For more effective advocacy...

**Get your decision makers on a bike**

This is great – I’ll have to get out on my bike more often.”

“I had no idea it was so difficult to navigate this intersection on a bike.”

“For as long as I’ve lived here I never visited this park.”

Those are the kind of comments heard time and again, uttered by decision makers BikeWalkLee, a local bike/ped advocacy coalition in Southwest Florida, has gotten from key people who came out for an “interpretive” bike ride on a route that links parks and nature centers.

A simple invitation to “take a fun ride to see your parks” on a route that’s perceived as safe and enjoyable was all it took to get the right folks in the saddle.

What was originally offered as a way to help volunteer planning committee appointees become more aware of effects their decisions have on the bicycle and pedestrian environment has expanded to a monthly offering that includes any government official who is elected, appointed, or works as staff.

Consultants and interested citizens have also taken part, as have those from neighboring counties. A recent outing saw a county commissioner, city mayor, two city council people, and two senior city staff members take part in the tour, during which they were able to experience the good, bad, and ugly of their infrastructure, as well as hearing how policy and procedure affects these public assets.

In my case I’m fortunate to have access to a trailer full of bikes and helmets that are used for training as part of my work for our EMS service, which means there’s no expense incurred by those who would have to rent one if they didn’t have their own (or a working one), which would also give potential participants an easy opt-out. Helmets are also provided for anyone who shows up without one. If your community doesn’t have a similar program, try partnering

Please see Decisions, page 15

**Bike/Walk Central Florida...**

New members and officers join BWCF board

by Amanda Day, Bike/Walk Central Florida Project Director

There have been some recent changes to the Bike/Walk Central Florida board.

FDOT District 1 Secretary Billy Hattaway was elected as Chairman.

Former Orange County Mayor Linda Chapin and attorney Hal Downing, founding chairs of the organization, will continue to serve on the board.

Lisa Portelli was elected as the newest member of the volunteer board of directors. She is the program director at Winter Park Health Foundation, focusing on community health through active evaluation and support of policies, practices and programs to improve the health for all ages.

**Bike/Walk Central Florida joined MetroPlan Orlando in the West**

Orange Trail Ride to Support Coast-to-Coast Connector

Bike/Walk Central Florida board came out in full force to ride the West Orange Trail along with MetroPlan Orlando board, staff and family in support of the Coast-to-Coast Connector, the multi-use trail linking communities between St. Petersburg to Titusville.

Over fifty people joined the ride with trailblazers like MetroPlan Orlando Board Chairman, Commissioner Daisy W. Lynum, City of Orlando Mayor Buddy Dyer, Orange County Commissioner Scott Boyd, Seminole County Commission Chairman Bob Dallari, City of Winter Garden Mayor John Rees, MetroPlan Orlando Executive Director Harry Barley, Richard Dunkel from the Florida Greenways & Trails Foundation, and Dr. Brock Magruder and Jamie Krzeminski both who serve on the Bike/Walk Central Florida Board —just to name a few.

Once the riders arrived in the City of Winter Garden, we were greeted by city
Deaths and injuries to bicycle riders spiked upward in the U.S. from 2010 to 2011 according to the U.S. Department of Transportation (download PDF study at http://floridaclininglaw.com/images/uploads/blog/2011_NTSA_Traffic_Safety_Facts,_Bicyclists_and_other_Cyclists.pdf). This is the reversal of a trend which saw bicycling deaths dropping in the United States over the past 20 years. Just released statistics from the National Highway Transportation Association (NHTSA) prove that bicycling injuries and deaths have increased. In April 2013, NHTSA released statistics about bicycling deaths and injuries occurring in 2011. Bicycling deaths have increased by almost 9% from 2010 to 2011. By comparison, deaths to occupants of vehicles (cars, trucks, etc.) decreased by more than 7,500 between 2010 and 2011.

In 2011, how many American cyclists were injured in crashes? 48,000. When is the most dangerous time to ride? 30% of all cycling deaths in 2011 took place between 4 p.m. and 8 p.m.

Another interesting trend is the average age of the cyclist who was killed. In 2002, the average age of the cyclist killed in an accident was 36. 10 years later, the average age is 43.

There is one way in which death rates for bicycle riders and vehicle drivers are similar. Alcohol is a killer! 23% of all cyclists who died in 2011 had a blood alcohol level over the legal limit of .08 g/dL.

What state had the highest number of bicycling deaths? Florida. Bicycling deaths totaled more than 5% of all traffic fatalities—125 cycling fatalities. Both the total number of cycling deaths and the percentage of bicycle deaths compared to vehicle deaths are highest of any state. This is compared to Delaware, Idaho, Maine, Rhode Island, Vermont and West Virginia—they had zero bicycling deaths!

With bicycling having so many benefits—such as enhanced health, decreased pollution and auto emissions, reduced obesity, positive economic impacts on the community, how can we encourage people to ride bikes? Probably the most important way is to enhance bicycle safety around our nation.

What is behind this increase in bicycling deaths and injuries? Many commentators suggest simply more people are commuting by bike than ever before. With more cyclists, there are more injuries and deaths. But this does not explain the sudden uptick in deaths and injuries. Others fear that motorists and cyclists frequently become frustrated with each other, and motorists more commonly become enraged by cyclists who they feel should not be able to share the road or delay their speed.

Is it Legal to Ride Bicycles Side-by-Side?
When you ride your bicycle with a group, are you legally allowed to ride side-by-side? How many riders across are you allowed to ride? How wide can your pace line be? Are there good reasons to ride more than single file, or is single file always safest? What does Florida Law allow?

Riding more than single file in a group bicycle ride can actually be more safe than riding single file. Safety is enhanced by cyclists being able to communicate clearly with one another. When bicycle riders are side-by-side they can talk clearly to one other. Riding single file, communications become a shouting match or a series of hand gestures. I am aware of only one state that requires all bicycling be single file—Nebraska.

Yet, we bicyclists must also be aware of road rage. Many motorists can be enraged when they think that cyclists are blocking their travel. Too many motorists think of cyclists the same way—they should not even be on the road, they are obstacles, and when they ride side-by-side, they are arrogantly trying to invade the cars’ proper space. This can also lead to bicycle accidents injuries or even fatal cycling tragedies.

