Falling for Lakeland area cycling

by Herb Hiller

was in the room of the future in central Florida’s most gracious old hotel. My bike leaned against the closet. Out the window, trains pulled in and out of Lakeland station.

Not everyone knows the future when they see it. Florida continues to dither about commuter rail systems that could eliminate thousands of daily cars from clogged roads, while bicycling, the lowest hanging cure for otherwise intractable problems that range from obesity to pollution control, still faces more headwinds than tailwinds.

My own hold on the future was precarious, not because I’m 78 but because after two days of previewing where hundreds of cyclists this May will gather for Pro Bike/Pro Walk Florida next May.

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Bicyclists needed for 2010 Florida Bike Summit

in our second Florida Bike Summit, FBA wants to make an even better impression on elected officials and others with whom we’ll be interacting at our state capital on Thursday, April 8, 2010. Thanks to FBA member Becky Afton, who did much of the leg work setting things up, we have inexpensive options for those planning to attend from outside the Tallahassee area.

The “official” summit gathering spot is the Tallahassee/East KOA, located off I-10, exit #255 (US Highway 19). The KOA has tent sites ($25 a night), 2-person cabins ($45 a night), 4-person cottages ($89 a night, with own bathroom and microwave) and RV sites (pricing varies). Cabin and cottage availability is limited and on a first come: first served basis, so reserve ASAP.

The Wednesday evening pre-Summit briefing will be held at the KOA meeting room on April 7 at 7:00 p.m. and a post-Summit celebration at the campground beginning at 5:00 p.m. Thursday.

• Tallahassee/East KOA: “Official Pre- and Post-Summit Gathering Spot 346 KOA Road, Monticello, FL 32344; Dick and Cathy Spinnenweber, Kamp Hosts
• Phone: (850) 997-3890
• Fax: (850) 997-3099
• Reservations: (800) KOA-3890 or on line at www.koa.com
• Email: tallehokoa@aol.com

Ride your bicycle to the Summit FBA will have two group ride options to the Summit on Thursday morning. The long ride (approx. 25 miles) will leave beginning at 5:00 p.m. Thursday. The short ride (approx. 10 miles) will leave at 7:00 a.m.

Winter Park Health Foundation grant will create FBA Central Florida Chapter

Thanks to a two-year, $95,600 grant from the Winter Park Health Foundation (WPHF) FBA will establish a Central Florida chapter to advocate locally for a healthier, safer community for walkers and bicyclists.

The new Central Florida chapter—FBA’s second—will be known as Walk/Bike Central Florida. It will enable FBA to better localize its advocacy and educational efforts to tackle specific objectives.

The chapter’s goals are to increase the number of people biking and walking and create a safer environment for them. Through this local chapter, FBA will be able to:

• Create a user-friendly web platform that offers maps and descriptions of short, easy rides for new cyclists and walking routes to fun destinations.
• Encourage non-cyclists to sample riding in ways that are non-threatening and fun and require a limited investment of time and money

• Consider other ways to lower barriers for non-cyclists, such as providing bikes that can be borrowed, rented or given to needy families or children.
• In partnership with METROPLAN ORLANDO, work to establish a signed bike route throughout Winter Park, Maitland and Eatonville, to assist residents in locating roads considered safer and more appropriate for cycling.
• Organize “Bike Out” days, perhaps quarterly, that encourage both novice and dedicated cyclists to visit participating businesses and events.

This grant will enable FBA to build on the results of recent WPHF-sponsored research into what is needed to create a safe, civil and friendly traffic environment.

WPHF is a private, not-for-profit organization supporting programs that improve the health of older adults, youth and the community-at-large.

The programs focus on the communities of Winter Park, Maitland and Eatonville.
Who will pay for my hit-and-run crash?

by Chris Burns, Esq.

Q: I was riding my bike, being totally safe, when I was hit by a car. It was the car’s fault. The driver left the scene, and nobody knows who it was. Who is going to pay for my medical bills and my lost wages, while I’m out of work?

