Two years ago, the Cabot Creamery Cooperative organized the first “Cabot Tour,” a bicycle trip along the East Coast Greenway. The Greenway eventually will run all the way from Key West to Calais, Maine, a distance of 2,900 miles. The purposes of the 2012 Cabot Tour were to promote community activism all along the East Coast Greenway, as well as the Greenway itself.

Here in Jacksonville and Northeast Florida, bicycle and trails advocates saw the 2012 Cabot Tour as an opportunity to help save the St. Johns River Ferry at Mayport. The Cabot Tour demonstrated that besides forming an essential link in one of the most scenic parts of the entire East Coast Greenway, the St. Johns River Ferry also provides access from the Jacksonville and St. Johns County Beaches to the bike paths and trails that are located along Scenic A1A in the Timucuan Preserve, and also in Nassau County.

That 2012 effort to save the St. Johns River Ferry has now paid off. The Ferry...
Four ways to be alert to danger...

**Four horsemen of the 'Bicyclepocalypse©**

by J. Steele Olmstead, Esq.

As you know, one of my lines on bicycle crashes as to why bicycle safety is such a serious business is “to cars it's a danger, to us it's a disaster.” There are many lists and suggestions, articles, books and governmental and non-governmental organizations’ publications that tell you of things to watch out for. I suggest a simple four-item construct to help you be alert to dangerous situations. There are so many ways to get hit by a car, but you can group them into four types. I call them FOUR HORSEMEN OF THE CYCLEPOCALYSE after the well-known other horsemen. They are Darkness, Distraction, Drinking and Hubris.

Horseman #1 DARKNESS

How much is your life worth? A million dollars to your family, friends and employer? I drive a motorcycle, too, and one of the five safety rules my partner and I have is “no riding at night.” However, if a bicycle is your main transport, or if you commute during winter, it's going to be dark. In addition to decreased visibility motorists are

1. Distracted by their cell phone,
2. Sometimes have consumed alcohol ("just two ossifer") and have slow reactions,
3. Full of hubris so they aren't looking at

Oddly enough, there is also a statistically significant group of crashes that occur in late afternoon toward evening that can also be attributed to inability to see the cyclist. If you agree your life is valuable, why can't you spend $500.00 on gear to make you visible (i.e. high visibility jersey, pants, series of good lights, LED wheels, etc.)? Trick up your gear and bicycle. There are some amazing light systems for a little money out there on YouTube. Just search: bicycle LED wheel lights and watch the videos.

Horseman #2 DISTRACTION

I heard a commercial of one of those

occurs at predictable times and places to which you can be attuned. The times are holidays, Saturday and Sunday afternoons, and on week-days between the hours of 6:00 p.m. and 12:00 a.m. The places are: vacation spots, tourist centers—like hotels and restaurants (think Orlando and Tampa), Bike Week or any community celebration, Gasparilla, King Mango Strut, Fantasy Fest, Lake Eola Celebration, Sail Jacksonville or Tristan DeLuna Day. Be on high alert at these places.

Horseman #3 DRINKING

Unless you encounter a severe alcoholic, as a bicycle hazard drinking

become highly visible: Hi-vis jersey, pants and a white helmet. But also, on the road, do a check for the simple things: an approaching motor vehicle has a wide berth for you; at intersections, get and keep eye contact; as the vehicle approach happens, watch the motor vehicle to make sure it's operating consistent with traffic laws; assume they won't stop at that stop sign intersection ahead (they won't); that oncoming car will turn in front of you (it will) and the one that just passed you is making a right turn in 3...2....1 seconds (of course).

Horseman #4 HUBRIS

Seventy-five percent of crashes occur at intersections. Why? The prevalent attitude I see in traffic crash reports and depositions comes in the form similar to these actual quotes:

“I thought [the bicyclist] would get out of the way.”

“She was on the road right in front of me. I couldn't avoid her.”

“So, please don't assume you will die in your sleep. Use this simple list of the horsemen of the cyclepocalypse to alert yourself to danger and drive safe.
City names denote board and program staff member distribution. Is your area represented? Contact a board member today!

Advocating a bicycle-friendly Florida

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Welcome New/Rejoining Members!
Bouquin, Lou & Catherine
Cabrall, Leonard & Kathryn
Drevitson, Russell
Fort Myers Cyclery
Franklin, Ken

Thanks to Our Donors!

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Join FBA
Join FBA online at
www.fbamembership.org

Individual $25
Family $35
Student/living lightly $15
Bicycle Club $100
Corporate/Agency $100

Higher donations are greatly appreciated! See membership categories at right.

Pay conveniently online or make check payable and mail to:
Florida Bicycle Association, Inc.
P.O. Box 916715
Longwood, FL 32791-6715

Visit FBA’s Website
www.floridabicycle.org

Log in to the FBA Blog
Stay up-to-date on bicycle issues with this statewide forum.
FBA’s Blog is on the website
www.floridabicycle.org

Messenger Deadlines
Copy and Advertising Deadlines:
Summer Messenger - May 15
Fall Messenger - August 15
Winter Messenger - November 15
Spring Messenger - February 15

Inquiries and submissions:
tim@floridabicycle.org

Membership Categories:
Paceline Leaders ($1,000+)
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Goldens/Gears ($250-499)
Silver Spokes ($100-249)
Bronze Pedals ($50-99)

Membership includes a subscription to the FBA Messenger.
A few weeks ago a potential member asked what was the advantage of being a member of FBA. That made me start to think about an answer that could really help someone want to become a member of FBA.

I also belong to the North Florida Bicycle Club. They truly are a social organization with organized rides, monthly meetings, and very tangible reasons a member would want to join. There are many other clubs like this throughout Florida to help satisfy that “social” need for many cyclists.

FBA, on the other hand, is not a social club. By definition, we are a non-profit organization that, by charter, must be primarily an educational organization, and can have an advocacy side as well. So what tangible benefit do we offer our members? Where’s the “what’s in it for me?”

I mean, if we aren’t a social club, and there aren’t any organized rides or monthly meetings, what is the reason people should join and/or support FBA? There is no quick and easy answer to that question—it’s hard to plan an “elevator speech” around what FBA is all about.

The quickest explanation could be is that FBA is “your voice in Tallahassee,” which we are. But wait—what does that have to do with education?

Well, sometimes you have to help educate the lawmakers and the general public, so that they are better informed when they are passing laws and making decisions that affect the lives of those of us who take to the roads, trails, and pathways in vehicles that are not motorized.