Florida Statute 316.2065 (6) says:

Persons riding bicycles upon a roadway may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.
Advocating a bicycle-friendly Florida

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Zen and the art of bicycling

A popular modern Zen koan goes as follows:

A Zen Teacher saw five of his students return from the market, riding their bicycles.

When they had dismounted, the teacher asked the students,

"Why are you riding your bicycles?"

The first student replied, "The bicycle is carrying this sack of potatoes. I am glad that I do not have to carry them on my back!"

The teacher praised the student, saying, "You are a smart boy. When you grow old, you will not walk hunched over, as I do."

The second student replied, "I love to watch the trees and fields pass by as I roll down the path."

The teacher commended the student, "Your eyes are open and you see the world."

The third student replied, "When I ride my bicycle, I am content to chant, 'nam myoho renge kyo.'"

The teacher gave praise to the third student, "Your mind will roll with the ease of a newly trued wheel."

The fourth student answered, "Riding my bicycle, I live in harmony with all beings."

The teacher was pleased and said, "You are riding on the golden path of non-harming."

The fifth student replied, "I ride my bicycle to ride my bicycle."

The teacher went and sat at the feet of the fifth student, and said, "I am your disciple."

Lately I've begun to wonder if we're over-selling bicycling. It has increasingly become more of a means to various ends than the simple joy we experienced as kids.

Today the bicycle is promoted as a savior; saving us from the evils of obesity, climate change, heart disease, diabetes, and financial strife, to name a few.

Yes, yes, cycling certainly has a positive impact on all those problems, but how much?

And as we've forced cycling into the service of these emergencies (whether real or perceived), we've decided it's better to cut corners and have more untrained cyclists and questionable bike-way designs.

We've chosen quantity over quality.

Yes, cycling helps cut CO2 emissions. But for many of us, moving to a more transportation-efficient location would save more. (The same is true for saving money.)

Improving the energy efficiency of our homes or investing in alternative energy would save more still. Cutting down on meat consumption also has a much larger climate effect than our transportation choice.

Can you feel morally superior towards that guy in the SUV if he's actually a vegetarian with a roof full of solar panels at home?

Yes, cycling can help people with losing weight. But back in the 1960s and '70s when obesity wasn't such a big issue people didn't ride bikes or even walk very much either, for that matter. Why are we proclaiming that bicycling is the solution to obesity and its related problems now?

I'm not saying physical activity isn't important, but the more I read on nutrition, the more I think the problems are from the industrial food system. Too much sugar.

The fifth student in the koan is the one who strives to ride not only for its own sake, but also in the best manner possible, because only when you do something exceptionally well does it best serve that goal of enjoying it for its own sake.

"Best" in this context does not mean "fast;" it means riding in a way that takes the greatest advantage of the nature of the machine and one's environment, and creates the least amount of conflict with other people, creatures and objects.

To put it another way—with mindfulness.

The fifth student thinks about his own actions—which he can change—and how his actions affect others, rather than focusing on the actions of others and how they affect him.

None of the other four cyclists are doing anything bad—indeed, the fourth cyclist is doing quite well—but in the wrong situation and without proper training, they might end up losing all that groovy harmony.

So I'd rather work on becoming the best bicyclist I can be, help others who are interested to do the same, and ride my bicycle to ride my bicycle.
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 916715, Longwood, FL 32791.

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Bike Florida and FBA sponsored event ...

Share the Road Celebration of Cycling Event

by Ron Cunningham, Bike Florida Executive Director

In his book “Walkable City,” author Jeff Speck calls the rising popularity of cycling “Perhaps the greatest revolution underway” in many American cities.

And he lays out a persuasive case for why communities ought to be investing more time, effort and resources to make cycling a safer and more enjoyable experience.

“Almost every American city is currently well stocked with would-be riders who are only waiting for an invitation to hop on the saddle,” he writes, “and it is likely that those cities that invest now in (relatively inexpensive) biking infrastructure will have a meaningful advantage in attracting the next generation of new residents.”

Actually, the benefits of becoming a bicycle friendly community are many and demonstrable; they include public health, quality of life, economic and energy benefits.

So why strive to become a bicycle friendly community? That question will be front and center on the agenda of the upcoming “Share the Road Celebration of Cycling” weekend, to be held in DeLand Oct. 25-27. Jointly sponsored by Bike Florida and the FBA, Celebration will incorporate some advocacy, some education, lots of riding and even an art walk, street festival, music and, of course, a bicycle parade.

The program will begin on Friday, Oct. 25, with a forum led by the League of American Bicyclists titled “How to become a bicycle friendly community.” The hope is that city and county-level officials from around the state will attend to learn about the benefits of cycling.

There are certainly success stories to point to: The City of Dunedin, for instance, saw its once depressed downtown area undergo dramatic revitalization after the completion of the Pinellas Trail.

That forum will be followed by a good old fashioned Friday evening social in downtown DeLand, with art, music and good food.

The weekend will include fully supported 25, 40 and 65 mile rides in and around DeLand and a variety of self-guided rides to choose from.

On Saturday there will be workshops on basic bicycle maintenance, an introduction to FBA’s CyclingSavvy program and briefings on Florida Traffic and Bicycle Safety Education programs in communities around Florida.

Bike Florida and FBA will also host an awards banquet on Saturday night.

And, oh yes, did we mention that there will be a bicycle parade on Saturday? Everybody loves a parade.

Join us on Oct. 25-27 for the first of what will be an annual Share the Road Celebration of Cycling in DeLand.

As Speck argues in his book, “cycling has got to be one of the most efficient, healthful, empowering and sustainable form of transportation there is...And it’s fun.”

Get in on the fun and help us Celebrate Cycling.

FDOT engineer Chris LeDew – designing for bike safety

by Jeff Hohlstein, First Coast Chapter Director

This is the second of a two-part transcript of an interview with Chris LeDew, Assistant District Traffic Operations Engineer, Florida Department of Transportation, District Two.

Jeff Hohlstein: What do you see going forward with FDOT and yourself regarding bicycle and also pedestrian safety?

