL 32791-6715
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Advisory Board continued on page 5

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到 FBA Messenger.
Heads up, eyes forward

David Henderson

It is always important to stay alert when you are riding.

Focusing on what you are doing while knowing what is happening around you is essential for safe cycling.

Getting distracted or, worse, blocking out the world by using headphones makes it harder for you to react to a new situation.

Basic bike education includes drills on scanning so you can practice seeing what is around you while staying in control of your bike.

Scanning also sends a message to other drivers that you are paying attention and getting ready to take action.

Using hand signals is another way to communicate with other drivers. Years of riding have taught me that motorists give more respect to a cyclist who is paying attention and communicating with other road users.

That fairly obvious paragraph on bike safety is also a metaphor for how bike supporters need to operate in the world of public affairs.

Knowing what is happening with non-motorized transportation policy at the local, state and national levels is difficult.

Do roadway design policies support safe cycling?

How are the needs of bicyclists being met?

Do roadway design policies support safe cycling?

Is funding for bike projects and programs in danger of being cut?

What about non-motorized access to public land?

Is funding for bike projects and programs in danger of being cut?

Communication needs to take place within the community and with supporting organizations, agencies and elected officials.

Just the act of paying attention to what is happening sends a message that bicyclists must be taken seriously, but that is not enough; when something happens we need to be ready to react quickly.

Fortunately, we are lucky to have partners that act as an early warning system on transportation issues at the federal and state levels.

The League of American Bicyclists and Rails-to-Trails Conservancy have good information and communication systems that can filter out the distractions and give you a simple way to take action when it is necessary.

FBA is spending more time in Tallahassee to watch, communicate and demand respect for bicyclists — just like on the road. Are you part of the solution?


Bustos to Make First Miami Visit as FBA ED

FBA Executive Director Tim Bustos will make his first visit to Miami since his return to the Sunshine State.

The visit will be Friday, July 15, 5:30 p.m. at the Grove Spot, 3324 Virginia Street, Coconut Grove.

Tim’s primary mission is to share his views and get South Florida feedback on the state of bike advocacy in Florida.

This event is free, open to the public and happy hour will be in effect. Sponsored by the GreenMobility Network (www.greenmobilitynetwork.org).

When traffic increases but lanes stay the same

Dwight Kingsbury

To handle the increase in traffic, in the early 2000s the intersection was enlarged with additional turn lanes and new signals.

A block south, though, the 2.1-mile section of Magnolia Drive that begins at Lafayette Street (it curves to the west and terminates at Monroe Street) remains essentially as it was in 1970, with two lanes running between ditches.

Traffic on this “major collector” has, of course, greatly increased; Google’s aerial imagery show five times as many cars and trucks on South Magnolia Drive as APAC’s 1970 views.

In the 1990s, I rode on South Magnolia Drive, but occasionally got hassled by a motorist.

Nowadays, like most cyclists, I try to use less busy nearby streets and ride on South Magnolia only for short connecting links.

Fortunately, online route-planning resources like Google Maps, Mapquest, and Bing Maps make it easy to find and inspect alternative routes (where they exist, at least).

To the north, six-lane North Magnolia Drive looks like the sort of street that some people might say was “designed for cars,” yet remains a good cycling route; motorists use inside lanes to pass a cyclist.

A photo of two-lane South Magnolia Drive taken when no traffic was present might suggest the “rural charm” prized in real estate listings, but when traffic is present (most of the time), streets like South Magnolia Drive become motor vehicle conveyor belts.

It probably worked well for cyclists in 1970.

Overnight sensations

Adventure Cycling has announced a new web-based resource, Bike Overnights, designed to get people out of the house and onto the open road for two or three days of bicycle travel.

Adventure Cycling’s definition of a Bike Overnight is “a short bike tour where you start riding on one day, stop and stay the night somewhere, and then ride back the following day (or the day after that).”

According to the Bike Overnights website, http://www.bikeovernights.org, “Bike overnights can be camping trips, or they can be getaways to a local inn, hostel, or B&B.”

Since the away time is short, you don’t have to weigh yourself down with a lot of gear or spare clothes.

“For those of us who love to bike tour, but don’t always have the time or money, bike overnights are a great option.”

“... For riders interested in touring but inexperienced or concerned about what touring requires, bike overnights provide an easy way to test the waters before heading out on an extended adventure.”

No Florida outings were posted at the time of this writing, but we all know there are plenty of two-day adventures out there just waiting to be explored.
Executive Director’s corner...

Where legislation fails, leadership can succeed.

Now that we’re in the deep throes of summer, temperatures have soared, and the rainy season has finally begun in Florida. Some days it rains just enough to embolden the mosquitoes and dramatically raise the humidity, but with a little scheduling, you can still find great times to ride.

Early mornings are my favorite – just after sunrise, when the grass is still laden with dew, the day is still full of promise – and I can get to my desk early enough to beat the onslaught of daily e-mails.

Next past us is the Florida legislative season. When I wrote this column for the Spring edition of the Messenger, we had just held the Florida Bike Summit and were still hopeful that we would prevail with some of our key legislative goals, but sadly, we did not.

Much of what we had hoped for, such as legislation that would have increased penalties for motorists that cause crashes involving distracted driving, died on the vine.

However, some laws did pass this year: It is now illegal in the State of Florida to wear baggy pants to school.

Even though it’s now common knowledge that distracted drivers (i.e. texting) are a greater threat to the safety of vulnerable road users than drunk drivers, legislators refused to act on it...but we are now getting more involved at the local and state level to help make cycling a safer and more attractive transportation choice over the next year.

It’s been said that bicyclists and pedestrians are the “canaries in the coal mine” of our transportation network – the “indicator species” if you will.

Unfortunately, Florida leads the nation in bicycle fatalities, so it’s an indication that something is horribly wrong with the current transportation network in Florida.

By working on various initiatives to help make our roads safer for bicyclists and pedestrians, we will also make our roads safer for all road users.

The Florida Bicycle Association has a dedicated board of directors, great staff, and many dedicated members at the individual, family, and club level. Together, we can work to make Florida the next great bicycling state!

Another FBA initiative that is gaining traction is the “Cycling Savvy” program developed by FBA’s own Keri Caffrey and Mighik Wilson. As evidenced by other articles in this edition of the Messenger, classes are now being taught around the state, and the number of instructors is growing. Additionally, cyclists from other states have requested training in their areas as well, so it’s a program well worth noting.