Unfortunately, it is common, although illegal, for drivers to leave the scene of a crash. Nationwide, “hit and run” crashes account for about 10% of all accidents.

If you are a victim of a “hit and run”, try to remember or jot down any observations you made about the vehicle or driver which can help law enforcement identify them.

Of course, notify and report the crash to both law enforcement and to your auto insurance company. Notify your auto insurance company? But you were riding a bicycle, not driving a car?

When you are riding your bicycle and are injured by a motor vehicle, your auto insurance will provide certain benefits to you.

You can receive “PIP” benefits. In Florida, all owners of operable motor vehicles must have Personal Injury Protection (“PIP”) or “No Fault” coverage.

Generally, this will pay 80% of your medical bills and 60% of your lost wages, up to a total of $10,000. There are exceptions.

Quite often, just “PIP” benefits will be inadequate to compensate you. Very frequently, an injured cyclist incurs far greater losses than just $10,000.

If you have health insurance through a private policy or your job, you should also notify them about your accident.

If you have Medicare or Medicaid, you may also be able to use this coverage, especially after your “PIP” runs out at $10,000.

When you go to the doctor or hospital, you should give them information on your auto insurance, your health insurance, your Medicare or Medicaid, or any other type of health insurance plan.

You should tell them to submit their bills to all the possible insurers. Many insurers have provisions in their policies which state that claims won’t be paid if they are received too late.

There is an optional coverage which you can purchase for your auto insurance policy called “uninsured motorist coverage.”

Everyone should have this. It is well worth the extra money. It will cover you when you are victimized by a motor vehicle driver who has no insurance, too little insurance, or who cannot be identified because he/she left the scene.

The “UM” coverage can be used to cover whatever portion of medical bills and lost wages that your “PIP” did not cover. It can be used to compensate you for future medical bills or lost wages you may suffer due to the crash, and to compensate you for the changes in your life which have occurred due to your injuries - such as your pain and suffering, loss of enjoyment of life, disfigurement, and disability.

— Chris Burns is a Jacksonville attorney who has handled hundreds of injury cases for fellow cyclists over the past 23 years. He is an avid cycling advocate who often speaks to cycling clubs and groups of cycling, safety, and the law. He handles cycling cases in Florida, and other states. He is an enthusiastic cyclist who has frequently competed in cycling and triathlon events, ridden numerous century rides, and has been a spectator at 3 of the last 7 Tours De France, while cycling portions of the courses.

Falling for Lakeland cycling

continued from page 1

On the one hand, Lakeland bikeways, off-road trails, paved shoulders, traffic calming roundabouts, signs that count down remaining seconds for safely crossing streets, additional signs that tell drivers to share the road, and bike lanes in both directions on a one-way street; while on the other, a single sand road that supplies the only way to get around unless you put your bike on a boat to cross a wide river to paved roads ashore, which I don’t.

From paradise to po’ pickin’s.

Lakeland cycling won me over. Not that I was ready to move from Putnam County’s Drayton Island, where I’ve lived the last 15 years, hardly cycling at all. On the other hand, I was ready for Plan B. Plan B means that this May I’ll be riding with the rest of you, and I don’t plan to fall off the bike again either.

Polk County has long been Florida’s sports marketing capital. Tourism in Imperial Polk is much about teams from around the world — Christ 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

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But even around Lakeland—with maybe the most livable downtown in Florida—quiet streets drop to lakes rimmed by off-road paths that obsolete challenging climbs back up. Some dozen streets drop and rise around Lake Morton, more than twice that number around Lake Hollingsworth, where the rim trail runs almost three miles.

From Lake Hollingsworth Park on the south side, Florida Southern College with its campus of Frank Lloyd Wright-designed buildings rises on the distant bluff like the dessert tray of a rave chef.

Trails extend across the flat wilderness of the Green Swamp. They combine with bike lanes along a Lake-to-Lake Bikeway that will take you 11 miles (planned for an ultimate 16) along urban and countryside ways. Dirt-road cyclists choose the Circle B Bar Reserve, a scenic conservation land that’s also a premier center for learning about natural Florida systems, where wildlife gathers everywhere that creeks fall sharply and where gators appear plentifully in Lake Hancock, headwaters of the Peace River.