Chris LeDew: When we look at the crash data on a map of Jacksonville, we see a ring of crashes around - not within - the urban core, but just outside of it, in the neighborhoods that were built right after World War II.

They were built on an automobile scale, for higher speeds. They don’t have sidewalks as much as other areas of town, as the urban core does, and because of those designs, retrofitting them is very difficult, but we see crashes happening in that area.

So the idea is to build infrastructure to promote good behavior, and when we look at suburbs like the Mandarin area, I’ve noticed that even though we have sidewalks and crosswalks at many signalized intersections, it’s still predominantly an automobile environment.

Motorists just don’t expect to see pedestrians, or bicycles for that matter.

So, you will have people behaving differently in that environment because bikes and peds are on the roads so seldom.

But when you get into the urban core, and you expect to see bikes and peds, then as a motorist, you look out for them, you give them way. Different behavior. So, if you go into this suburban area, like Mandarin, and expect to change people’s behavior overnight - it just isn’t going to work. What you do is you build from existing behavior.

JH: How?

CLD: Expand the sidewalk and bike lane network from the urban core outward. From areas where you already have the behavior you want, to the high crash areas.

Connect bike lanes and sidewalks to where they actually function and go someplace. Do that and people will use it. The volume of pedestrians and bicyclists will grow and as it does, motorists become accustomed to seeing them and they behave accordingly.

And, so we’re working at expanding this network and not doing it piecemeal where you have a bunch of disjointed pieces of bike lane or sidewalks. We’re working to connect those pieces, and in that way we’re hoping to change the behavior of motorists, bicyclists and pedestrians.

We have a lot of people out there who are bicyclists who aren’t skilled—they ride the wrong way, big source of crashes; they ride in and out of traffic, don’t stop at red lights or stop signs; they ride at night without lights, wear dark clothing.

There’s a lot of dangerous behavior out there. When you put in a bike lane, you’re telling people, “This is where you ride, this is the direction you ride,” and right there, we’ve made the situation much safer.

Same thing with pedestrians. In the future we’re looking towards more interconnected sidewalks, building better signalized crosswalks, like, at intersections with countdown pedestrian signals.

Also mid-block pedestrian crossings, which is something the engineering community has been very leery of in the past - and we’re coming around.

There’s a lot of good research out there that shows that it does make the situation safer. There are a lot more new devices, flashing light devices, detection devices, highly visible LED signs.

Taken together you have more people being seen at those locations, to make motorists aware of them, to expect them. So, I think that’s—that’s in the future.

JH: How do transit authorities fit in?

CLD: We need to partner with these other agencies, such as the JTA or transit agencies, because, you know, many people walk and ride their bikes and use transit.

So we need to think beyond just the urban core and start trying to improve bike lanes and sidewalks leaving the transit facilities as well - create bicycle/ bus corridors.

The advantage is that, we’ve already seen more people riding transit for economic reasons in just the past three or four years.

So you will have people walking and riding to the bus stop. By providing sidewalks and things like that you’re going to help that segment of the population, make it safer for them.

The disadvantage is out in the suburbs, where you have higher speeds on some of your major roadways, some are six lanes wide. We’re attracting pedestrians to that environment, and it’s difficult to...
Cyclists and trail advocates mark 15 additional miles of the East Coast Greenway through northeast Florida

by Herb Hiller

Cycling and trail groups for three days in May led the advance by 15 miles of the East Coast Greenway through Northeast Florida. They joined officials and advocates to show how beyond safety, beyond fitness, family fun and touring, long distance multi-use trails spur economic development not just in cities but also hamlets.

Speeches were short but hopes long when May 9 officials and civic leaders of Armstrong in rural southwest St. Johns County marked designation of the first eight-plus miles of the Palatka-St. Augustine State Trail, a project initiated by North Florida Trails and the Rails-to-Trails Conservancy that’s now part of the East Coast Greenway.

Park officials, led by State Parks Director Donald Forgione, spoke at the trail crossing at Armstrong Road where a kiosk will signal a site planned by local leaders for a combined historical museum, grocery store, café, and bed-and-breakfast rooms. Use by passing cyclists would help support a health clinic for residents.

Said Armstrong leader Malinda Peeples: “We just want to keep it all local.”

Freedom Road Productions of St. Augustine filmed the occasion to support inclusion of the Palatka-St. Augustine route in the Gullah Geechee Cultural Heritage Corridor that officially runs between St. Augustine and Wilmington, North Carolina. A task force is working to develop the four-state overlap of the Corridor and Greenway. Gaye Esperson and Linda Crider led participation by Putnam Blueways & Trails.

May 10th, St. Johns River Riders’ Errol Bos and VeloFest’s Heather Neville led cyclists to Mayport where the St. Johns River Ferry became an official part of the Greenway. Their ride led through Jacksonville’s beach towns that for the occasion posted signs that mark the Greenway route. REI of Jacksonville supplied refreshments.

One day later, led by co-chairs Phil Scanlan and Mike Pikula of Amelia Island Trails, members of the North Florida Bicycle Club, Nassau County and Fernandina Beach officials marked opening of the first six-plus miles of the Amelia Island Trail – also newly part of the East Coast Greenway.

— Herb Hiller is Southeast Region Coordinator for the East Coast Greenway Alliance and FBA advisory board member. He lives in DeLand.
Chris LeDew interview, part two...

**Designs engineered for safety**

*continued from page 6*

mix the pedestrians with that high speed traffic, and very wide lanes. Crossing these big highways like Southside Boulevard...Blanding Boulevard—that’s the challenge there.

**JH:** What about combined bike/bus lanes where bikes and buses would share a lane?

**CLD:** Well, I think that’s one of the tools that’s available to us, and as we start retrofitting the suburban and urban environment, you can’t always put in your ideal situation.

Some people want dedicated, multi-use lanes or multi-use paths everywhere for bikes, or even bike lanes everywhere. You simply can’t fit them everywhere. So, on some locations we feel that it’s important to interconnect and give the bicycles some sort of credibility—give them a sign, a pavement marking, that let’s everybody know, “Hey, they’re allowed to be here.”

Here’s where you expect them and that will cut down a little, on some of the road rage, and some of the animosity.