As noted in above, we cannot always expect decision makers and elected officials to look out for the interests of cyclists, as evidenced by last year’s passage of the mandatory bike lane law. And do we really want or need them to? One of the core elements of the Cycling Savvy program is that it emphasizes accountability for the way you drive your bike on the roadway, and it focuses on being dependable in our interactions with other road users.

These concepts are independent from poorly designed bicycle facilities that are mandated for our use, and will go a long way towards reducing Florida’s horrendous crash rate.

However, in addition to educating bicycle drivers we must also work assiduously on educating all road users regarding cyclists’ lawful and safe use of our transportation network.

After reading comments and letters to the editor following high visibility bicycle articles in the newspaper recently, I was reminded that many motorists operate in Florida in a highly careless manner.

It’s been said that cyclists are contributing to crashes, but how will we accomplish the same for motorists as well? We must insist that motorists also drive in a safe and dependable way that will benefit everyone by eliminating unnecessary and avoidable collisions with bicyclists and pedestrians.

On the bright side, there are other developments that are encouraging.

Recent studies indicate that there is such a thing as “strength in numbers” regarding the cycling population, which goes something like this: The more cyclists there are, the more motorists will come to expect them. This is consistent with my experience in Davis, California, where I worked for many years with the city’s bicycle program.

On any given day in Davis there are estimated to be between 10,000 – 15,000 cyclists on the street (really!).

Because of these high numbers, motorists know they’re there, so they give them a lot of leeway.

Most motorists provide plenty of room when passing bikes, and they’re very careful about going through intersections where cyclists may be turning.

I realize this is an atypical example, but the point is clear. If we get more people on bikes, and teach them how to ride safely and predictably – coupled with more awareness and knowledge on the part of motorists, we could stand to reduce a significant number of the tragic collisions that are occurring today.

So get out there and ride!

Do it safely, make it look fun, and this in turn will make cycling look like the attractive transportation option that it is – which will encourage more people to ride, which will make it safer….

Enjoy the ride!
Central Florida Chapter...

**Bike/Walk Central Florida to address pedestrian safety**
by Brad Kuhn

The verdict is in, and once again, Transportation4America has branded the Orlando/Kissimmee metropolitan area as the deadliest in the country for pedestrians.

Numbers, of course, don’t tell the whole story. The City of Orlando, for example has made pedestrian infrastructure a top priority, and The City of Winter Park – home to Park Avenue, one of the most walkable streets in America – recently voted to adopt a Complete Streets policy.

The problem is concentrated along a few major arterial roads, which makes the problem all the more glaring, and all the more preventable.

Bike/Walk Central Florida is working on a pedestrian safety initiative that would combine Engineering, Education and Enforcement to reduce the number of pedestrian deaths by raising community awareness of causes and concerns and fostering a culture of honoring crosswalks – both signaled and unsignaled.

We are in discussions with both potential funders and a consultant with a proven track record and are targeting a January launch.

BWCF board member Billy Mattaway of VHB MillerSellen, is emerging as one of the nation’s foremost authorities on pedestrian infrastructure.

Author of Florida’s new road design standards for livable, walkable communities, he was featured on Orlando NPR affiliate WMFE-FM, and in a national Tele-Townhall conducted by Transportation4America. We are very fortunate to have Billy spearheading our Complete Streets effort.

We continue to see a good cross-pollination between Cycling Savvy and our monthly First Friday rides as newly empowered cyclists regularly join us for a 10-mile drive-time loop down through downtown Orlando.

We are getting ready to launch our first annual fund-raising campaign and look forward to being able to report back with good news on that, as well as the pedestrian initiative in the next issue of the FBA Messenger.

First Coast Chapter update...

**St. Johns County multi-use trail stalled... Duval BPAC... Transportation Act**
by Stephen Tocknell

If you live in St. Johns County and support the construction of a multi-use trail that would provide a safe connection for bicyclists riding between SR A1A and the IntraCoastal Waterway via CR 210 and Mickle Road, then the members of the St. Johns County Commission need to hear from you.

At their meeting on March 1, 2011, the commission voted to allocate funds for the construction of sidewalks on this route.

After the meeting, one of the commissioners, Hon. Cyndi Stevenson undertook an initiative to secure an easement for a bicycle trail currently using the existing travel lanes on this route.

Back in May Cyndi was still making progress. But early in June I learned that the county commission as a whole has decided not to pursue this opportunity any further, citing funding issues.

To get this project back on track, it would help for you to contact any or all of the county commissioners, and to remind them of the importance of this trail.

Tell them that the trail is needed not for the safety of the many cyclists who travel to and from A1A, but also for reducing traffic congestion caused by those cyclists who are currently using the existing travel lanes on this route.

Please also mention that the proposed sidewalks will be of little or no use to adult cyclists.

Here are the e-mail addresses for each of the members of the St. Johns County Commission.

Cyndi Stevenson BCCD1@sjcfl.us
Ron Sanchez BCCD2@sjcfl.us
Mark Miner BCCD3@sjcfl.us
Jay Morris BCCD4@sjcfl.us
Ken Bryan BCCD5@sjcfl.us

If you live in Duval County, please contact any member of Mayor-elect Alvin Brown’s transition team, and ask for assurances that the new mayor will continue current Mayor Peyton’s support for the City of Jacksonville Bicycle and Pedestrian Advisory Committee (BPAC).

Two of the BPAC initiatives that are currently underway are aimed at
- modifying the Florida Drivers Manual to include more information pertaining to the rights of bicyclists and pedestrians, and
- establishing sharrows or other markings that would connect the existing bicycle lanes that are on either side of the Acosta Bridge.

If you are interested in attending the next Jacksonville BPAC meeting, or in joining the Jacksonville BPAC committee, just show up at the Jacksonville City Hall at 5:30 p.m. on the first Thursday of the month.

The meetings are typically held in the Lynwood Roberts Room on the 1st floor.

To reach any member of the mayoral transition team, here’s the e-mail address for you to use: transitionteam@coj.net

If you live anywhere in Florida, please watch out for news regarding the upcoming bill for reauthorization of the federal surface transportation act. It is very likely that the proposed bill will need to be modified before it is enacted, in order to better provide for the needs of cyclists and pedestrians.