Polk and the Southwest Florida Water Management District publish helpful guides that range from a road suitability map with large-scale breakouts for almost every municipality to regional maps and a trails guide.

Cycling rates as a respected part of county transportation. “We’ve long paid attention to cycling as alternative transportation,” says Polk County Transportation Planning Administrator Ryan Kordek. “We view bikeways not just for getting around but also for giving tourists who enjoy active lifestyles a way to discover our places more close-up than elsewhere. This year alone, our transportation priorities have consisted of over four-and-a-half-million dol-

Please see Falling on page 7
Join FBA

Use the application form on the last page. Suggested contributions (tax deductible):

- Individual: $25
- Family: $35
- Student/living lightly: $15
- Bicycle Club: $100
- Corporate/Agency: $100
- Higher donations are greatly appreciated! See membership categories, below.

Make check payable and mail to:
Florida Bicycle Association, Inc.
P.O. Box 718, Waldo, FL 32694
or join online at floridabicycle.org.

Visit FBA’s Website

www.floridabicycle.org

Subscribe to FBA, News, and FBA Blog
Stay up-to-date on bicycle issues with these statewide forums.

To subscribe to Florida Bicycle Association’s FBAlink, go to FBA’s home page at the website URL listed above and click on the “Sign up for FBA News Updates by E-Mail” link.

FBA’s Blog is on the website

www.floridabicycle.org

Message Deadline

Copy and Advertising Deadline:
Summer Messenger - June 15
Fall Messenger - September 15
Winter Messenger - December 15
Spring Messenger - March 15

Inquiries and submissions:
laura@floridabicycle.org

Membership Categories:

- Paceline Leaders ($1,000+)
- Titanium Partners ($500-$999)
- Golden Gears ($250-$499)

Membership includes a subscription to the FBA Messenger.
Welcome New/Rejoining Members!

David Buzzee
Acme Bicycle Shop
Don & Debi Goodwin
Dannette Browning
Calosa Riders
Mike McGrier
Joan Segre-LeRoy
William Gardiner
Karim Hosner
Christina Asch
Blake & Chad
Robert Jack
Besette
Ken & Kate
Jorge Alonso
Gooderham
Dick Combos
Velò's Cyclery
Dwayne Van Lancker
The Bicycle Lab
George Litteral &
The Racer's Edge
Michelle Keenan
Bicycle Generation
Tina Alfieri
Phil Moore
Clark & Pamela Getz
Jim & Natali
Karen Symmes
Thomas B. Phiebig
John Domermich
Liewellyn & Michael
Darlyne Salvage
Ellis
Chris & Roxanne
Philip & Linda
Urler
Hopkins
Gavin Law Firm
Dan Clark
Corrine Kelly
Jane Stacy
Gator Cycle, Inc.
Geri Egan
Marinett Bennett
Louis Mendez
Greg Ferrone
John Fahrenstock
Geneva Azar
Bruce LaMere
Richard Ferguson
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Diana Steele
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Bonnie & Jeff Harvey
Tony & Jan Chalmers
Donovan Nickell
Judi Bell
Zimmel
Woody Hart
Betsy Thorpe
Mike Murphy
Roland Polk
Debbie Solane
Stephney Ayres
Barry Fluxe
Billy & Patty Hallaway
Walter A. Taylor
Shelby Wilbur &
Kimberly Lemondre
Jeff Richards
Kathy Hague
Louis Rosi
Tim Kasper Sr.
Elizabeth Babcock
Andrea Munhead
Maria Velevi
Marty Tod
David Brightbill
Ben Anderson
Alan Snel
Joan Duggar

President's message...

A new chapter begins

David Henderson

Meeting our membership target will be difficult but FBA has strategies to make it happen. Please renew your membership now and encourage your friends to join. Your support makes FBA possible and better bicycling does mean a better Florida.