This year FBA was able to help get the “Aaron Cohen Life Protection Act” passed by the Florida Legislature, and, as of this writing, it is now up to Governor Scott to sign it into law. Additionally, we worked with many groups this year and testified in front of the Florida Legislature on behalf of the “Coast to Coast Connector,” which will ultimately be a 274-mile separated bike path that will run from the Gulf of Mexico to the Atlantic Ocean.

This bill also passed both houses, and again, as of this writing, is waiting on final approval from Governor Scott.

Now it is time for FBA to start working on our legislative agenda for the 2015 session. But, in addition to being the cyclists’ voice in Tallahassee, we also play a strong role in the traditional educational delivery systems. We helped CyclingSavvy, developed by Keri Caffrey and Mighl Wilson, come into existence. And, we have partnered with the League of American Bicyclists to deliver their Traffic Skills 101 classes throughout the state.

These two cycling education programs help educate cyclists, lawmakers and the general public about cyclists’ rights and responsibilities.

By partnering with these programs, we also have a better understanding of how FBA needs to keep up with changes in the cycling world. FBA is considered a premier resource center within the cycling community.

Through FBA, cyclists, the general public and the law enforcement community have access to tools such as the “Florida Bicycle and Pedestrian Law Enforcement Guide (FBPLEG), “Florida Bicycling Street Smarts” and, via our website, “Ask Geo,” an interactive Q & A resource with cycling law expert George Martin, who replies to questions regarding interpretation of Florida law as it pertains to cycling.

Additionally, due to FBA’s partnership with entities such as the Florida Greenways and Trails Foundation, Bike Florida, the National Complete Streets Coalition and the Alliance for Biking and Walking, we are able to keep our members informed of the latest and greatest in the world of what is going on in cycling.

We really are a wealth of information at your fingertips.

Florida Bicycle Association is also a partner with many in an attempt to make the cycling world a safer place. We partner with the Florida Pedestrian & Bicycling Safety Resource Center, the Safety Office of Florida Department of Transportation, and the North Florida Bicycle Club’s “One Road” safety campaign.

All of these organizations support safety efforts and developing infrastructure for cyclists, and we are proud to be a part of their efforts.

FBA’s board is quite diverse and represents the major metropolitan areas of the state.

Our board members are working to develop relationships with local bike clubs and bike shops to help spread the education on safety and educational needs of the cycling community.

By reaching out to these organizations and businesses we can continue to grow our numbers and increase the strength of our voice in Tallahassee.

Our executive director, Tim Bustos, is working hard to visit with local officials to make sure our needs are kept in front of the powers that be when it comes to making the correct decisions on behalf of the cycling and pedestrian community.

He recently travelled to Washington, DC, to make our voices heard in our nation’s capital.

On another trip to the Southern States Bike Conference in Texas, Tim spent time with other state’s executive directors so they could share notes and experiences unique to the Deep South, in order to explore growth opportunities with similar organizations.

With a small staff and a large charter of tasks, FBA has its hands full in its attempt to fulfill the needs of the cycling community in Florida.

Florida is now the third largest state in America. That said, we are also one of the worst states for cycling/pedestrian safety.

With a dedicated executive director, two part-time staffers and a diverse board of directors we do our best to provide services to our members and non-members alike.

It is not unusual to have a request to be in three places in one day—something that can only be accomplished with the cooperation of all.

The challenge of most not for profit organizations is to offer our services for free to members and non-members alike, which we do through our website.

However, we can’t emphasize enough that membership is important to us—it strengthens our numbers and our ability to have a stronger voice for the cyclist.

We would hope those who visit our website will realize the value we offer the cycling community and join our ranks so we can be more effective in making the roads, trails, and pathways safer for all of us.

If you are already a member of FBA, we appreciate you and your support!

If you are not a member, I encourage you to contact us so we can answer any questions you might have in order help you make a decision to join us, and our efforts to make Florida a safer place for all of us to enjoy the fresh air and sunshine for which Florida is so famous.
In the current financial statements may be obtained by contacting FBA, P.O. Box 916715, Longwood, FL 32791.

The mission of the Florida Bicycle Association (FBA) is to advocate and educate for excellence in bicycling in Florida. Its vision is a Florida wherein bicyclists are safe, respected, and encouraged to cycle for transportation and recreation.

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.

As a member supporter of FBA, join online at www.fbamembership.org. Visit ShareTheRoad.org for an Application and Terms of use. Applications received continuously, grants awarded quarterly.

The Florida Bicycle Association Messenger is published quarterly as a service to members and advocates for a bicycle-friendly Florida by the Florida Bicycle Association, P.O. Box 916715, Longwood, FL 32791. www.floridabicycle.org; e-mail: tim@floridabicycle.org; Phone: 850-238-5238

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Save the date for the 2014 Florida Bicycle Club Leadership Workshop

The Florida Bicycle Club Leadership Workshop returns to Clermont November 15, 2014, in conjunction with the Florida Freewheelers’ 35th Annual Horrible Hundred. Back by popular demand, this workshop is not just for bike club presidents, but anyone in a leadership position that wants to share ideas with other club leaders.

This workshop is for you. Don’t miss this opportunity to have your club well represented. We welcome your agenda items and will be asking many of you to make presentations on your club’s best practices. 2012 Participating Clubs and Organizations:

- Bike Florida
- Boca Raton Bicycle Club
- Caloosa Riders Bicycle Club
- Daytona Beach Bicycle Club
- Gainesville Cycling Club
- Highlands Pedalers
- Florida Freewheelers
- North Florida Bicycle Club
- Peace River Riders
- Seidler Productions
- Sumter Landing Bicycle Club
- Terrell Hogan Law Firm
- Treasure Coast Cycling Association

Was your club represented? If not, make sure someone attends this year.

Date: Saturday, November 15, 2014
Time: 3:00-6:00 p.m.
Where: Fairfield Inn & Suites, 1750 Hunt Trace Blvd., Clermont FL, 352-394-6585

Hosts: FBA and Florida Freewheelers
Fee: FREE; however, registration is required.

The Florida Freewheelers have graciously offered, once again, ONE complimentary Horrible Hundred registration per club for individuals attending the workshop. The 35th Annual Horrible Hundred is Sunday, November 16, 2014. Registration for the Horrible Hundred opens August, 2014. Contact horriblehundred@floridafreewheelers.com or visit http://floridafreewheelers.com/hhr/ to per club for individuals attending the workshop. The 35th Annual Horrible Hundred.

Florida’s Traffic Safety Program Hosts Regional Trainers’ Summit

by Dan Moser, Program Director/Membership Manager

The Florida Traffic and Bicycle Safety Education Program (safety.hhp.ufl.edu) is a very effective program that trains professional teachers and community educators and advocates in the realm of traffic safety education that’s geared toward vulnerable road users. FBA is proud to have been affiliated with, and a working partner of FTBSEP since its inception and we are now fortunate to have its Assistant Director, John Egberts, on our Board of Directors, thereby strengthening our relationship even further.