A good source of information on this issue is Transportation for America, a coalition that includes the following partners.

- Rails-to-Trails Conservancy
- Reconnecting America
- National Complete Streets Coalition
- National Association of Realtors
- American Public Health Association
- Surface Transportation Policy Partnership

We have now had three Train Your Bike sessions and attendance is growing. We have also had three Truth & Techniques of Traffic Cycling.

We are planning our first Tour of Jacksonville tentatively for July 23rd. Cycling Savvy is starting to catch on in Jacksonville.

Gainesville’s Dottie Giro practices the quick stop as CSI Kevin Prior (left) and Jeff Hohlstein spot.
CSI Kevin Pryor rocks First Coast Cycling Savvy classes

by Jeff Hohlstein, CSI

Above: Cycling Savvy Instructor Kevin Pryor adds realism by imitating a right-hooking car as Ralph Giro snaps the turn. Below: teaching the Truth & Techniques of Traffic Cycling session.

Kevin Pryor adds realism by imitating a right-hooking car as Ralph Giro snaps the turn. Kevin is one of three Cycling Savvy Instructors teaching in Jacksonville and he is a master at visualization.

Kevin and his wife of 26 years, Annette, belong to the North Florida Bicycle Club in Jacksonville and ride regularly.

Kevin soon established his reputation as a natural leader, becoming a ride leader and expanding one of the most popular advanced rides to accommodate intermediate riders.

Last November, when Kevin knew that he would be NFBC’s next Ride Director, he decided to take the League of American Bicyclists Traffic Skills 101 course in preparation. He “got it” immediately. His view of traffic cycling completely changed and he went right to work coaching and leading the people on his rides.

On one particular ride the 20-30 people on a three-mile stretch of a busy multi-lane highway with no shoulders, had never been able to break the gutter-bunny mentality.

Kevin rode with them and by the end of the first half-mile, they had doubled up and taken the right hand lane.

Says Kevin: “I rode up alongside one of the riders and asked, ‘Would you like the cars to squeeze by you, give you half a lane, or give you a full lane change?’”

After the inevitable answer, “The full lane change, of course.” Kevin said, “Well this is what you have to do to achieve that outcome.” Then he pulled up to the next rider and the one that he’d talked to pulled out behind him. Soon two columns formed.

In early January, Kevin attended a Cycling Savvy class in Orlando. CS founders Keri Caffrey and Mighk Wilson immediately saw the potential. One thing led to another and Kevin took the first ever CS Instructor training course. Somewhere along the way he also had joined FBA.

In Jacksonville, we wanted to improve the results we were getting in the Snap Turn exercise of the Cycling Savvy Train Your Bike parking lot drills.

Through adept questioning, Kevin identified the students who had seen or experienced a right hook and created from their experiences a vivid image of the challenge a right-hooked cyclist would face.

Then they got on the bikes.

We initially separated technical mastery of the snap maneuver from the proximity to the real curb by having the students practice the snap directly left of the training box (in the above right picture, the area between the blue markers and the cones near the curb).

The object was to perfect the turn itself without being intimidated by the curb.

Then we had them snap turn through the turn staying inside the training box.

As each rider approached the turn Kevin ran just outside the box chanting, “I’m a car, turning, turning! I don’t see you, I’m turning!”

The students forgot about the curb and concentrated on turning inside the “car.” Their performance improvement was dramatic.

Motorists who only “see” cyclists who are where they expect another motor vehicle to be, was dramatic. It made the danger of doing it wrong more real while positively reinforcing the Cycling Savvy preventions.

Dottie Giro recalls, “Kevin was the perfect instructor for me. He was understanding even about simple questions that I asked. He was kind and demonstrated so well. I noticed how well he worked with other instructors, a real team player.”

To quote Lori, “Hands up for Kevin!”

Student Lori Sistrunk said of Kevin, “He instills confidence when he instructs and/or assists, commending when you master a technique or make improvement. I had a measure of confidence I did not have before I took the class.”

Kevin recently taught the animated section of Truth & Techniques of Traffic Cycling that shows all the ways a cyclist can get into trouble by not using good traffic cycling practices. He set the stage by describing a Dateline/NBC study, “Did You See That?,” that graphically showed what the mind sees and reacts to is often based on other than visual reality. He characterized typical motorist’s “didn’t see him” response as “He came out of nowhere.” In going through the animations he discussed and showed both the crash scenarios and their preventions. He constantly reinforced the theme, “he came out of nowhere,” until the class was chanting it at each animated crash. Kevin’s vividly painted picture of
Kitzzy Aviles and Jason Buckner: Helping Make Cycling Savvy a Success

by Dan Moser, Program Director & Keri Caffrey, Cycling Savvy Guru

Itzzy and Jason took the Cycling Savvy course when it was first offered to the public in the summer of 2010. Afterwards, they became enthusiastically involved in helping to organize and promote numerous local cycling events. Itzzy helped organize cargo bike rides and ice cream rides for Bike/Walk Central Florida.

As regular bike commuters to the UCF campus, Jason and Itzzy wanted to help others use a bike for transportation. They recognized that the primary road to UCF—University Blvd.—was intimidating to most bicyclists, but the alternative route—a trail built primarily for recreation—added too many miles to the trip for many people. Though the trail was more direct for them, they took the initiative to create a Bike Bus—a group ride that would take University Blvd. on a set schedule for commuters to join along the route.

Through the UCF Bike Bus, Jason and Itzzy have not only provided a means of moral support and encouragement for fellow commuters, they have helped to educate other cyclists and improve their safety.

Jason has also built an iPhone app and a tracking web page so that people wanting to join the bike bus know where it is while it is en route. Jason and Itzzy also maintain a

See Cycling on page 16
Where My Ride Takes Me

In an occasional new feature for the FBA Messenger, we’ll highlight FBA members and staff doing stuff you like to do on your bikes.

This month’s feature was submitted by FBA Program Assistant Becky Afonso, who was out on an advance reconnaissance for this year’s Ride to Defeat ALS (currently slated for November 5, 2011).

According to Becky: “Surveying routes by bike instead of a car makes it a lot more fun to survey, photograph and eventually paint the route. It also provides great views from the Treasure Island Causeway, where my Schwinn hybrid is resting.”