2010 FBA Legislative Effort:
Anti-Texting and Bicycle Use of Limited Access Bridges

by Mike Lascèh, Chairman, FBA Legislative Committee

n August, 2009, FBA conducted an online poll regarding preferences for initiatives with the Florida Legislature.

The number one choice was a law banning texting while driving, but, as there were at least three anti-texting bills already working their way through the legislative process, it didn’t make sense for FBA to draft a fourth anti-texting bill and, pur knowing, “spin its wheels.”

Nevertheless, FBA has decided to monitor and work for the passage of such legislation. In all likelihood, these bills will eventually be combined into one during the legislative session, at which point FBA plans to publicly endorse and support it.

FBA also chose to originate another effort popular in our 2009 poll: allowing bicycles to use bridges on limited access facilities (LAFs) where no reasonable alternative bridge existed.

Meeting extensively through August and September, the FBA Legislative Committee, composed of Laura Hallam, Mike Lascèh, George Martin, Dan Moser, and Mighk Wilson, researched, drafted, studied, edited, and repeatedly re-edited a proposal that would require Florida bridge authorities to open bridges on LAFs to bicycle traffic when no parallel bridge exists within two miles and where the bridge has four-foot or wider shoulders or a speed limit less than 45 mph.

The proposal also allows authorities to allow bicycle access on other Florida LAF segments as they see fit.

Bridges proposed for opening:

- Q1-10 across Blackwater River/Bay
- Q1-10 across Apalachicola River
- Q Arlington Expressway across St. Johns River
- Q 1285 across St. Johns River
- Q Future conversion of SR 16 across St. Johns River to LAF
- Q Central Florida Greenway (SR 417) across Lake Jesup
- Q Beachline Expressway (SR 528) across Banana River
- Q Florida Causeway (SR 404) across Indian and Banana Rivers
- Q 75 across Manatee River
- Q Sunshine Skyway Bridge (I-275) across Tampa Bay
- Q 10 across Escambia Bay

Bridges that might be opened:

- Q 1-10 across Suwannee River
- Q Dames Point Bridge across St. Johns River
- Q 75 across Suwannee River
- Q Beachline Expressway (SR 528) across Indian River
- Q Wekiva Parkway across Wekiva River
- Q 75 across Colosseahatchee River
- Q 75 across Peace River
- Q Howard Franklin Bridge (I-275) across Tampa Bay

Currently, only one LAF, the Jacksonville Expressway, is open to cyclists. This was done for one of the two major reasons behind this proposal: basic access for cyclists. In many cases, the limited access bridge is the only reasonable way to cross a body of water. With most bicycle trips being 30 minutes or less, a detour of even two miles at each end, or four miles total, adds 20 minutes to the trip and may make bicycling impractical.

The other major reason for this proposal is safety. The detour from the LAF bridge is usually not as safe and actually makes the cyclist’s trip more dangerous. The greatest number of bicycle crashes occur at intersections and driveways, as they face cars turning left, right, and crossing. None of this occurs on an LAF.

FBA foresee three possible objections to our proposal, none of which stand up to reason and data.

The first is that bicycling on LAFs might be unsafe. Arizona, however, with 2,000 miles of LAFs open to cyclists, reports just nine bicycle/motor vehicle crashes on LAFs over 11.5 years, during which time the state experienced 25,563 bicycle/motor vehicle crashes overall.

None of the nine Arizona LAF crashes involved both motorist and cyclist operating legally.

The second objection is the possibility of conflicts when cyclists cross entrance and exit ramps. However, our proposal calls for cyclists to get on the entrance ramp closest to the water and then leave at the exit ramp on the other side, thus avoiding any such conflicts.

The third objection is that children will ride bicycles on interstates. But, according to the National Pedestrian and Bicycle Information Center, “The specter of 8-year-old children riding on busy interstate routes is not borne out in reality.”

In fact, the data show that children ride close to home and the Arizona data showed no crashes involving persons under age 18.

Currently, 19 states allow bicycles to use LAFs. With over 25 years of U.S. experience with it, no state has ever repealed such access.