Operating out of the University of Florida, FTBSEP’s primary offering is a one-day training at no cost to school districts and others seeking to provide high quality bike/ped education to students or the community at large.

As an added benefit, FTBSEP provides the training at the locations of those being trained.

FTBSEP utilizes the diverse skills of a Regional Training Team composed of League Cycling Instructors (LCI) and CyclingSavvy Instructors (CSI) to train school P.E. and health teachers, law enforcement officials, school resource officers, Safe Kids coalition partners, bicycle club members, community volunteers, and bike/ ped advocates.

They are taught how to implement the lessons and skills included in the Traffic Safety Education Guide in schools settings, after school programs, public clinics (rodeos), and youth programs.

This past May, Regional Trainers came together for a summit and discussed strategies for the future, updated each other on local and regional efforts we’re involved in and learned about techniques used by education experts who are among those who developed the original concepts for FTBSEP and similar programs used elsewhere.

Roger and Sharon DiBrito came from Montana to share their knowledge.

As part of their program they were able to get a roomful of grown adults to behave like five-year-old kids for an afternoon of fun and learning. Needless to say, it was quite an experience—one that left everyone a bit sore from running, jumping and generally acting silly. But it was a good hurt for most of us because we all left with more tools in our toolboxes.

I say for most because, as is usually the case whenever kids are having too much fun, one of us had an unexpected meeting with the gym floor that “left a mark,” so to speak.

The good news is that all’s well and no teeth were lost.

Thanks to FTBSEP’s leadership team of Dan Connaughton and John Egberts, and the ongoing support of FDOT and UF, the program remains on solid footing.

That, along with a motivated group of Regional Trainers, should keep things moving in the right direction for the foreseeable future.

Although there are many challenges to getting Florida off the top of the list of states having the worst bicycle and pedestrian crashes, injuries and fatalities, FTBSEP is one of our best resources to reach those who can provide the direct educational services needed to reverse this unenviable statistic.

Since its inception more than a decade ago hundreds of professional educators and community volunteers have taken advantage of this valuable resource, but that’s just a fraction of those who could and should be trained.

If you have an interest, or know others who may benefit, please let us know.

And for those reading this who are LCIs or CSSIs and would like to learn more about the program—and perhaps become a Regional Trainer (expenses are reimbursed and a training stipend is provided)—please contact John Egberts at safety@hhp.ufl.edu or (352) 294-1685.

Get the knowledge and experience to cycle your roadways with confidence. FBA’s cycling education program will show you simple strategies to eliminate obstacles and ride with ease in places you might never have thought possible.

Cycling Savvy courses now available in Orlando, DeLand, Jacksonville, Ft. Myers, West Palm Beach, Tallahassee and Tampa Bay areas. Go to the Web site to contact an area coordinator near you.
Greenway tour 2014 taking riders from Jacksonville to New York City

continued from page 1

was officially designated as part of the East Coast Greenway in 2013.
On May 17, 2014, the second Cabot Tour began right here in Jacksonville, and will end in New York City on June 21. On its first day, before a noon luncheon in honor of volunteers for Habijax, (Habitat for Humanity of Jacksonville, Inc.), the itinerary for Cabot Tour included a leisurely 20-mile trek through urban Jacksonville.

Led by Jeanne Hargrave, Cabot Tour riders visited:

- Jacksonville’s Historic Five Points
- Memorial Park (the southernmost point on this year’s Cabot Tour)
- The Riverside Arts Market, located beneath the I-95 bridge over the St. Johns River
- The Northbank Riverwalk through downtown Jacksonville
- Historic Springfield
- The S-Line Greenway

Cabot Tour leaders Cathy and Myron Skott were impressed with all of the sights that they saw, but especially with Historic Springfield and the S-Line Greenway, an urban trail along a route of the former Seaboard Railroad.

But, unlike the more famous Silver Comet Trail near Atlanta, also located on a former Seaboard Railroad line, Jacksonville’s S-Line Greenway is still very much a work in progress.

On the day of our tour, the Cabot Tour riders came up to a gap in the S-Line Greenway at the far end of a rundown shopping center.

Jeanne turned us around and led us back through Springfield to downtown Jacksonville via Pearl Street. Once we got closer to downtown we rejoined another part of the S-Line Greenway and followed that part of the Greenway all the way back to the starting point of our tour, which was also the site of the noon luncheon in honor of Habijax.

Now that we’ve succeeded in our 2012 efforts to save the St. Johns River Ferry and have it designated as part of the East Coast Greenway, it’s time to focus on building a link to the East Coast Greenway from downtown Jacksonville, and to work on finishing the uncompleted portions of the S-Line Greenway.

The parts that are already built are assets to the neighborhoods that the S-Line traverses.

All that we need to do now is to fill in the gaps.

Greenway advocates credit the project for saving the St. Johns River Ferry, once destined for imminent shutdown. The ferry is now part of the East Coast Greenway system.

Have you been injured while cycling? (I have. That’s why I’ll fight so hard for you.)

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

904-632-2424

Christophersenburns.com

Justice for cyclists

Cabot-sponsored Community Tour Rider veteran Cathy Skott chats with driver/photographer/mechanic Alan Fitton who followed the tour with the Cabot support van. Cathy and husband Myron also led the 2012 tour, a 2,300 mile trip from Miami to Portland, Maine. The 2014 Community Tour began May 17 in Jacksonville with the “Habijax” Habitat for Humanity kick-off, the largest “Blitz Build” (50 homes in one week) in the country. Riders heading north from Jacksonville, after 900-some miles up the East Coast, are scheduled to arrive in New York City on June 21.

Tour sponsor and organizer Cabot Creamery Cooperative invited cyclists to participate in shorter ride events at designated towns along the route. You can see the complete community tour schedule at the Cabot Community Tour website, cabotcommunitytour.com.
National Bike to School Day gets a boost from Miami area teamwork

by Valerie Neilson, MSP, BikeSafe® Program Manager KiDZ Neuroscience Center at the Miami Project to Cure Paralysis University of Miami Miller School of Medicine

In celebration of National Bike to School Day on May 7, 2014, the University of Miami BikeSafe® Program teamed up with Fienberg Fisher K-8 Center, the City of Miami Beach, and JB Bike Shop to organize a 1 mile bike ride to school to promote children biking safely to and from school.