Please send us your high-quality photo submissions for printing in the Fall issue of the FBA Messenger (next deadline is September 15, 2011). Accompany your photo with a short narrative that tells where and why the scene “resonated” with you.

Alas! We failed to have Becky hit Schwinn up for a product placement donation. Next time, Becky...

Zehr is a youth with a heart for helping

continued from page 1

“Everyone seemed really, really happy and I even got to talk with one of the guys, Boyce, who came on a bike.

“He said there was another organization that gave away everything that you would need with a bike, but not helmets.

“He almost got hit by a car recently and just got a new bike.

“Most of the people who got helmets were kids but some of them were teens and adults. I fit the helmets for most of the people my dad did the first one, but I did the rest.

“I even helped out one of the volunteer’s kid who was four years old.”

Robert attached some photos to his note, mentioning also that he helped out in the back by serving food and dishes.

Rich Giaquinto, Director of Operations, Christian Service Center for Central Florida, Inc., was impressed with Zehr during some of the sessions held to plan for the helmet giveaway, and later wrote a note commending the youth for his “...compassion and enthusiasm...”

Kids can do pretty much anything they put their minds to with support and encouragement from parents and friends.

Robert Zehr is one of my heroes and I hope to see more of his big hearted efforts in the future.

Vital Statistics:
Name: Robert Zehr
Age: 11 years old (12 on 7/31)
Grade: 6th (2010-11 school year)
Favorite movie: Fast Five
Favorite cyclist: Lance Armstrong
Favorite food: Pasta
Other info:
Won 2nd place in 2010 in Florida Cycling points series, junior 10-12 (Member of Orlando Road Club); Loves helping the less fortunate; Has a 1st degree black belt in ATA karate.

Ethan Cashwell, 5 (at right) sports a new helmet expertly fit by Robert Zehr. Some teens and adults received well-fitting helmets also.

Law Offices of J. Steele Olmstead, P.A.
J. Steele Olmstead, Esq.
Two-wheeled lawyer
A fellow two-wheeler assisting injured two-wheelers since 1985
State Wide Practice
(Answered 24/7)
800-535-3002
Free Consultation (of course) and I’ll come to your home, office, favorite trail or bike shop.
Main office: Tampa, Florida but I fly planes too- I’ll come to you.
Lobbying for Safer Bicycling.

©2010 J. Steele Olmstead, P. A.
Meet the...... Flockers?

Here's an interesting online destination for all you gear savers. BikeFlock.com is a nationwide online classified ads and business directory where you can post ads (for free) to buy, sell or swap bike gear.

Also available are opportunities to advertise events, goods and services, although if your motives are commercial, expect to incur an advertising charge.

BikeFlock.com founder and bicycling enthusiast Julie Mills notes that the site “is not affiliated with any bike club, cycling organization and/or cycling association.”

It’s a new site, but quite a few bird brains already have joined the flock.

It’s easy to register. All it takes is a verified e-mail address, and your ad is up and running.

It’s worth a look... and maybe someone will even buy that old chain ring set you’ve been trying to unload.

We know this peacock has gender identity issues. Please don’t write.

Zen and the art of bicycling?...

Reflections on a morning ride

by Herb Hiller

If I had driven the car during that early morning hour, I would likely have come back feeling kinetically flat.

No rising up from the isolation of cars, no entry into extra-dimensional space that would register like the aftertaste of a cream soda remembered from boyhood on cool sand under a summer boardwalk, or later like a sweetstop when in and out of West Indian airfields where chickens had to be shoed off runways.

No rising to the echoes of dreams, to an urge for re-visiting forgotten places that memory alone might still glimpse.

Free of the car, phantoms fanned the aftermath of an hour on the bike into something that happened whether or not I could easily tell someone else about it, leaving me secret among others while known only to some sketch of my own possibility.

I might later find myself staring from a second story chair at no part of the tree outside my window, but as if on a ship, looking not to the horizon but strangely instead into space only halfway to it, focused on nothing to focus on.

I felt taut from the ride and expectant about what might happen next from this experience I couldn’t put my finger on. It wasn’t isolation but instead immersion on roads that I sometimes drive but early that morning biked.

Saturday before sunrise traffic was light, yet enough to expose the outsider aspect of bicycling. No protection, too underweight to trip stop-and-go signals, rushing through 70-degree chill in only a tee shirt.

I rode through an empty downtown DeLand, turned out Highway 44 to the river, downshifting for easy climbs, back on Old New York Avenue past the train station. The St. Johns, the railroad; I was out where river travelers once sorely reached these parts and where settlers followed after Henry DeLand had tromped his way.

I bumped across weedy tracks – Clump! Badump! – before regaining my cadence, the tracks only a caution; me myself only a person of some kind, no kind, every kind.

The fields and canopied roads adopted me as one of those they’d already watched passing for generations.

I asked nothing. I answered no questions. A banner on a stationary bus announced a new steak house taking over where Pondo’s used to be, where I ate the first time in town – 30 years ago?

Back across the highway, up newly paved Hazen Road, back east on Minnesota, I whistled along like a tideless riverboat and a silent train.

Who on a bike doesn’t know this engagement with nothing yet ethereally with all? We pass dazzled by the absence of our everyday selves.

My claim on where I found myself was the disavowal of assertion at all. I filled with emptiness, and for emphasis kept pedaling.

— Herb Hiller, himself one-of-a-kind, lives in DeLand and has long written about one-of-a-kind Florida.

Lawmakers looking to quash bike/ped spending continued from page 1

American families in a time of rising gas prices and an uncertain economy.

Why Act Now?

Both the House and Senate long-term transportation bills are currently being written.

Bike and ped advocates still have a chance to influence the outcomes, ensuring that funding for biking and walking programs doesn’t disappear for many years.

The LAB urged every Senator to tell Senators Boxer and Inhofe that bicycling and walking are vital parts of the transportation system, and that there must be dedicated funding for sidewalks, bike lanes and trails to ensure that bicyclists and pedestrians are safe.

Additionally, LAB encouraged its members to urge every Representative in the House to tell Chairman Mica the same.

‘Ninety-eight percent of the adults in this country are decent, hard-working, honest Americans. It’s the lousy two percent that get all the publicity. But then – we elected them.’

— Lily Tomlin, American comedienne
Do you have a question about the laws related to bicycling?