**JH:** Shifting gears, how did you become interested professionally in cycling?

**CLD:** Well I guess there are three different reasons— one, when I was younger, going through college, Gainesville, I was constantly on a bicycle.

I was always reading Mechanics Illustrated and Popular Science, other science magazines and I was interested in the future of technology.

Back in the seventies there was a big emphasis to find more efficient ways of traveling, doing everything—because of the energy crisis—bicycles were part of that.

When I fast forward to today, I can see that we’re where we thought we were going to be—you know thirty, forty years ago.

There’s the concept of “peak oil” where the supply of oil is diminishing but the demand is increasing, and so as we look to the future we’re going to have...
Bike Florida now and next

by Becky Afonso, Bike Florida Ride Director

ike Florida held it’s annual spring tour, the Orange Blossom Express, during the last week of March.

Post-tour reflections from the “back end” are often not all warm and fuzzy feelings of accomplishment.

Unless the tour was absolutely perfect, there will always be thoughts of improvement and a Pro/Con list of what worked.

It’s nice to hear good and bad about the tour from those who attended because the essence of any feedback is a passion that someone cared enough to share.

One e-mail I received post-tour as ride director came from a gentleman who grew up in the Tampa Bay area (Pinellas County in particular) and his comment ended with “things have changed.”

It turns out he graduated from Clearwater High School the year I was born in Mease Hospital in Dunedin, a town just to the north of Clearwater.

My comment back was I felt blessed to have been in the Bay area to witness the transformation over the last 40-plus years—to know where the area has been, to see where it is now and to listen at government meetings to what the future may hold.

I’ve no doubt a majority of our recent Orange Blossom Express participants can say the same about bicycle tours in general, as this industry has had its own transformation over the years, and to an extent, so has Bike Florida.

This year, the Orange Blossom Express spring tour set out to accomplish two primary goals: to go somewhere the tour had not been before and to show Florida is not flat.

Polk County provided new venues and new experiences of back roads and fragrant farmlands while Lake County did not disappoint in showing riders that there are places to climb in Florida that are not interstate overpasses or Intracoastal bridges.

Mission accomplished, time for what’s next.

Bike Florida turns 20 in 2014, a milestone worth examining. The multi-day tour started in 1994, held during the month of July, and it didn’t take long to make the move to spring as opposed to summer.

There have been staff changes over the years and there have been board members and volunteers who have attended every tour.

A mix of old and new over time that has honored the past, kept the current wheels spinning, if you will, as the tour and other Bike Florida programs rolled into the future.

Bike Florida’s 20th Anniversary tour will be fueled by reflections of the past, a past that will twinkle on the ocean waves along the coast of St. Augustine.

The 20th will also celebrate the now, utilizing routes well-established by local bicycle events and clubs in the Putnam, Clay, St. Johns, Flagler and Volusia counties.

And finally, Bike Florida’s 20th Anniversary will aspire to establish a foundation by which future tours will follow, based on observations and passions shared by all Bike Florida has ever touched, because, quite frankly, we are passionate about bicycling and we care.

Cyclists are the transformation of Bike Florida and our best is on the horizon.

Let’s ride there together.
Ask a lawyer...

Vulnerable user laws — what are they?
by J. Steele Olmstead, Esq.

I was asked by a reader to write about vulnerable user laws.

To gain some perspective, let’s say you are helping set up the wedding reception for the sister of a friend whose family is wealthy. Your friend gives you a bottle of wine and says, “Please carry this to that table.”

You wade through the chairs and tables, put it down and come back.

Then your friend says, “Please take this one over, but be extra careful. It’s a 1767 wine bottled by Thomas Jefferson and worth $1.75 million.”

How careful are you carrying that bottle? Both bottles have wine, so what’s the difference in consequences carrying the second bottle?

Busy mom is driving errands in a Hyundai SUV, with a child in a car seat and a cell phone in her hand. She is approaching an intersection.

Bicyclists and an open cab tractor are on the road; waiting at the pedestrian crossing are a rider on horseback and two roller bladers.

In the multi-use lane nearby is a handicapped person in a motorized wheelchair, also coming to the intersection.

At the previous light, Mom started a phone call—it may be her boss—her child starts screaming bloody murder in the back and the light changes yellow to red as she looks in the rearview mirror.

On the road in front of her is a 1767 bottle of Thomas Jefferson’s wine.

If she rear-ends a car she gets a ticket and her insurance pays. She may or may not injure the occupant because they are surrounded by a steel cocoon.

If she hits one of the people not surrounded by a steel cocoon (the bicyclists, etc.), she gets the same deal: ticket and call from the insurance company.

Though one of those vulnerable road users may get catastrophically hurt, be permanently disfigured, off work for two months and the bike for six months, it’s still only a ticket and a premium hike.

Here’s the kicker. What if the woman does not have bodily injury coverage to pay for the medical bills, physical injury, lost work, pain, and mental anguish of vulnerable road users?

What’s that? No insurance if she hurts someone? Holy Guacamole! What?

Yes, here in the land that can’t count votes, the legislature in its infinite wisdom, again has not made bodily insurance required of those driving the deadly weapons we know as motorized vehicles.

So, where were we? Oh, yeah.

Vulnerable user law
What if it were like a hate crime? A crime against a specific class of people who were deserving of higher protection because of vulnerability?

What if the law recognized that those folks at the intersection were vulnerable and the SUV driver was on notice that hitting one of them would carry repercussions that carried onto her bank account and affect her life as permanently as it affected the vulnerable user’s life?

Beyond “feeling awful,” a $185.00 ticket and insurance premium hike. Or what about criminal penalties?

Down to the jail, kid off to husband/boyfriend and she has to post bail?

Think that possibility might get Florida drivers to pay attention to vulnerable users on the road?

That’s what vulnerable user laws do. They’re a recognition that some road users are more vulnerable than others.

In Europe they have these. Ah, yes. Europe. Cycling heaven. But wait, Oregon, Illinois, Delaware, Washington State, and New York have these statutes. Whoa! Here in the states? Are there legislatures and governors who really care?

Wait a minute... Florida has a legislature and a governor. Can you think of a state which needs it more than Florida?