In total approximately 60 children and over 20 parents, school staff, and community partners biked, skated, or rollerbladed to school, guided by the City of Miami Beach Police and University of Miami BikeSafe® Staff.

Event participants met at Flamingo Park to check-in, do a bike check, and ensure proper helmet fit prior to the ride. Helmets for children in need were donated from the Florida Pedestrian and Bicycle Resource Center and the SchoolPool Program administered by South Florida Commuter Services.

The ride kicked off at 8 a.m. and upon arrival to the school, students were greeted by Sebastian, the University of Miami Mascot, as well as students, staff and community partners, including representatives from Florida Department of Transportation District 6 cheering the students as they arrived.

Event participants enjoyed breakfast snacks provided by the school as well as water bottles and granola bars donated by Publix Super Markets, Inc. while they listened to the school band play music. Performance and refreshments were followed by words from Miami-Dade County Public Schools North Region Administrative Director, Ms. Sally Alayon; Fienberg Fisher K-8 Center Principal Ms. Mary Zabala; Fienberg Fisher K-8 Center 6th Grade Teacher, Ms. Kathleen Cattie; and the University of Miami BikeSafe® Program Manager, Valerie Neilson.

The event concluded with a prize raffle including two bikes, a Bluetooth wireless speaker and a Jersey Shore Beach Game set donated by SchoolPool and TV & Interactive Advertising, South Florida.

Participating students received a BikeSafe® goodie bag with bike safety materials and equipment, a University of Miami Hurricanes Baseball Game Youth Voucher donated by University of Miami Athletics. JB Bike Shop donated bike locks.

Overall it was a great event! Fienberg Fisher K-8 Center registered their participation in National Bike to School Day at www.walkbiketoschool.org. Last year the state of Florida tied at 4th place for the number of schools registered to have participated in 2013 National Bike to School Day. This year Florida hopes to remain a leader in the Top 5 for schools celebrating National Bike to School Day.
The same week that the master of magic realism Gabriel Garcia Marquez died, I listened to Ryan Gravel, an engineer who, 15 years before as a grad student at Georgia Tech, dreamed up a trail for an abandoned rail line around Atlanta.

That dream is now the magical Atlanta BeltLine, the most comprehensive transportation and economic redevelopment program ever undertaken by Atlanta. It's a bike-ped path that on its 33-mile completion will connect 45 in-town neighborhoods, public parks, and MARTA commuter rail.

The trail will run directly through the third level of the million-square-foot multi-purpose Ponce City Market that developers emphasize will have bike valet, changing facilities and showers to encourage alternative commuting options, and that "if only 10% of users arrive by bicycle or on foot [will generate] 1,000+ cyclists and pedestrians clean commuting to Ponce daily."

Ryan said that "People along the route have discovered a vision better than anybody else was showing them. They're filling it out with affordable and public housing, with arts, with farmers markets, local food, pollinators, and bocce ball courts.

"People are really organizing their lives around this new corridor. It lets them live the lives they want."

Atlanta's BeltLine is only one of three private-public collaborations vaulting Atlanta into American trails leadership.

The others include the PATH Foundation that builds trails that reach into Alabama and may next extend into Tennessee, and the advocacy group MillionMile Greenway that works throughout Georgia and beyond.

Bottom-line backers include Coca Cola, the Georgia-Pacific Foundation, ING Direct, the James M. Cox Foundation, NIKE, and Turner Broadcasting.

Less gaudy and hardly mentioned at the Atlanta-centric Georgia Trail Summit was a trail matter that affects southeast Georgia as well as northeast Florida.

That's the status of a water connection between St. Marys and Fernandina Beach.

That connection existed a century ago and then briefly again before the recent recession made the route unprofitable. Instead of a scenic almost hour-long crossing of Cumberland Sound, long-distance cyclists today endure a 30-mile diversion along dangerous U.S. Highway 17 (doubly problematical because the St. Marys River Bridge is under repair).

The existing gap constitutes the longest bi-state inconvenience for users along the almost 3,000-mile East Coast Greenway. Most riders avoid St. Marys altogether.

We need Florida realists to turn some Florida magic.

—— Herb Hiller writes frequently about alternative transportation and locally resourceful development.

Georgia Trail Summit workshop attendees took a trip to the Trail Creek Trestle in Athens. The railroad trestle (a.k.a, the Murmur Trestle, a picture of which was used in 1983 on the back cover of the R.E.M. album of the same name) is on land that was sold to developers and marked for demolition. An outcry from R.E.M. fans and others led to an Athens-Clark County Commission vote in 2000 to save it for posterity. In 2012, however, commissioners said they could not afford to keep the decaying and unsafe structure. As of this writing, the trestle still stands, a photo op on the nearby multi-use trail that someday may—or may not—cross trail creek over a reconstructed trestle.

Photo courtesy of Georgia Trail Summit.

That's the date when four FBA stalwarts launch a program of Central Florida touring that combines SunRail service from metro Orlando and week-long do-it-yourself rides on the 260-mile St. Johns River-to-Sea Loop.

Check the FBA blog for news about Mighk and Carol Wilson, Laura Hallam and Robert Seidler on their milestone adventure.

By Herb Hiller

August 1.

That's the date when four FBA stalwarts launch a program of Central Florida touring that combines SunRail service from metro Orlando and week-long do-it-yourself rides on the 260-mile St. Johns River-to-Sea Loop.

Check the FBA blog for news about Mighk and Carol Wilson, Laura Hallam and Robert Seidler on their milestone adventure.

Want to ride the train to the trail and tour with cycling friends of your own? Watch for blog posts about everything from navigation and bike shops along the way to tips on places steeped in local character where you’ll want to eat and overnight.
Jacksonville Bike to Work Day event
by Stephen E. Tocknell, AICP

The event on May 15 was organized by the Jacksonville Bicycle Pedestrian Advisory Committee, led by FBA Board member Chris Burns; City Cycle, led by Alice Gould; and Open Road Bicycles, led by Scot Gross.

About 100 bicyclists rode in from the Open Road Bicycle Shop in San Jose, and from the Lake Shore and City Cycle bicycle shops in Avondale and Riverside.

Following the ride, the Mayor and Chris Burns both spoke at a press event in the lobby of the Jacksonville City Hall.

Above left: In the foreground are (left in the green): Mayor Alvin Brown, behind Mayor Brown is Denise Chaplick (City of Jacksonville Bicycle Pedestrian Coordinator), and beside the Mayor, Hon. Don Redman (City Council Member and Long Time Bicycle Rider and Advocate).

Above right: FBA board member Chris Burns with Mayor Brown.

Left: Mayor Brown (right) with Chris Burns (center) and other riders get ready for the Bike to Work ride.