As we work toward nudging this proposal into law, FBA is very fortunate to have the pro bono efforts of Dr. Jeff Sharkey and Corey Peterson, of the Capitol Alliance Group, an established Tallahassee lobbying firm. Their expertise has already helped the effort and promises immense help in the coming months.

If you would like to help with either of FBA’s efforts—banning texting while driving or providing bicycle access to LAF bridges—we would be happy to hear from you. Please contact Mike Lascèh at mike@floridabicycle.org.
2009 in review

Membership
2009 was a banner year for FBA even in these tough economic times. Our individual and family donations dropped a little, but club donations scored high points. For every $10 a club donated, a member also received a one-year FBA membership.

This concept not only increased membership, but also strengthened our association. In some ways, this concept hurts membership dollars from club members who may already be a member of FBA, but many have continued to contribute at their normal or higher rate and we truly appreciate your support.

In 2010, one-for-$10 still applies, but only for new FBA members.

Corporate partners like Polk County Tourism & Sports Marketing, Renaissance Planning Group, plus many others including Bike stores are pledging their confidence in FBA through their financial support.

If every bike store alone joined at the $100 level, FBA would reap the benefits of over $35,000. Is your local bike store a member?

Check out the “bicycle businesses” section of our website under “Media & Resources” to find out. If not, ask them to join.

Bicycle Law Enforcement Program
George Martin and his team of creative colleagues including Keri Caffrey and Robert Seidler are wrapping up Year One of the program to make a tremendous difference in the way law enforcement understands bicyclist behavior.

This program could not have developed without the support of a very generous benefactor to whom we are very grateful. See “Ask Geo,” below, for more information.

All proceeds generated from the 2009 year-end appeal letter specifically benefit this program, as do any other donations who request for this purpose.

The Everglades Bicycle Club contributed $1,500 earlier in the year for this program and we hope more clubs will do the same.

Alternative Transportation Education Program
The ATE Program continues to prosper in Seminole and Orange counties due to the commitment of Mighk Wilson.

Mighk delivered the curriculum to 664 students in 19 classes, plus trained additional instructors to teach classes in Duval County under the direction of FBA First Coast Chapter director Jeff Holstein.

Dennis Glasscock will be the lead instructor once classes begin throughout the greater Jacksonville area through a partnership with the Northeast Florida Safety Council.

FBA Chapters
FBA created its first chapter in, fittingly, the First Coast (Duval, Nassau, Clay and St. Johns counties).

Jeff Holstein laid the groundwork and continues to generate ideas for ways FBA can be more productive through local chapters.

And we just launched a Central Florida chapter (story on page 1). We’re next considering Plans for South Florida, Lake County and Gainesville.

Civility on the Road in Metro Orlando Social Marketing Plan
This project was developed in 2008 and in 2009 we obtained a $55,000 grant from Winter Park Health Foundation to develop a social marketing plan under the direction of Salter Mitchell.

Results will drive the momentum of the FBA Central Florida Chapter. The cogent information is available on the website under “Programs.”

Events
The Florida Bike Summit (see page 1 for this year’s event).

As a part of the Bicycle Law Enforcement Program, we have established a website to provide a place to ask questions about the laws. This is the first article in a continuing series that will address these issues and provide updates about the Bicycle Law Enforcement Program.

ProBike/ProWalk Florida conference.

Plans are well underway for the 2010 edition in Lakeland May 11-13 (see page 9).

Share the Road License Plate
The Share the Road license plate. FBA’s ‘09 portion of the proceeds was more than $68,000.

Thank you board and advisory members for your time, energy and passion. And Deb DeVoe for 10 years as membership director. Thank you, Deb, for a job well done!

FBA has also been very fortunate to have the help of many volunteers, staff and consultants. Your efforts are greatly appreciated.

In closing, I made a pledge several years ago to grow FBA’s membership to 5,000 by the end of 2010. Well, 2010 is here and we have a long way to go. Help spread the word about FBA and the benefits of advocacy.

Convince your friends to join FBA so they can find out how to make a difference and influence positive change. It’s the best investment you can make for bicycling.

We can change the world one rider at a time.