So, how do we get the message to the SUV mom and the criminals that come at us head-on in our lane because we are using the roads?

Why not make hitting a vulnerable user have direct financial penalties of say $15,000 that is due to the State of Florida and a suspension of drivers license for one year or even a criminal penalty of six months in jail?


This would work in Florida. So, dear reader, print a copy of the law. Write a letter to your representative, ask him or her for an appointment time when you can come in and talk to him or her. Go meet with him or her, take the law with you and ask him or her to submit this filed in the Senate or House. The bills have to be filed in Tallahassee by August 31, 2013 for next year’s session. Do it. It’s time for Florida to take steps to bring home to motorists a threat of real and personal financial or criminal consequence for hitting us bicyclists.

Attorney J. Steele Olmstead practices law statewide from offices in Tampa. One of his specialties is bicycle law and he’ll even come to you...wherever you got broken.
Do you have a question about the laws related to bicycling?

Ask Geo @ FlBikeLaw.org*

George Martin

Three Foot Law

Dean asked: Is a motor vehicle still required to give 3 feet to a cyclist if the cyclist and vehicle are in their own lanes? I many cases, I see the cyclist in the center of his dedicated lane and a car passing with his right tires almost on top of the white line.

The applicable statute is:

s. 316.083 – Overtaking and Passing a Vehicle

The following rules shall govern the overtaking and passing of vehicles proceeding in the same direction:

(1) The driver of a vehicle overtaking a bicycle or other nonmotorized vehicle must pass the bicycle or other nonmotorized vehicle at a safe distance of not less than 3 feet between the vehicle and the bicycle or other nonmotorized vehicle.

The statute does not impose any limitations by the location of the bicyclist which could be in the roadway, including a bike lane, or the paved shoulder, which is not part of the roadway. The same is true whether the bicyclist is being passed on the left or right, when that is permissible.

Note also that the three feet is the absolute minimum and in many situations the safe passing distance may be more.

Electric Non-Bike

Sean asked: I have a question regarding electric bicycles and needing a drivers license, registration and should they be on the road or sidewalks and bike lanes? My bike is only electric (not gas powered) and it does have pedals although I keep them in the storage in the seat and not on the bike. It only goes 20 mph. It does have head lights, tail lights, turn signals and horn. It is a 500 watt electric motor. I talked to the PBSO (Palm Beach Sheriff's office) and they said I didn’t need to register it or a license but Palm Beach Gardens PD says I do. The law is very unclear in this gray area.

Actually, the law about your vehicle is quite clear. If you do not have functional pedals and they are not in place to use to propel the bike, your bike does not meet the definition of “bicycle” in the statutes and does not have the advantages implied. It is not a bicycle, moped or motorcycle. It is not a legal vehicle for use on the roads.

The Applicable statute is:

s. 316.003 – Definitions

(2) Bicycle – Every vehicle propelled solely by human power, and every motorized bicycle propelled by a combination of human power and an electric helper motor 

Licence Plate Visibility

Scott asked: I had a police officer pull me over the other day and tell me that I could not have my bike rack on my car unless I was actively carrying a bicycle. I am curious about the Florida law regarding bike racks that obscure your license plate.

There is no prohibition to having a bike rack on a car without the bicycle. A roof rack, for example, I assume the problem was the visibility of the license plate, which would likely be more obscured with the bike on the rack without it. I recommend that you ask the police department to clarify the officer’s statement. The applicable statute is:

s. 316.605 – Licensing of Vehicles

(1) Every vehicle, at all times while driven, stopped, or parked upon any highways, roads, or streets of this state, shall be licensed in the name of the owner thereof in accordance with the laws of this state unless such vehicle is not a legal vehicle for use on the roads.

pel the bike, your bike does not meet the definition of “bicycle” in the statutes and does not have the advantages implied. It is not a bicycle, moped or motorcycle. It is not a legal vehicle for use on the roads.

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.
Two abreast: safe? legal?

Persons riding two abreast may not impede traffic when traveling at less than the normal speed of traffic at the time and place and under the conditions then existing.

What does this Florida bicycle law really mean? Let me give you some examples:

**Bike Lane or Bike Path:** two or more cyclists abreast is legal. If you are riding in a bike lane or bike path, you are allowed to ride two—or even more than two—abreast within this designated area.

**Sharing the Road with Motorists:** up to two bicycle riders across is legal, depending on the road width.

There are two important components of the law that apply to riding bicycles on the road, sharing the road with motorists. First, motorists must give you three feet when passing you. Second, you must not impede motorists by riding two across.

What does this mean?

On very wide roads, it is possible for a motorist to pass two cyclists abreast, giving three feet, by staying in the lane. Here the cyclists are not impeding the motorist. Riding bikes two-across is perfectly legal in Florida.

On many roads, the lanes of travel are narrower than 14 feet. Then bicyclists are not “impeding traffic” if they ride two abreast, as compared to one abreast.

In order to give the cyclists three feet of passing room, the motorist needs to take the opposing lane.

Because these roads are narrow, the motorist would have to take part of the opposing lane no matter if there was one rider or two riders abreast, in order for the motorist to pass and give 3 feet.

The fact that a second cyclist is present doesn’t change what the motorist must do—go all or partially into the opposing lane—when no traffic is coming the opposite direction.

The second cyclist does not impede traffic any more than a single cyclist does.

The motorist couldn’t pass with three feet by staying in its lane even with one cyclist.

There are some occasions when riding two abreast would impede traffic.

Then cyclists should ride only one across. This is where the lane of travel is about 14 feet, allowing for a car to stay in the lane to pass one cyclist with three feet.

If two riders are abreast, the motorist won’t be able to pass by staying in the lane and giving three feet.

If there is opposing traffic, the 2nd cyclist is then impeding traffic, because the motorist must wait for opposing traffic to clear.

— Chris Burns has been a practicing attorney for 27 years. He is a member of the FBA, the North Florida Bicycle Club, the League of American Bicyclists, and sponsors the Jacksonville Racing Club, Velobrew Cycling Club, and the University of Florida Cycling Team. He is currently the Vice President of the Jacksonville Bicycle Pedestrian Advisory Committee.