FIRE.
FIND YOUR ELEMENT IN CENTRAL FLORIDA.

Central Florida’s Polk County is the “Cycling Capital of Florida.” Explore more than 60 miles of paved multi-use trails and 1,700 miles of pre-mapped road routes. Unlike most of Florida’s flat terrain, Central Florida’s unique topography provides elevation changes of more than 300 feet, so your cycling adventure won’t fall flat! Ready to ignite the fire inside yourself? Scan the QR code now to learn more.

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

Ask Geo @ FlBikeLaw.org*

George Martin

Bicycle Parking

Naomi asked: in Cape Coral FL is it illegal to chain a bicycle to a meter or street stop sign?

Yes! Not just in Cape Coral but throughout Florida.

Keep in mind that bicycles are vehicles, and vehicle regulations apply unless they specifically apply only to motor vehicles. This may sound facetious, but parking is permitted anywhere that it is not unlawful. In other words, there must be a specific prohibition in the statutes, ordinances or regulations for a parking violation to occur. That can be in state statutes or local ordinances.

The following is the state statute that addresses parking:

s. 316.1945 – Stopping, Standing, or Parking Prohibited in Specified Places

(1) Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic control device, no person shall:

(a) Stop, stand, or park a vehicle:
1. On the roadway side of any vehicle stopped or parked at the edge or curb of a street.
2. On a sidewalk.
3. Within an intersection.
4. On a crosswalk.
5. Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless the Department of Transportation indicates a different length by signs or markings.
6. Alongside or opposite any street excavation or obstruction when stopping, standing, or parking would obstruct traffic.
7. Upon any bridge or other elevated structure upon a highway or within a highway tunnel.
8. On any railroad tracks.
9. On a bicycle path.
10. At any place where official traffic control devices prohibit stopping.

As a part of the Bicycle Law Enforcement Program, a web site exists to provide a place to ask questions about the laws. This is a continuing series that addresses some of the questions and provides 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 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.
Getting to know the city

by Ron Cunningham

I've long believed that the best way to get to know a strange city is from the seat of a bicycle. Over the years, I have had the opportunity to explore New York, Denver, Chicago, Philadelphia, Nashville, Washington, D.C. and other urban centers north, south, east, and west on two wheels.

It is always an adventure, and each expedition comes with its own unique charms and challenges.

And so, upon finding myself recently in Florence, Italy—the birthplace of the Renaissance—I naturally wanted to get to know, via my preferred means of locomotion, the streets where Michelangelo grew up.

It was a revelation.

Of course there is much to see and amaze in Florence. The massive and gaudy Duomo, startlingly illuminated by the last rays of the setting sun. The Uffizi, stocked to the brim with the works of old masters. The statues of David, Neptune, and the Rape of the Sabines.

But here's what really filled me with awe and wonder during my bike tour of Florence: The seemingly fluid and frictionless movement of people, bicycles, motor scooters, taxis and automobiles through narrow passages and twisting streets that were originally designed to accommodate nothing more imposing than horse-drawn carriages.

Not to put too fine a point on it, but Florence is a traffic engineer's worst nightmare. It is chaos by design.

And, illogically, it works.

This is one of the most visited cities in the world. At any given time of the day and evening, tens of thousands of people walk its streets and piazzas. They move in tightly clustered groups led by guides. They are constantly craning their necks to look up at the imposing structures around them. They stop at odd moments to click photos and gaze into exclusive fashion stores.

The crowd is a living thing that moves in unpredictable patterns; now parting, now coming together, and all seemingly without rhyme nor reason.

And then there are the cyclists...hundreds of them. Tourists on rented bikes. Business people in three-piece suits and waiters winding their way to work—all weaving their bikes carefully through the throngs of tourists.

And motor scooters advancing in fits and stops. And the city's boxy compact buses that gingerly turn sharp corners with only inches of space to spare. And drivers of cabs and delivery vans inching forward here, halting there.

One might expect constant chaos and collisions from all this unregulated mixing of transportation modes. But over the course of three days, I witnessed none—save an especially nasty exchange of insults between two pedestrians who had roughly jostled each other without so much as a perfunctory "pardon."

What makes Florence work? Well, for one thing, the sheer volume of users is a natural traffic calmer. No one can drive, bike or scooter very quickly, rather, one must constantly search for the next open seam in which to advance.

There is something else that is harder to pin down. Call it a collective sense that all present have a right to be there...a right to share the narrow streets, to get from one place to another.

No one mode of transportation supreme over another. And that of course, the biggest challenge facing bike-ped advocates here in what I have cynically referred to as "auto-America." This pervasive notion of segregation by means of mobility. That autos must go here, and pedestrians there, and bikes over there.

In too many American communities public streets are no so much shared as parcelled out; these slivers of asphalt given over to cars, that narrower one to bikes, this raised strip of concrete to pedestrians. And mix at your own risk.

The American method of transportation allocation is the antithesis of Florence's expectation of sharing. Rather, sharing is sacrificed on the altar of speed.

Recently, I read a story in the New York Times about one of the consequences of the resurgence of walking and cycling in Los Angeles, arguably the birthplace of American car culture. With more people than ever choosing to get out of their cars, the LA cops have embarked on a new campaign: basically, citing pedestrians in the downtown area for the offense of interfering with the quick and efficient movement of automobiles.

Los Angeles police chief Charlie Beck, the Times reported, said "the crackdown was a matter of public safety and traffic flow, noting the frustration of drivers trying to make turns and faced with crosswalks filled with people."
Free roads cost too much  
by Earl Lang

After decades of building more and better roads, we still have too much congestion. In Tim Hartford's book, "The Underground Economist," he said, "It is because roads are free that we have run out of spare road space." He explains that the marginal cost of driving is so small that we never consider it.

Marginal Cost:
Marginal cost is the cost of doing one more of anything: given that the original cost of the equipment, the infrastructure is in place, and the annual fees like licenses, registration, insurance, and taxes are already paid.

In our mind, one more trip costs nearly nothing. We believe that it is efficient and inexpensive to jump in the car to go to the market for a loaf of bread. We don't see all the costs.

We don't relate our "quick trip" to the destruction of our environment caused by wide roads, the damage caused by extracting oil and refining it, the global warming caused by burning fossil fuel.

Do you ever think of the coal, iron ore, rubber, glass, and oil based materials that go into the car we all take for granted? Can you even imagine the waste products generated by the production of all these bits and pieces that make a car? Can you see how our "Marginal Cost" thinking is destroying us and the world we live in?

Is there an answer? I offer one solution and there are many.

Most answers will not be popular with everyone. Not Popular? I ask you, "Just what is popular about the way our world is going now?"