Ask Geo @ FlBikeLaw.org*

George Martin

Inoperative traffic signals

Q: Chris asked: A group of cyclists pulls up to a traffic signal. Their presence does not trigger or activate the traffic light to change. It won’t change from red to green. Are they legally entitled to go through the light? Must they turn around?

A: (see the June 27, 2011 post) A frequently heard response is that it should be treated as an inoperative traffic control signal and the following statutes would apply.

FS 316.1235 - Vehicle Approaching Intersection in which Traffic Lights are Inoperative

The driver of a vehicle approaching an intersection in which the traffic lights are inoperative shall stop in the manner indicated in s. 316.123(2) for approaching a stop intersection. In the event that only some of the traffic lights within an intersection are inoperative, the driver of a vehicle approaching an inoperative light shall stop in the above-prescribed manner.

FS 316.123 - Vehicle Entering Stop or Yield Intersection

(2)(a) ... every driver of a vehicle approaching a stop intersection indicated by a stop sign shall stop .... After having stopped, the driver shall yield the right-of-way to any vehicle which has entered the intersection from another highway or which is approaching so closely on said highway as to constitute an immediate hazard during the time when the driver is moving across or within the intersection.

Dear Chris,

Thank you for your recent inquiry. In your scenario, a cyclist should not stop, yield, and then proceed through the intersection if faced with a Red Steady Signal. The best suggestion would be to make the right turn and later safely u-turn, or possibly find an alternate route. For instances where you know a bicycle/motorcycle is not tripping the sensors, one is encouraged to contact the regulating authority (FDOT or County maintenance).

Let us know if you have any further questions about this,

Customer Service Center
Correspondence/Email Unit
Department of Highway Safety and Motor Vehicles www.flshs.gov

It was argued (but not addressed to the FHP) that another statute might apply and actually contradict that answer.

316.074 - Obedience to and Required Traffic Control Devices

(2) No person shall drive any vehicle from a roadway to another roadway to avoid obeying the indicated traffic control indicated by such traffic control device.

If that is the case and there is no pedestrian signal to activate the signal, it seems we cannot avoid the signal, even by legally turning right onto another roadway, and are required to wait until the light changes, even if means forever.

Could that be an argument in mitigation of a citation?

Even though it is not stated, the probable intent of this statute is to prevent people from using a shopping center or parking area to avoid traffic backed up at a light with the intent to turn right.

That argument is likely only academic since a cyclist legally making a right turn then a U-turn to circumvent an inoperative signal would only be illegal if the intent is to avoid the signal.

That intent is only in the mind of the cyclist. It would probably not be substantive legal basis for running the light instead of following the FHP guidance above, nor would it be a basis for a citation for a violation of s. 316.074.

It is recommended that cyclists learn the proper methods for using the loops to activate the signals through other resources.

Visit the Florida Bicycle Law website (www.flbikelaw.org/about) to read about the Florida Bicycle Law Toolkit for Law Enforcement, a product of FBA.

The Toolkit site is a place for law enforcement officials and cyclists to find answers and exchange information about the laws related to bicycling.

As a part of the Bicycle Law Enforcement Program, a website exists to provide a place to ask questions about the laws. This is a continuing series that addresses some of the questions and provide updates about FBA’s Bicycle Law Enforcement Program.

*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.

Show Your Support and Help Get the Word Out

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

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

2010 Florida Bicycle/Pedestrian Law Enforcement Guides are available

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

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

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

New text includes:

Roadway position ([§316.2065(5)])

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

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

Visit the FBA website to review a complete description of the Bike Lane Law and to download a copy of the guide.
# Selective State-wide Contacts

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

Go to [www.floridabicycle.org/statecontacts.htm](http://www.floridabicycle.org/statecontacts.htm) for the complete, up-to-date list.

<table>
<thead>
<tr>
<th>AGENCY/FUNCTIONAL RESPONSIBILITY</th>
<th>NAME</th>
<th>TELEPHONE</th>
<th>E-MAIL</th>
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<tbody>
<tr>
<td><strong>FDOT Central Office</strong></td>
<td>Marianne Trussell</td>
<td>850.245.1500</td>
<td><a href="mailto:marianne.trussell@dot.state.fl.us">marianne.trussell@dot.state.fl.us</a></td>
</tr>
<tr>
<td>State Safety Officer</td>
<td>Dennis Scott</td>
<td>850.245.1527</td>
<td><a href="mailto:dennis.scott@dot.state.fl.us">dennis.scott@dot.state.fl.us</a></td>
</tr>
<tr>
<td>State Pedestrian &amp; Bicycle Coordinator</td>
<td>Patierie</td>
<td>850.245.1529</td>
<td><a href="mailto:patierie@dot.state.fl.us">patierie@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Asst. Pedestrian-Bicycle Coordinator</td>
<td>Providence Nagy</td>
<td>850.245.1757</td>
<td><a href="mailto:providence.nagy@dot.state.fl.us">providence.nagy@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Ped-bike traffic safety grants</td>
<td>Ralph Salvas</td>
<td>850.245.1526</td>
<td><a href="mailto:ralph.salvas@dot.state.fl.us">ralph.salvas@dot.state.fl.us</a></td>
</tr>
<tr>
<td>ADA Coordinator</td>
<td>Dean Perkins</td>
<td>850.414.4359</td>
<td><a href="mailto:dean.perkins@dot.state.fl.us">dean.perkins@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Roadway Design</td>
<td>Mary Anne Koos</td>
<td>850.414.4321</td>
<td><a href="mailto:maryanne.koos@dot.state.fl.us">maryanne.koos@dot.state.fl.us</a></td>
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**District 1**

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<tr>
<th>Name</th>
<th>Telephone</th>
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<tr>
<td>District 1 Ped-Bike Coordinator</td>
<td>Sarita Taylor</td>
<td>863.519.2216 <a href="mailto:sarita.taylor@dot.state.fl.us">sarita.taylor@dot.state.fl.us</a></td>
</tr>
<tr>
<td>District 1 Safety Pgrm Manager</td>
<td>Michael Kautz</td>
<td>863.519.2522 <a href="mailto:michael.kautz@dot.state.fl.us">michael.kautz@dot.state.fl.us</a></td>
</tr>
<tr>
<td>District 1 CTSP Coordinator</td>
<td>Debra Stallings</td>
<td>863.519.2347 <a href="mailto:debra.stallings@dot.state.fl.us">debra.stallings@dot.state.fl.us</a></td>
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**District 2**