But like any change of such significance—at least for existing members who never had to deal with FBA this way—some folks weren’t willing to jump in, at least initially. I want to personally acknowledge our Membership Manager, Deb DeVoe, for the great job she did of working with those who were resistant, all while completing the behind-the-scenes transition of our existing database.

If you are still not too keen on dealing directly with our ClubExpress system, I urge you to give it a try. Starting on the front page of the membership website, you will be walked through each and every step you’ll take, making your experience painless, I assure you. And you’ll find features I think you’ll appreciate and that we were not able to offer with our old system.

Your cooperation and participation is vital to keeping FBA’s costs down while providing both you and your organization valuable tools to help us grow and thrive.

**Outside Experts May be Just What’s Needed**

Paul Zykosfky, an old friend and professional peer of FBA’s Executive Director, came to a Southwest Florida community recently as part of a team of experts whose work will likely have a positive effect on its walkability, bikeability, and livability.

I’d heard good things about Paul from Tim so I was excited to be part of the project.

Tice, Florida, once a thriving and important part of east Lee County that lies partially within the City of Fort Myers as well as unincorporated County, had lost that reputation long ago. Some residents, however, are convinced it can regain its stature, so county government provided community leaders with a chance to make plans and create guidelines that can potentially lead to Tice’s reemergence.

Beginning in 2011, county staff and planning consultants worked with residents and business owners, developing a plan for how everything from transportation options to redevelopment projects will be addressed.

Then, as the Tice Historic Community Plan (http://www.leeov.com/egov/dod/Planning/CommunityPlanning/Pages/PalmBeachBoulevard.aspx) was getting close to becoming the formal guide that will eventually become part of our county’s Comprehensive Land Use Plan, the effort was significantly enhanced by additional expertise that resulted in the very real potential of necessary resources being allocated and policies being implemented that would otherwise be only on a wish-list.

Lee County’s Office of Sustainability was awarded a technical assistance grant from Project for Public Spaces (www.cpp.org), who sent consultants from the non-profit Local Government Commission (www.lgc.org). Besides Paul, the team included Tony Leonard, also from local government commission, as well as Kelly Murphy, Executive Director of Walkable and Livable Communities Institute (www.walklive.org). Having FBA’s 2013 Professional of the Year award winner, Billy Hattaway, involved in the two-day effort was another plus, especially considering his expertise as both an engineer and professional planner who’s worked in both private and public sector, including collaborating with Paul and his team in the past.

The consultants and Billy joined with representatives from state, county, and city transportation departments, law enforcement agencies, human service organizations, government planning divisions, private business, schools, and, most importantly, citizens, to conduct walking audits.

Once everyone had a chance to experience the streets, intersections, and other elements of the community with a critical eye, evaluation and recommendation sessions led by the experts took place.

A number of problems and solutions were identified or reconfirmed, with resources to make improvements to some glaring ones committed on the spot, usually those involving law enforcement or relatively modest transportation fixes.

It’s rewarding to see a community collaboration effort come together and begin to pay off, especially when those who usually don’t have a voice take an active role.

Many who took part had never been involved in something like this, usually because they hadn’t been invited, whether they were members of the public or government officials.

The proof of all the hard work paying off will be what actually ends up on the ground as well as the final policy document. In this case, there seems to be true commitment from those with the power and resources to make good things happen so hopes are high.

Maybe your community can benefit by such an effort, so check out the organizations involved and see what might be possible.

Note: A version of this article appeared in Florida Weekly on May 22, 2013 (http://fortmyers.floraweekly.com/)
Will Florida’s new anti-texting law make any difference?

by Jay Anderson, Executive Director, Stay Alive...Just Drive!

There’s an often-repeated quote, various versions of which have been attributed to Albert Einstein: “I fear the day when technology overlaps humanity. The world will have a generation of idiots.”

Regardless of who actually predicted it, that day has arrived.

That technology is responsible for Florida joining 40 other states as Governor Scott recently signed SB 52. SB 52 creates the “Florida Ban on Texting While Driving Law.”

The bill prohibits the operation of a motor vehicle while manually typing or entering multiple letters, numbers, symbols, or other text in a handheld wireless communication device, or sending or reading data in the device, for the purpose of non-voice interpersonal communication.

The bill makes exceptions for emergency workers performing official duties, reporting emergencies or suspicious activities, and for receiving various types of navigation information, emergency traffic data, radio broadcasts, and autonomous vehicles.

The bill also makes an exception for interpersonal communications that can be conducted without manually typing the message or without reading the message.

A first violation is punishable as a non-moving violation, with a fine of $30 plus court costs that vary by county.

A second violation committed within 5 years after the first is a moving violation punishable by a $60 fine plus costs.

The bill allows for the admissibility of a person’s wireless communications device billing records as evidence in the event of a crash resulting in death or personal injury.

In addition to the fines, a violation of the unlawful use of a cell phone which results in a crash will result in six points added to the offender’s driver license record and the unlawful use of a cell phone while committing a moving violation within a school safety zone will result in two points added to the offender’s driver license record in addition to the points for the moving violation.

Unfortunately the new law will only be a secondary offense, which means law enforcement officers will have to initiate a traffic stop based on another violation.

Then they will somehow have to determine whether the driver was texting. I think we can all agree the average driver if asked, will deny they were.

The most disturbing part of this legislation is the fact a compromise was reached that allows drivers to text at traffic signals or while stopped in traffic.

Let’s start with the delays directly attributed to the use of electronic devices when behind the wheel.

Having observed thousands of drivers at intersections I can safely say that just because the signal turns green or traffic begins to move will not make anyone cease texting.

Here’s where the problem begins.

Allowing texting or the use of any electronic device at signals and/or while stopped in traffic sets pedestrians, bicyclists and motorcyclists, our vulnerable road users up for increased risks especially at intersections.

Drivers turning right on red who don’t stop, or stop their vehicles in the middle of crosswalks are just the tip of the iceberg.

Now consider drivers who drift out of their lane into the bike lane, turn left in front of motorcyclists or threaten pedestrians in parking lots while driving distracted.

Throw the distracted vulnerable road users into the mix and we have a deadly combination.