I suggest that we increase the use of graduated tolls.

Yes, Toll Roads.
We need to turn the most used and most popular roads into toll roads. If we applied surcharges (tolls) for using congested roads we could reduce the number of users congesting that road.

Fewer users of a given road equal less need for additional lanes. This will work almost immediately because many of our smaller, non-limited access roads are under utilized, while our interstate and city centers are over crowded.

By adding tolls for driving on overcrowded, popular, congested roads and areas, drivers would begin to look for less expensive ways to get around.

Picture this: You need a loaf of bread for dinner, you grab your keys, drive on the interstate, and zoom to the SuperMall where you dash into a MegaMart, get that loaf of bread, jump in your car, back on the interstate, no zooming now because traffic is stopped for an accident. You finally get home to enjoy your late dinner.

If you had to pay a toll to use the superhighway, would you think twice?

Would you say, "There is a Convenience Store just two blocks over, I could save the money with my bike and be back in a few minutes."

PayPass linked with a GPS system is available today to pinpoint and assess charges for road use, or for driving in congested areas.

More and better roads have not cured congestion, but alternative transportation, walking and bicycling does.

The money saved by not building more expensive roads could be used to build a lot more multi-use paths, bicycle lanes and sidewalks.

This can begin to stop our roads from costing too much.

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Introducing... the “Rumble Stripe”
by DeWayne Carver, FDOT State Bicycle/Pedestrian Coordinator

Unlike a new baby, we discussed what to name it. Safety Stripe? Rumble Edge? Awe Line? FDOT is about to adopt a new safety feature serving the dual purposes of protecting cyclists and reducing run-off-the-road crashes, and if you can envision a room full of engineers and planners pretending to be marketing experts... well, it wasn't pretty. Funny, yes, but not pretty! Here are some facts about the new safety feature: 1. It goes underneath the center line and edge line pavement markings of the roadway, not on the shoulder 2. It gets applied on rural roadways with posted speeds of 50 mph or greater 3. The feature has a minimum depth of ¼” and a maximum depth of ½”, this is ⅛” shallower than the depths on interstate shoulder rumble strips. 4. It is part of the Federal Highway Administration’s proven safety countermeasures for keeping motorists in the traveled way. This reduces run-off-the-road crashes for motorists, and also helps keep motorists off the shoulder where cyclists are often found.

5. It is easy to cross on a bicycle, even with skinny tires and even at high speed.

With facts like these, any of the names could have worked, but the preferred name was Edge Line Rumble Stripe. The Rumble Stripe shows the difference one letter can make. Many of us cyclists are familiar with the dreaded rumble strips (a.k.a. Shoulder Spoolers), such as those found in neighboring states that shall remain nameless (but one of their names rhymes with Porgia.)

But with the addition of the letter “c”, “strip” becomes “stripe” and we get a bicyclist-friendly rumble stripe instead of a bone-shaking rumble strip. How cool is that?

The design is a divot of ground-in pavement, 8” wide by about 6 ½” long, and 3/8” to ½” deep. It’s ground in using a grinding wheel so the shape is a shallow trough. These divots are arranged in 7 of rumble array and a 5’ gap. Then you lay 100 mils of thermoplastic edge line stripe over the top. When driven over in a car, they generate an attention-getting "rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr...
Upcoming Bicycle Touring Events in Florida

This printed version is ABRIDGED from promotional material provided by tour organizers. We’re not responsible for accuracy of information or quality of these rides. Use the contact information for more details about each ride. Ask your friends. Data are gleaned and summarized from an online calendar database maintained by Roger Pierce and published on the FBA web site. To add an event to his (and our) calendar, e-mail to fpte@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.florida bicycycle.org/touring.

June

June 13-14 Tallahassee

The Ride for Hope 2014

At the North Florida Fairgrounds, a fun-filled cyclist and wellness event for all ages. Six distance rides ranging from a family fun ride/walk to a 100-mile century through the rolling hills and canyons of Tallahassee. Excellent SAG support and water stops. Jersey order discount for early registration! Free insulated water bottle for Century & Metric riders. While supplies last. Event begins at 4 p.m. on Friday, June 13 with a Vendor Expo that includes pre-registration, dinner, entertainment and the “Hero of Hope” presentation. All rides take place on Saturday, starting with the 100-mile century at 6:30 a.m., with the “family fun” events and Health Fair from 9 a.m. - 1 p.m. All attendees receive free health and fitness information and other benefits. Music, food, face painting, and fun for the whole family. Proceeds benefit the Tallahassee Memorial Cancer Center and help to keep quality cancer care close to home. Over 3,000 foot elevation gain on the century! The Florida Highway Patrol will escort for lead groups in both the metric and century race components. The Century race component includes a 3-lap criterium finish. Sponsorship, Vendor Booth and Volunteer opportunities as well. Visit TheRideforHope.com for registration and information.

June 28 (Sat) Woodville

Matthew Beard Memorial Ride to the Sea

Ride begins on the St. Marks Trail at the Wakulla Station at 10am. The ride is FREE and is intended to allow all levels of cyclists to ride to show their support of victims and survivors of DUI drivers. Riders will have support along the way, including snacks and drinks. The ride follows the St. Marks Bike Trail to the St. Marks River Park in St. Marks, Florida. Here is where the river feeds into the Apalachacola Bay at the Gulf of Mexico—a beautiful area in a little sea oriented town. At the park, riders will be able to make a dedication to a loved one, and sign a pledge to be a designated driver and not drink and drive. At the ride finish, t-shirts for all finishers (limited supply). The total out and back ride distance is 12 miles. The ride is organized by the Florida State University Police Department and the Dori Slobosrod Foundation. E-mail Major Jim Russell for more information. Helmets required. polic.edu

July

July 6 (Sun) Punta Gorda

Peace River Riders Wheels and Wings V

30/32/50mile rides and a 10 mile gentleman’s mass start race within the 50 mile route. Speed Trap Alley—break the speed limit and receive a written warning from Punta Gorda Police suitable for framing. Mystery Ride for the 15 milers. Includes Ride, SAG stops, T-shirt, 10 wings and two drinks. Watch our Facebook page for more exciting features. https://www.facebook.com/groups/peacerriders/ Registration: $30 pre- $40 day of (no t-shirt) It’s a Ride, a Party and an Event all rolled up into one. www.peacerridersbicycleclub.com