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<tr>
<td>District 2 Ped-Bike Coordinator</td>
<td>Jennifer Graham</td>
<td>904.360.5636 <a href="mailto:jennifer.graham@dot.state.fl.us">jennifer.graham@dot.state.fl.us</a></td>
</tr>
<tr>
<td>District 2 CTSP Coordinator</td>
<td>Scott Lent</td>
<td>904.360.5629 <a href="mailto:scott.lent@dot.state.fl.us">scott.lent@dot.state.fl.us</a></td>
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**District 3**

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<tr>
<td>District 3 Ped-Bike Coordinator</td>
<td>Zena Riley</td>
<td>850.415.9656 <a href="mailto:zena.riley@dot.state.fl.us">zena.riley@dot.state.fl.us</a></td>
</tr>
<tr>
<td>District 3 Safety Pgrm Manager</td>
<td>Jonathan Harris</td>
<td>850.415.9516 <a href="mailto:jonathan.harris@dot.state.fl.us">jonathan.harris@dot.state.fl.us</a></td>
</tr>
<tr>
<td>District 3 CTSP Coordinator-East</td>
<td>Stanley Rudd</td>
<td>850.415.9488 <a href="mailto:stansley.rudd@dot.state.fl.us">stansley.rudd@dot.state.fl.us</a></td>
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**District 5**

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<tr>
<td>District 5 Ped-Bike Coordinator</td>
<td>Joan Carter</td>
<td>386.943.5335 <a href="mailto:joan.carter@dot.state.fl.us">joan.carter@dot.state.fl.us</a></td>
</tr>
<tr>
<td>District 5 Safety Engineer</td>
<td>Anthony Nosse</td>
<td>386.943.5334 <a href="mailto:anthony.nosse@dot.state.fl.us">anthony.nosse@dot.state.fl.us</a></td>
</tr>
<tr>
<td>District 5 CTSP Coordinator</td>
<td>Barry Wall</td>
<td>904.943.5324 <a href="mailto:barry.wall@dot.state.fl.us">barry.wall@dot.state.fl.us</a></td>
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**District 6**

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<tr>
<td>District 6 Ped-Bike Coordinator</td>
<td>Ken Jeffries</td>
<td>305.470.6736 <a href="mailto:ken.jeffries@dot.state.fl.us">ken.jeffries@dot.state.fl.us</a></td>
</tr>
<tr>
<td>District 6 Safety Engineer</td>
<td></td>
<td>305.470.5722</td>
</tr>
<tr>
<td>District 6 CTST Coordinator</td>
<td>Carlos Sarmiento</td>
<td>305.570.5355 <a href="mailto:carlos.sarmiento@dot.state.fl.us">carlos.sarmiento@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Miami-Dade County MPO</td>
<td></td>
<td>305.575.1906</td>
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<tr>
<td>Monroe County Planning</td>
<td></td>
<td>305.289.2506</td>
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**District 7**

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<th>Name</th>
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<tr>
<td>District 7 Ped-Bike Coordinator</td>
<td>Loci Snively</td>
<td>813.975.6405 <a href="mailto:loci.snively@dot.state.fl.us">loci.snively@dot.state.fl.us</a></td>
</tr>
<tr>
<td>District 7 Safety Engineer</td>
<td>Peter Hsu</td>
<td>813.975.6251 <a href="mailto:ping.hsu@dot.state.fl.us">ping.hsu@dot.state.fl.us</a></td>
</tr>
<tr>
<td>District 7 CTSP Coordinator</td>
<td>Jeanette Rouse</td>
<td>813.975.6256 <a href="mailto:jeanette.rouse@dot.state.fl.us">jeanette.rouse@dot.state.fl.us</a></td>
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For the complete list of contacts, visit [www.floridabicycle.org/statecontacts.htm](http://www.floridabicycle.org/statecontacts.htm).
Blues, B&Bs and Mississippi
Delta food: a writer’s tour

Long-time friend of bicycling and eco-tourism, Herb Hiller, is planning a writer’s tour of the Mississippi Delta region in late October/early November.

According to Hiller, “the journey won’t be a studious slog.” Motivated by Anthony Walton’s 1996 book, Mississippi, he wants to learn more about “this American place.”

“I want to meet people; I’m out to see the land, hear some blues, eat Delta food and enjoy the ride.”

Hiller wants up to six other riders to accompany him. The plan is to drive to Memphis and bike south to Vicksburg, then overnight back, and the 10 touring overnights, including breakfasts and dinners. Hiller is handling all the arrangements and promises to keep everyone informed.

Joining the ride requires, besides a successful interview, a $500 deposit and the balance by August 15.

“If for any reason you must drop out,” says Hiller, “I will ask you to find an acceptable replacement. The $500 is refundable if, for any reason, I might have to cancel before August 15.”

For a basic idea of the route area, go to Google directions and request directions from Memphis, TN, to Vicksburg, MS.

A good source of information about the region is at www.visitthedelta.com.
August

August 28 (Sun) Jupiter
Giro di Zeppoli
Join the riders of the Tour de Force, “A Ride For Remembrance” as we leave from Ocean Cay Park in Jupiter (mass start 7:00 am) and ride 25 (Hobe Sound) or 50 (Stuart) miles for a great cause! The Tour de Force is a 501(c)3 created by The Tour de Force Foundation in honor of the families of law enforcement officers killed in the line of duty. Limited SACs (so bring your tire repair kit) with water, coffee and a SAC Email to those who have registered.

September

September 3-5 Sebring
29th Tour de Sebring (Labor Day Weekend)
Riders will tour the rolling hills, citrus groves, cattle ranches, in scenic Central Florida. Join over 300 cyclists for a one, two, or three-day multi-level ride Labor Day weekend. Rides will be fully supported with rest stops and emergency SAG support, well-marked, color-coded routes and maps or cue sheets. A daily continental breakfast and an outstanding buffet lunch is included. Colorful t-shirts for registrations received by Aug. 19. Riders are done at your own pace, so this event is perfect for riders of all levels of experience. Other activities for riding & non-riding families include: Swimming Pool, Kayak Tours, Riding Stables, a 3 mile paved trail through the Horse Farm Hundred, blades, Henscratch Winery, etc.
Co-hosted by the Highlands Pedalers bicycle club & the Kemilodge. www.kemilodge.com/ or call 352-422-2700.