As I explain to everyone, this is a start. It can and will be improved. Much like our seat belt legislation which was a secondary offense for years it can only get better as we continue the effort to make our roads safer for all users.

— Stay Alive...Just Drive (sajd.org) is a 501(c)(3) corporation formed to actively educate the public about the dangers of unsafe and distracted driving.

Chris LeDew interview, part two...

Designs engineered for safety

continued from page 8

to use alternate forms of energy and people powered is one of those. I think transit—walking, biking—are gonna be part of that. So we have to design our system to accommodate that.

And number two is the tremendous crash problem here in the state of Florida. We’re the number one state in the union for bike/ped injuries and fatalities.

Safety engineering is a big part of being a traffic engineer. In the past, the DOT has been trying to address this in their own way, by building more bike lanes and sidewalks and considering them in their design. However, it’s hard to do that when the volume of bikes and peds is relatively low compared to that of automobile users—the squeaky wheel gets the grease—I guess I started looking at things a little bit differently. From the safety aspect, what we have been doing isn’t working.

Many publications have called Jacksonville the worst city in the United States for walking and biking. They have different metrics that they use to score us, that really got my attention and frankly, it embarrassed us.

Lastly, right around that time is when The City of Jacksonville was starting up its Bicycle and Pedestrian Advisory Committee under (City Planner) James Reed’s leadership. So, instead of sending somebody from my staff to go to that, I said, “I’m going to go myself.” I want to figure out what’s going on and that was really the impetus. That was the starting point, just in the last couple years, when I got involved.

JH: What did you first find that surprised you?

CLD: My attitude as a traffic engineer about bicyclists had been that there are two types of cyclists—those that ride in the road and those that ride on the sidewalk—basically, that’s it.

At BPAC, I was thoroughly confused, because there were like, eight different kinds of cyclists, they spoke with eight different voices. At one extreme were vehicular cyclists who didn’t want signs, pavement markings or bike lanes, just motorists’ respect.

Ha! At the other extreme were those who believed, it’s inherently dangerous to have bikes and cars riding next to each other: “I want multi-use, totally separate paths, be like Copenhagen, a separate network just for bicycles.”

And then in the middle, some people said, “Oh I want more bike lanes...I want sharrow...I want to ride on the sidewalk with my kids.” The logistics of retrofitting a city to get that put in is nearly impossible.

JH: So how did you sort it out?

CLD: The crash data point to the urban areas and people who are commuting by bicycles, actually there’s a spike in people that use bicycles for basic transportation.

I’ve been asked, “Why is DOT building all these multi-use trails out in the woods. Why don’t you build more infrastructure in the city where I need it, where I’m riding my bike?”

And I said, “Well, that’s because 15 years ago, that’s who showed up.”

There’s nothing wrong with the paths but they address just one segment of the bicyclists. It doesn’t address the commuter.

I said, “If you want the infrastructure for the type of riding that you do, you need to show up. Your voice needs to be heard.”

JH: What benefit did you get from taking CyclingSavvy?

CLD: I gained a better understanding of the dynamics—how motorists and bicyclists interact, from both on the road and excellent graphics. It reinforced ideas, like taking the lane to avoid the right hook.

Most motorists don’t understand why a bicyclist would move into a general traffic lane like that. If they understand why, they’ll tolerate it better.
July

July 6 (Sat) Punta Gorda

Wheels and Winds IV

One Event - Five Rides 15/32/50 Mystery Ride and a 10 mile Gentleman’s Race - Another Freckin T-shirt (that really could get tired) - SAG Stops - A Dzen Wongs - And TWO Cold Beers or Beverages - Race Winner Presentation - Air Conditioning - Stage 7 Tour of France on the Big Screens - 50/50 Drawing. Oh yeah, Speed Trap Alley is BACK! Makes one want to sign up right now! Well you can... at Active.com, www.peaceerridersbicycleclub.com

July 6 (Sat) Jupiter

Haneyland Back 40 GRABO

GRINDER

Join Valor Sports and Valor Cycling Club for the 1st Annual Haneyland Back 40 Gravel Grinder on the PulperpepeR in Jupiter, FL. 40km/24.8mi, gravel road race over non-technical hard packed gravel and sand roads closed to traffic. Mountain, 100mile, or club info line at (561) 391-6109.

August

August 1-3 Savoy

Day 2 (65 miles) November 16. Fully supported routes with cue sheets and maps, on-road route marks, excelsent rest stops, bicycle mechanic, and dispatched SAG service vehicles. Daily rides ranging from 11 to 62 miles plus our Sunday morning 100 mile. A massage therapist will be available after the rides for those who push too hard. Registration carries a bountiful continental breakfast including scrambled eggs & home fries, cereals, waffles, fruit, and a delicious buffet lunch that includes salad, carving, vegetable and desert stations as well as an a la carte menu line. For example main entrees on Sunday include: Carved Turkey Breast & cranberry sauce, Grilled Mahi Mahi & pineapple relish or Grilled Chicken Veracruz. Other Things to Do include: The Pub, socializing, swimming, golfing, shopping for cyclings at Sun's Cycle Festival Trailer or the Legacy Bicycle Shop (next door), or visit Hecatres, Vineyard & Winery or Hammock State Park.

http://ourfooderie.com/index.php

September

September 8 (Sun) Augustine Annual Endless Summer Watermelon Ride

42/70/105 miles. A classic well supported one-day bicycle ride perfect for all levels. This year’s event will offer a beautiful Fruit Farm Stop on 321. Participants will have the choice of a 35/62/100 mile routes through Seminole and Volusia Counties. The bike tour is fully supported with stocked rest stops every 12-15 miles, support and SAG (SAG) vehicles, on-site medical services, and much more. This unique empowerurs participants to take action and demonstrate their fight in finding a cure in a tangible, emotional and experientially powerful way. Participants under the age of 18 are not permitted to participate in the Atpalis CF Cycle For Life. Bike helmets required. www.cff.org Email: info@32555events.com