July 13 (Sun) Boca Raton

Frank Stark Celebration Ride

It’s time for a gala celebration. Start and End: Boca Raton City Hall, 201 West Palmetto Park Road corner of Palmetto Park Road and Boca Raton Blvd (2nd Ave) Boca Raton Florida 33432. REGISTRATION BEGINS AT 6.00 a.m. 62 mile RIDE BEGINS AT 7.00 a.m. 30 mile ride begins at 8.00 a.m. Ride Support Ends at 1:00 p.m. Register Early (Before July 11th) and get a FREE Fanny Pack to the first 750 people who register and a Free Wallet for the first 1,000 people who register $40.00 online (closes July 11 at 11:59 p.m.) $40.00 By Mail post-marked no later than July 11th $50.00 Late Registration/Day of Ride WE RIDE RAIN or SHINE. NO REFUNDS. Helmets are required The Frank Stark Ride has been a tradition for the last 24 years. It features a scenic ride along the Atlantic coast as well as a tour through Boca Raton. Well stocked rest stops along the way and full Sag Support during the ride. Post-ride meal & home fries, cereals, yogurts, fruit and a deluxe buffet lunch that includes salad, carving, vegetable and desert stations as well as an entree buffet line. Event Co-Hosts: Highlands Pedalers bicycle club & the historic Kenilworth Lodge where registration, packet pick up and all rides originate. Early Registration by August 22 (event t-shirts guaranteed). No refunds after this deadline. tourofboca.com/index.php.

September

September 14 (Sun) Fernandina Beach

25th Annual Endless Summer Watermelon Ride

Amelia Island through Fort Clinch State Park and points along coastal roads. Visit League of American Bicyclists’ 2013 Bronze Level award winner, Fernandina Beach. Pre-ride safety talk, rest stops, a post-ride lunch, mechanical support, motorcycle escorts, and roving SAGs. Details and prices for hotel packages on website. Five routes: 20/30/40/50/65 miles Sign up at www.NEFBC.us.

September 20 (Sat) Bartow

Tour de Tow 2014 - Scenic Road Tour

An on-road cycling tour along the scenic back roads of southern Polk County. Choose from a Family Fun Ride of 16 miles for $20.00 37 Mile TowTour $30.00 and 65 Mile TowTour $35.00 TANDEM RIDERS we’d love to have you too. Just add 15.00 for extra rider. New bike giveaway to kids who otherwise wouldn’t be able to afford one. Ride stages at Central between Main and Summerlin. Central kept clear of cars and parking but there is plenty of parking on Central between Summerlin and Parker and at the Oaks Parking Lot. For more info, call ride coordinator, Trish at @863.640.1024, or click the Active.com link. bar towcyclingevents.com

October

October 5 (Sun) St. Petersburg

Cystic Fibrosis Foundation’s Cycle For Life

Multiple routes up to 62 mile. The rides begin and end in Fort Desoto Park, and pass through some of the most scenic and cycle-friendly roads in the Tampa Bay area. This ride is fully supported with well stocked rest stops every 10-12 miles, support and gear (SAG) vehicles, bike mechanics, on site medical services, complimentary breakfast, lunch and finish line festivities. For more info, please contact Ryan Reid at (813) 374-9041. http://cycleclf.org

October 25 (Sat) Gainesville

22nd Annual Orthopaedic Institute Santa Fe Century

A tour through the lush forest and pasture lands of north of Gainesville up through the Santa Fe River valley. Rides start at 8:30 a.m. from the North West Boys and Girls Club at 2700 NW 51st Street in Gainesville. Enjoy a 100 or 55 mile ride, or 18 or 28 mile Millhopper Ramble family fun ride, with well stocked rest stops. http://gecja.org/gec/

October 26 (Sun) Gainesville

34th Annual Horse Farm Hundred

The Gainesville Cycling Club’s tour through the picturesque horse farms of northern Marion County. The 102 mile ride and a 55 mile option that doesn’t get into horse farm territory start at 8:30 a.m. at Loffen High School at 3000 East University Avenue. Bagels and muffins available before the start. http://gecja.org/gec/

October 26 (Sun) Fleming Island

Horse Farm Tours

Start: Flemington on CR 329 (Interstate 75 CR 318 exit). Registration open to 9 a.m. If you want to start with a group, we’ll send you off at 8:30 a.m. Otherwise, you can start whenever you wish. 25/30/45 mile routes. Reserving terrain. http://gecja.org/gec/

November

November 1-8 Key Largo

BubbaFest—Florida Keys

A bicycling vacation. You will bicycle the entire Florida Keys system, down and back. Starting in Key Largo to Key West and back to Key Largo. Lay over days in Marathon and Key West. This is a fully-supported event with great food. Swim with the Dolphins. Snorkel. Dive. Sun-sets like only the keys can provide. See you on the beach where it is ...ALL GOOD! www.BubbaFestBikeTours.com

November 2 (Sun) Melbourne

Cycle4Alz - Cycle 4 Alzheimer’s

100/65/10 Miles Ride through the Central and Northern areas of Brevard County, FL. There will be several well stocked Rest Stops, t-shirts, lunch after the ride and plenty of fun! All proceeds will benefit the Brevard Alzheimer’s Foundation, Inc. (www.brevardalz.org). Registration and route details will be available on the event website. www.cyc4alz.org

Active.com Online Registration.

November 2 (Sun) Fort Myers

Streets Alive!

RESCHEDULED from April 6, 2014! Streets Alive! was created to incorporate fun, fitness and food to promote healthier lifestyles by temporarily closing streets to motor vehicles and opening them for people to have fun and get active. http://streetasurelive.org

November 2 (Sun) Sunrise

Adopt-a-Bike Ride

Markham Park. Registration $40. Raffles & Continental Breakfast included. Pre-Register & details on the web site below. Six Ride Levels starting at 12mph - 22+ mph - 62 mile route w/SAG & Police escort. Helmets required. All proceeds benefit the Adopt-a-Bike Foundation. Adopt-a-Bike is a non-profit organization that provided bike, helmets and bike safety information to disadvantaged and physically challenged children. Donations to the Adopt-a-Bike Foundation are tax deductible. www.adoptabike.org

Florida Bicycle Association
They make bike lanes, don’t they?

by Ted Wendler, FBA Board Member

The following text was part of an e-mail exchange between board members earlier this year in regards to bike lanes and other bicycle facilities in Portland, Oregon.

S
omething to consider in the “There vs. Here” debate: the two cultures are fundamentally different. I lived in Oregon for five years and spent two summers in Berkeley. Anytime I stepped off the curb in those places, with or without a crosswalk, traffic stopped in both directions. This overall courtesy transferred to cyclists as well. (I also spent a week in Montreal and never felt threatened while cycling there, though the space was confined and shared with numerous automobiles.)

Journeys from home...