September 10 (Sat) Ponte Vedra Beach
Patriots Annual Memorial Ride
Honor veterans and heroes of September 11, 2001. It is 91.1 km on four lane highways and scenic country roads. Please wear red, white and blue to honor the day. We will have a very special Memorial Ceremony starting at 6:30 a.m. Please be parked and ready to roll by that time. Depart Nease High School in Northern St. Johns County (Ray Road at US 1, 1 mile south of CR 210) at 7:15 am on Saturday, Sept 10, 2011. This ride is in St. Johns County only, utilizing some four lane highways and some scenic rural county roads. The route is designed for experienced road riders as we will have no official rest stops (there are numerous convenience stores enroute on the route). SAC services provided by ABC, Champion and Open Road. Pre-registration is required. $20 pre-registration fee ($25 day of). Early registration is $30 with $35 day of. Go to: www.RotaryBikeRide.com for registration, route map, times and details.

October

October 2-23 Gainesville
21st Annual Horseride for the Animals
The Suncoast Animal League’s 21st Annual Horseride for the Animals will be October 2-23, 2011. This 5-day, 4-night event is cycling on Florida’s beautiful back roads of Lake County, with rides of 33, & 64 miles thru the hilly roads of western Marion & Ocala counties. Get to know the area better, get out of the odd canal bridge. But many of you will want to make frequent stops to take in the scenery, and perhaps have a conversation with a horse. www.scul.org.

October 11-14 Clearwater
Chiefland Fall Bicycle Fest
Up to four fun-filled days riding on Florida’s Gulf Coast Trails. All rides start at 8:30 am from the Clearwater Riverfront Park, with rides of 10-12 miles. After-ride entertainment, food, beverages and awards. http://orlando.cyclinglife.org/other.php

October 17-21 Cross City
October 19-23 Clermont
Horrible Hundred
32nd Annual. November 26. Two days, three routes and seven mountains makes this year’s event another great adventure. Join the Florida Horrible Hundred, celebrating one of Florida’s oldest continuous rides. Course options of 350/170/100 miles. Every quiet country roads and true Southern hospitality while tackling Central Florida’s “mountains”. Early registration is $25, $10 off final registration and fantastic door prizes on Saturday, November 19 will be available. Cycling and Fitness Expo will run Saturday and Sunday. November 19-20. See the latest bikes and gear from major manufacturers. Start: Waterfront Park, Clermont, Florida. For more information and direct online registration, go to the website. Registration opens mid August. www.horrible-hundred.com

November 21-25 Cross City
November 21-25 Cross City
Cross City Bike Festival
Tour package consists of 5 days and 4 nights; cycling on Florida’s beautiful back roads and scenic county roads. Please wear red, white and blue to honor the day. We will have a very special Memorial Ceremony starting at 6:30 a.m. Please be parked and ready to roll by that time. Depart Nease High School in Northern St. Johns County (Ray Road at US 1, 1 mile south of CR 210) at 7:15 am on Saturday, Sept 10, 2011. This ride is in St. Johns County only, utilizing some four lane highways and some scenic rural county roads. The route is designed for experienced road riders as we will have no official rest stops (there are numerous convenience stores enroute on the route). SAC services provided by ABC, Champion and Open Road. Pre-registration is required. $20 pre-registration fee ($25 day of). Early registration is $30 with $35 day of. Go to: www.RotaryBikeRide.com for registration, route map, times and details.

Upcoming Bicycle Touring Events in Florida
This printed version is ABRIDGED from promotional material provided by tour-organizers. We’re not responsible for accuracy of information or quality of these rides. Use the contact information for more details about each ride. Ask your friends. Data are from an online calendar database maintained by Roger Pierce. To add an event to his (and our) calendar, e-mail to ftcie@piecepages.com or go online to post your own entry, as noted in the article above. See complete calendar, including many out-of-state rides we don’t have room to print here, and all the hype we edited out online, at www.florida bicycledirectory.com/bric/

Florida Bicycle Association
August 27 (Sat) Fleming Island
Rotary Bike Ride for Charity
3rd Annual, hosted by Rotary Club of Green Cove Springs. Baptist Church on Hwy 17. Plenty of parking and a local bike shop for last minute ride items needed. Ride starts rural route through southern Clay County along safe roads. Proceeds to local charities that the CCS Rotary supports (scholarships, food pantry, local schools, Boy Scouts, Girl Scouts and more). All money raised stays in local charities. Ride support by the SERF escort motorcycles, fully supported SACs with restroom facilities along the route, BBQ lunch at the end of the ride and a massage therapist on hand to work the kinks out. Chance door prizes, opportunity to win a new bike, free T-shirts, and water bottles for participants (while they last). Early registration is $30 with $35 day of. Go to: www.RotaryBikeRide.com for registration, route map, times and details.

November 5-6 Miami
Dolphins Cycling Challenge
A two-day tri-county charity cycling event. Proceeds from this event will go to the Boys & Girls Clubs of Miami County. The ride will start at Rainbow Springs Park, with rides of 33, & 64 miles thru the hilly roads of western Marion & Ocala counties. Get to know the area better, get out of the odd canal bridge. But many of you will want to make frequent stops to take in the scenery, and perhaps have a conversation with a horse. www.scul.org.

November 6 (Sun) Dunnellon
Horse Farm Tours
Horse Farm Tours
The Horse Farm Tours start in Flemington on CR 329 (Interstate 75 CR 318 exit) and continue for 10 miles to the Wall Camp for seriously ill children that stay at our two Ronald McDonald Houses in the Wall Camp for seriously ill children that stay at our two Ronald McDonald Houses. The tour of the Wall Camp is $10. Tickets must be purchased in advance. www.stjohnscountychamber.com.

November 19-20 Clermont
Horrible Hundred
32nd Annual. November 26. Two days, three routes and seven mountains makes this year’s event another great adventure. Join the Florida Horrible Hundred, celebrating one of Florida’s oldest continuous rides. Course options of 350/170/100 miles. Every quiet country roads and true Southern hospitality while tackling Central Florida’s “mountains”. Early registration is $25, $10 off final registration and fantastic door prizes on Saturday, November 19 will be available. Cycling and Fitness Expo will run Saturday and Sunday. November 19-20. See the latest bikes and gear from major manufacturers. Start: Waterfront Park, Clermont, Florida. For more information and direct online registration, go to the website. Registration opens mid August. www.horrible-hundred.com
Paddle Florida ready to start its fourth year rollin’ down the river

Paddle Florida, Inc., recently designated as a 501(c)(3) public charity, is organized to promote water conservation, wildlife preservation, protection of springs and restoration of waterways in Florida.