Laura Hallam

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

Ask Geo @ @flbikelaw.org

The Bicycle Law Enforcement Program is your best opportunity to effect a profound change in the culture of the roadways and improve your cycling environment.

We were fortunate to have funding from the Department of Transportation and a very generous private donor, which has enabled us to get a great start on the Bicycle Law Enforcement Program. We expect to have the first of the training materials available in early 2010.

All materials will be available to cyclists, clubs, police officers and departments, government officials, driver training, and many other users.

The bicycling community, the beneficiary of the program, has had a free ride to date. But we will not be able to complete the program unless the cycling community steps up and provides the necessary funding. Please get out your checkbooks to enable us to continue the program.

We need about $100,000 to fully complete the program, which will include:

About 20 modules for law enforcement and cyclists’ training.
A two-hour interactive web based program for officers.
A full day training officer program to in-house experts at LE departments around the state.

Please consider a personal donation and ask your clubs to consider a contribution of $5,000. More is better, but any contribution will also help improve conditions on the roads.

We have just begun the fund drive, and so far have $6,500 from two clubs. Go to the Ask Geo site and take a look at the questions from cyclists, attorneys and police officers. Is this a worthwhile program that you would like to financially support so it can be continued?

Has this ever happened to you?

An officer rides by and says “You have to keep right.” Must you?

Or, “Get in the bike lane,” when there is only an unmarked, poorly maintained paved shoulder.

Or, “You must ride single file.” Really?

Or, a cyclist was cited for an offense that was not accurate, or you didn’t know whether it was accurate.

We can change that with your help.

Here are examples of the kinds of questions we have received to date from cyclists, police officers and attorneys. These have been edited for space. See the full questions and answers and ask your own questions at flbikelaw.org.

Q: Pris asked: I was on my bicycle on the sidewalk. The driver of the car had a stop sign at a driveway and did not look to the right, and hit me. The policeman did not give him a ticket saying we both should have waited for the car to turn. A trailing bicyclist pulls abreast of the car on a right turn shall be made as close as practicable. The stopped motorist may be in violation of the direction of Mighk Wilson.

The bicycle lane is part of the roadway. If the road is not wide enough for the bicycle lane, that prevents the bicyclist from moving onto a sidewalk and shall yield to all vehicles and pedestrians which are so close as to constitute an immediate hazard.

Q: Can conviction of a moving violation by a bicyclist result in points on that person’s driver’s license?

A: (See the August 29, 2009 post)

No. The point system for violations of motor vehicle laws and ordinances, and also all violations of FS 316.2065 – Bicycle Regulations, does not apply to violations by a bicyclist. FS 322.27 – Authority of Department to Suspend or Revoke License. (3) There is established a point system for evaluation of convictions of violations of motor vehicle laws or ordinances ... 7. ... However, no points shall be imposed for violation of ... s. 316.2065. (6) This subsection shall not apply to persons operating a non-motorized vehicle for which a driver’s license is not required.

Q: We know the 3-foot clearance rule for vehicles overtaking the cyclist. Does that distance apply to oncoming vehicles as well?

A: (See the November 12, 2009 post)

The three-foot minimum passing distance only applies to vehicles proceeding in the same direction. That includes one bicyclist passing another.

FS 316.082 – Passing Vehicles Proceeding in Opposite Directions. (2) Upon roadway having width for not more than one line of traffic in each direction, each driver shall give the other at least one-half of the main-traveled portion of the roadway, as nearly as possible.

Please use the form on the site to Ask Geo and get answers to your questions. And don’t forget your checkbook!
An end to marathon mornings

A friend recently shared a cute Yehuda Moon cartoon with me in which the driver of an SUV pulls up to a Dutch bakfiets cargo bike and, lamenting not walking her child to school, blames the weather and all the school gear.

The tiny bike passenger responds, ”Just because ya’ can’t mean ya’ should!”

As the matriarch of a bike-commuting family, I love this cartoon. It almost affirms a common misconception—that driving with kids and gear is easier and that biking is only a choice made because it’s the “right” thing to do.