Racers in the lane

S
ometimes I just cannot take the abusive nature of conflicts. The conflict between bicycling racers training in packs and the driving public is out of control. Since the invention of the bicycle, a byproduct has been the bicycle racer. Racers who ride bikes are different than those who race cars.

Bicycle racers are racing reality. Nothing is more physically demanding of so many muscles or so many senses. Watch the 21 days of the Tour de France just once and feel the emotion and the pulse of so many muscles or so many senses. Nothing is more physically demanding of those who race cars.

Racers who ride bikes are different than those who race cars. A byproduct has been the bicycle racer. Racers training in packs and the driving public is out of control. Since the invention of the bicycle, a byproduct has been the bicycle racer. Racers who ride bikes are different than those who race cars.

Bicycle racers are racing reality. Nothing is more physically demanding of so many muscles or so many senses. Watch the 21 days of the Tour de France just once and feel the emotion and the mission.

Bicycle racers race in packs and must train that way to gain the expertise necessary to win. Bicycle racers may go 50 miles per hour or more. Bicycle racers worldwide train on the roadway system. There is NO other place to train and no other way to learn but to train as you race—IN PACKS.

I am not a bicycle racer—was never one—but I am a bicyclist and have been all my life. I love the bicycle because it offers me health, economic freedom, social networks and affordability that’s never imagined by most people in our consumer world.

Look: most bikes are less than 30 pounds, last pretty much forever and have a small impact on the planet. A bike is a supremely sustainable device that does what it is supposed to do. It is one of the few devices that exceeds expectations.

Toss yourself into a 4,000-pound box and drive around endlessly, complacently and unsustainably and notice the difference. Our planet needs some of the health the bicycle brings to us.

Many communities on the west coast have progressive policies and practices in place with a long history of attending to bicycle and pedestrian concerns. We don’t have that here. If you are already feeling marginalized, I don’t know that making that marginalization official by drawing a line and resigning yourself to the other side is the answer. Once we are there, that is where they will expect us to be: where we’re supposed to be. This will further exacerbate the “Get Out of My Way!!! I Didn’t See Them!” dynamic we already face.

Florida is a small government state with small government solutions, historically. Facilities are expensive, if they are well designed, well executed, and properly maintained. It is unrealistic to expect that there will be bicycle facilities everywhere you want to go—you will have to use the road at some point.

There was a time when I supported bike lanes for the communities that wanted them. However, the “mandatory bike lane law” caused me to reconsider that position. Now I offer an abundance of caution. Be sure they are absolutely necessary before you commit, and there is not a less restrictive alternative available. Once they are in place, they will be difficult to remove—especially, if they do not garner the results you were looking for.

While I think it important to be responsive to the wishes of our members, I also think it is our responsibility to lead, after all—we are the experts—or at least we should be.

Post Script: To illustrate the dichotomy between the mindset in other parts of the country and efforts to improve conditions for cycling in Florida, our Executive Director, Tim Bustos, was involved in the creation of a consortium of statewide bicycle organizations in the Deep South (think, Southern Solutions to Southern Problems.)

The first symposium was hosted by Bike Texas this past spring, where he presented a paper as an invited speaker. Other states represented at this first ever meeting included Texas, Mississippi, Alabama, Georgia and South Carolina. According to all reports, it was a very enlightening meeting.

Robert Seidler

Robert Seidler is a filmmaker, cyclist and nature-based guide who leads fractal adventures in Panacea/Sopchoppy, Florida.
What IS FBA?

Our members and other Floridians interested in bicycling likely have some idea of what Florida Bicycle Association is about. A quick read of our vision and mission statements will make that clear. But an equally important question for members, donors and our board of directors is what we are.

FBA is a not-for-profit corporation operating under section 501(c)(3) of the federal tax code. Here’s the definition straight from the IRS:

The exempt purposes set forth in section 501(c)(3) are charitable, religious, educational, scientific, literary, testing for public safety, fostering national or international amateur sports competition, and preventing cruelty to children or animals.

FBA’s articles of incorporation state that “The purposes for which the corporation is organized are exclusively charitable and educational within the meaning of section 501(c)(3).”

For donors, the 501(c)(3) status means donations are tax deductible (if you itemize your taxes). Many government agencies and foundations limit their grants only to 501(c)(3) organizations, or have policies making it easier to give to them than to other types of organizations.

For our board members and staff, this status means we have to ensure the organization adheres to the exempt purpose and to state and federal laws and policies. Legally speaking, FBA is an educational organization, not an advocacy organization. This doesn’t mean it cannot do some advocacy and lobbying for favorable legislation, but those cannot be the main efforts of the organization, and there are limits on how much of our budget can be spent on lobbying.

Advocacy and lobbying are primary purposes of 501(c)(4) organizations. Knowing that we are an educational organization, we might then ask, “What qualifies as “education?” Wikipedia describes it as “a form of learning in which the knowledge, skills, and habits of a group of people are transferred from one generation to the next through teaching, training, or research.” For our purposes, education can be directed to motorists, engineers and planners, educators, and elected officials, as well as—of course—bicyclists.

I believe education differs from advocacy in that the educator has the responsibility to be the expert—especially when safety is at stake, while the advocate merely has to be good at marketing an idea.

Understanding the above, our primary responsibility as directors and staff of Florida Bicycle Association is clear: to provide expert education for bicyclists and for those whose actions have an impact on cyclists, and to carry out efforts to improve and expand such education.

2013 Annual Awards Winners Announced

While admittedly late, FBA recently announced the winners of our 2013 Annual Awards, recognizing those who go above and beyond in forwarding the cause of improving Florida’s cycling environment. Since 1999 we’ve chosen individuals and organizations as leaders in a number of categories. Congratulations to all our winners!

- Bike Club – Polk Area Bicycle Association
- Off-Road Bike Club – Flagler Area Biking; IMBA/SORBA (covering Flagler, St. Johns, and Volusia Counties), Kevin Phelps, President
- Enforcement Officer/Agency – Tallahassee Police Department
- Bike/Ped Educator – Lyndy Moore, FTBSEP* Regional Trainer
- Supporting Agency – Polk County Sports Marketing, Mark Jackson, Director
- Bicycle Professional – Sarita Taylor, FDOT Safety Office
- Citizen Bike Advocate – Darla Letourneau, BikeWalkLee
- Bike Store Advocate – Orange Cycle, Owners Deena Breed & Howard Larlee
- Volunteer – Jim Shirk, Tampa Bay area
- Elected Official Champion – Senator Andy Gardiner, District 13, Coast-to-Coast Trail Funding Bill Sponsor

*Florida Traffic & Bicycle Safety Education Program

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

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

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

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