The enterprise also exists to promote nature-based tourism in general and paddling in particular.

Since March, 2008, Paddle Florida has hosted 11 events, beginning with a week long, 123-mile paddle on the Suwannee River Wilderness Trail.

After a meeting with the Florida Dept. of Environmental Protection, an agreement was reached to stage events in each of Florida’s five water management districts.

In January, 2010, Paddle Florida staged its first non Suwannee River Wilderness Trail event on the Peace River in the Southwest Florida Water Management District.

Since that time, long-weekend and weekend-long excursions have included the Wekiva/St. Johns River in the St. Johns River Water Management District.

In March, 2011, the Ochlockonee River trip took place in Florida’s natural beauty.

By getting paddlers on the water, we hope to instill a stronger environmental ethic,” says organizer and director, Bill Richards.

“People who paddle and camp on the banks of the river invariably learn more about our great natural resources here in the Sunshine State and we hope they carry that message forward,” Richards says.

Similar to FBA and Bike Florida cyclists, who become active advocates for bicycle education, many Paddle Florida alumni have become outspoken advocates for Florida’s rivers and waterways.

They have, according to Richards, “become imbued with a stronger environmental ethic.”

Working with the Florida Park Service and the Office of Greenways and Trails has enabled Paddle Florida to promote all the paddling trails on which the organization hosts events.

Paddle Florida operates with a model similar such supported multi-day tours as Bike Florida, BRAG (the Bicycle Ride Across Georgia) and Paddle Georgia.

Paddlers who participate don’t have to do much but paddle. Paddle Florida carries all the gear to the next overnight stop — almost exclusively a state, county or city park campground close to the river, although occasionally a stop near a town or in a commercial campground offers a chance for a cabin or a room at nearby lodgings.

Breakfast and dinner are served in camp, with lunch on the river. Each night has a program intended to inform or entertain.

Said a frequent Paddle Florida participant, Scott Keys, on registering for his ninth trip, “... where else can you go on a 3 to 10 day trip and your only responsibility is to paddle, enjoy yourself and make new friends.

“I have already been on eight Paddle Florida trips and can certainly say each trip has been carefully planned, organized and executed, all made possible by the excellent staff and volunteers.

“They shuttle you and your boat, transport your gear, provide excellent meals and even entertain you each night. What more can you ask for?”

Left: Sun-up on the Suwannee silhouettes a tandem team. Photo: Nickie Kortus

“Each trip has had a great group of people and many good stories were told around the campfire...”

Paddle Florida aims to provide this great experience, whether in the blue-green waters of the Florida Keys, or in the wilds of Tate’s Hell State Forest in north Florida. Paddlers can expect to experience natural Florida in a unique and exciting way.

The 2011/2012 schedule begins with the fourth annual Fall Paddle Florida on the Suwannee River Wilderness Trail, Oct. 13-20.

A 10-day trip in the Florida Keys follows in January, timed to arrive in Key West on the 100th anniversary of railroad magnate Henry Flagler’s arrival on his train, January 22, 1912.

On President’s Day weekend in February, Paddle Florida will head back to the Peace River for a three-day excursion.

The Ochlockonee River trip takes place March 3-9, 2012, during Florida State’s and the University of Florida’s spring break. Rounding out the season is a trip on the Wekiva and St. Johns rivers in April.

A monthly eNewsletter, The Happy Paddler, keeps track of Paddle Florida’s activities. To get on the mailing list, visit www.paddleflorida.org.

You can also visit the “past trips” section of the website to see itineraries and read trip reports from previous adventures.

Click on “media links” to see what others have been saying about Paddle Florida, or follow the organization on Facebook and Twitter.

Paddle Florida support comes from its schedule of trips and from tax-deductible contributions by paddlers like you.

Unlike on some bicycle tours, you won’t find many gonzo paddlers hammering their way to the next bend in the river.

You’re guaranteed, however, plenty of exercise, lots of fresh air and the camaraderie of eco-conscious people eager to discover Florida’s natural beauty.

It’s a laid-back, “go with the flow” experience that should be on everyone’s list.

Name: _______________________________ E-mail: _______________________________

Address: _______________________________

City: ___________________ County: ___________ State: ______ Zip: ___________

Tel (H) ___________ (W) ___________

Bike Club Affiliation(s):

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

Ride Preferences:  ❑ On-road  ❑ Off-road  ❑ Touring  ❑ Racing  ❑ Commuting

I have taken a 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: ___________________________ Expires: ___________

Signature: ___________________________

Please make checks payable and mail to:
Florida Bicycle Association, Inc.
P.O. Box 916715, Longwood, FL 32791
Cycling Savvy motivation breeds commitment

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website and a Facebook page for the bike bus.

In January 2011, Jason and Kitzy were among the first group to be trained as Cycling Savvy Instructors.

They have shown a commitment to excellence as CSIs by attending classes taught by others and spending personal time working on their teaching skills, studying and preparing in advance of classes.

Their debut as instructors really showed their efforts. They are dedicated to helping fellow cyclists become empowered and confident. They are devoted to making their city and state a better place for bicycling.

The couple continues to come up with new ways to help people be active and are always there to help. They show up for advocacy events, are great teachers, and have taken the lead in organizing rides and unique events — like geocaching ride/walk picnics — for Bike/Walk Central Florida.

Nothing being done in Orlando would be sustainable without Kitzy and Jason’s energy. FBA is grateful for their efforts.

Good News, Mr. Smith! The IRS now allows your employer to give you a tax-free reimbursement of up to $20 per month for reasonable bicycle related expenses as a qualified bicycle commuter.*

We can keep you up to date with the latest rulings affecting cyclists everywhere, offering quality tax and financial accounting services with the confidence and solid reputation that comes from over 30 years of quality service to the Central Florida business community.

We're proud to support FBA and its mission to promote good health and well-being in our communities through bicycling.

Scearce, Satcher & Jung, P.A.
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