September 14-18 Cross City

Gulf Coast Highlight Tour

Tour package consists of 5 days and four of Florida’s beautiful Gulf Coast, other attractions include a visit to Historic Suley Sugar Mill, the scenic beauty of Tobacco Road and Grilled Mahi Mahi & pineapple relish; or Grilled Chicken Veracruz. Other Things to Do include: The Pub, socializing, swimming, golfing, shopping for cyclings at Sun’s Cycle Festival Trailer or the Legacy Bicycle Shop (next door), or visit Hecatres, Vineyard & Winery or Hammock State Park.

http://ourfooderie.com/index.php

September 19 (Sat) Polk City

Van Fleet Trail Cycling Challenge

The Van Fleet Trail Cycling Challenge is an opportunity for cyclists to get out and learn more about the premier cycling corridor in central Florida. This Challenge begins at the Polk City extension of the Van Fleet Trail, the TECO/Auburndale trail, and the newest trail, the Florida Polytechnic University Extension. There is a race, but a personal challenge, whether you desire to ride five miles or one hundred miles, five trail heads/ snack stops will be staffed during the ride for your convenience. www.vanfleetcyclchalleng.com

October

October 3-6 Gainesville

Gainesville Bicycle Festival

The Gainesville Cycling Club’s tour through the picturesque horse farms of northern Marion County. We have the best rested rest stops in Florida! The 102 mile ride (and a 55 mile option that doesn’t get into horse farm territory) starts at 8:30 am at Lofton High School at 3000 East University Avenue. Bagels and muffin are available at 6:30am and our web site. http://gcyclg.com/gef

October 25-27 DeLand

Share the Road Celebration of Cycling Bike Florida, Share the Road and FBA present the first multi-day Bicycle Road Celebration of Cycling; a multi-day event focused on advocacy, education, networking, and fun. Registration closes September 27, 26 & 27 of 2013. Presentations will include a program to help you or your local government take steps to become a League of American Bicyclists, Bicycle Friendly City. We’ll also have a basic bicycle repair clinic, a Cycling Savvy class, information from the Florida Traffic and Bicycle Safety Education Program and a bicycle art contest and parade. Saturday’s events will conclude with an industry appreciation banquet. Low mileage rides will be available on Saturday and low mileage rides on Sunday. Ride lengths will vary from 40 to 100 miles. Visit our website for more information. www.theroaddog.com

November

November 2-3 Daytona Beach

RM Florida Bicycle Association

A weekend of fun: 3 non-competitive rides (30/60/120 miles), 2 endurance races (60/120 miles), 3 post-event party with awards, entertainment, food and drink. The 120-mile ride is a preliminary step in the Florida spring break party capital of the U.S. has been quietly re-making itself into the healthy outdoor sports capital of the South. The Lake City of Central Florida offers some of the best cycling in the state... If you’re going to ride the Tour de Florida, you have to ride Sweet Gum, here, ride the Tour de Florida, here, ride the Tour de Florida. www.gulfcoastvets.com

Florida Bicycle Association

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. Rides are from an online calendar database maintained by Roger Pierce. To add an event to his (and our) calendar, e-mail to ftc@piercepages.com or go online to post your own entry. See complete calendar, including many out-of-state rides we don’t have room to print here, and much of the hype we edited out in this here version, at www.floridabicycicle.org/bfic.

Florida Bicycle Association

The SMART Ride

Florida Bicycle Association’s SMART ride from Miami to Key West to raise funds and awareness for HIV/AIDS. Orientation November 15 (Sat) 6:30am; November 16 (Sun) 7am. Multiple options for cyclists of all backgrounds and levels. Road riders will have the choice of a 100 mile, 150 mile, 200 mile, or 300 mile. All participants will contribute at least $60.00. Visit www.smartdrive.org for more information.

November 15-16 Miami

The beautiful bucolic canopied clay roads through the heart of classic Red Hills plantation country.

November 16-17 Clermont

Horrible Hundred and Cycling Expo

50/100/150/300/500. For 33 years, this has been the most challenging ride in Florida. Hills/rain/unwind/great rest stops. Food after the hills. Cycling Expo on Saturday. November 15, Day 2 (65 miles) November 16. Fully supported ride with rest stops and lunch. All rides begin and end at the Registration Area at Hawk’s Cay Resort. $95 registration fee and $1,250 fundraising commitment with more than $1,250 raised given to the beneficiaries. www.themadrideride.org

November 18-22 Cross City

Gulf Coast Highlight Tour

Tour of the lush forest and pasture land north of Gainesville up through the beautiful rolling. Rides start at 8:30 am from the North West Boys and Girls Club at 2700 NW 51st Avenue. Rides will be held in conjunction with an industry appreciation banquet. Low mileage rides will be available on Saturday for small- to moderate-mileage rides on Sunday. Ride lengths will vary from 40 to 100 miles. Visit our website for more information. www.theroaddog.com
Mini Grants available
by Ken Foster

Share the Road funds available...

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

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

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

If your Safe Routes to School program needs event funding, we might be able to help! Infrastructure projects may also fit the funding parameters.

- What is the funding range? $2,000.00 maximum
- Who can apply? Non-Profit Organizations and Government Agencies
- When can you apply? Applications are received continuously
- When are grants awarded? Quarterly
- Visit ShareTheRoad.org for an Application and Terms of use.

Share the Road welcomes BILL BONE BIKE LAW as our newest Mini Grant sponsor.

Like Bike Florida and Share the Road, BILL BONE BIKE LAW is dedicated to the bicycle safety message. It is rare to see an organization with this much passion for cycling.

With a bike rental service or bike shop that may see the benefit of providing the bikes at no charge or significant discount. And as is the case for helmets, requiring everyone to sign an appropriately crafted waiver is something highly recommended.

And before taking off be sure to conduct a quick check of the bikes and review the rules of the road and pathway with all participants (since there are frequent interpretive stops, a reminder to refrain from blocking the path or intersection is necessary, something you may need to do both before and during the ride).

Some final thoughts: Prior to the ride and while underway, be aware if participants’ cycling skills and physical limits and have various options available to match your audience.

Be sure the ride leaders know their community, and the facilities and features being visited. Since you’ll be dealing with politicians and upper-level staff, know how to effectively mix earned praise with constructive criticism and don’t come off as too bike-centric. And, most importantly, make it both fun and informative so you’ll make it an experience they’ll remember in a positive way.
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 more than 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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