We’ve discovered many surprising things along our journey to becoming a one-car family; one of the most surprising is that it is often easier to travel by bike with the kids than by car.

An end to marathon mornings

’Take, for example, a typical pre-bike morning: That’s me rushing to get myself and the girls dressed, straining my back leaning into the car to buckle my two-year-old into her five-point harness car seat, waiting for my oldest to buckle herself in, getting back out of the car upon discovering her door isn’t shut correctly, and then racing to school.

After driving around in the school parking lot for several minutes, I find a parking spot far from the entrance. I pop the trunk, get out, unfold the stroller, unbuckle my two-year-old, strap her in the stroller, help my eldest with all her gear and schlepp across the parking lot trying to hold onto both kids while balancing in work heels.

We walk toward my daughter’s classroom—more than a tenth of a mile. My little one fights the stroller and my oldest walks at a snail’s pace as I try to drag her along.

After finally dropping the oldest off, I shuffle back to the car, unstrap the little one and wrestle her into the car seat—two-year-olds are stronger than they look!

Stroller back in the car, we drive the half mile over to her school. Rinse and repeat with the parking, unboxing, etc. Now I’ve driven about 5 miles, walked about a half mile and spent 45+ exasperating, stress-filled minutes to complete this small journey.

By the time I arrive at my office, I feel as though I’ve already survived an entire day.

This is no way to start a morning.

By bicycle, I’m 30 minutes from my front door to my daughter’s classroom. I can ride right up to the entrance and my daughter stays on the bike all the way to the classroom—no more pleading to walk faster.

Jessie now bicycles our littlest one to school; however, it would still be far easier to hop back on the bike and ride her over.

I arrive at work relaxed and ready to take on my day thanks to the endorphins generated by the physical nature of my morning commute.

Shorter distances can be easier by bike

Any parent who runs errands knows how frustrating it is to buckle, drive, stop, unbuckle, buckle, drive, stop, unbuckle, ad nauseam. This is especially true in Florida, with the network of giant strip malls and town centers, where two stores in the same plaza can easily be a half mile apart.

With the bike, we just snap on the helmets, belt the kids in the bike, and ride up to the front door.

No more Sherpa stroller

We’ve found that biking to major events is also much easier than driving. We recently met up with some friends at a community event. We rode; they drove.

Due to the size of the event, our friends were forced to park nearly a mile away, while we parked virtually at the door. Since they live near us, our friends should have been able to beat us home since we clearly can’t ride at the speed they can drive.

However, the minutes added by their long walk back to the car with two kids meant we each made it home at about the same time.

I’ve been out many a time with friends when, rather than go all the way back to the car for the forgotten diapers/wipes/sippy cup, they just left in frustration. When traveling by bike, it’s nearly always possible to leave the stuff in the bike and go grab it as needed.

The potential for stopping

My two-year-old has been known to throw her shoes off the bike, and we’re forced to park nearly a mile away, while we parked virtually at the door. Since they live near us, our friends should have been able to beat us home since we clearly can’t ride at the speed they can drive.

Imagine our surprise when my husband found one of the shoes on the bike trail near our home one day after it had gone missing!

Even more amazing was the day, another week later, when I was riding my daughter to school and she noticed the last missing single shoe on the trail! I did a quick stop, grabbed the shoe, and went on with our ride.

Two things about this amaze me. One, the ability to recover something tossed by a toddler seems only possible by bike. Secondly, the ability to easily stop and pick something up just does not happen in a car.

If your child were to toss something out the car window, you would have to find something on the side of the road to pull over and park and then risk your life running into the street to collect it.

The potential for stopping by bike is almost as wonderful as riding. On a recent ride to a downtown festival, we heard a plane gearing up for take-off. The airport was right next to the trail, so we stopped and took a moment to watch the plane take off.

I honestly can’t think of a time when we were driving and felt able to simply stop, get out and notice something. In fact, a regular response in the car way, “I can’t look right now, honey—’I’m driving’.”

A final thought on biking with kids

I’m not a fan of bicycle trailers. I don’t think they are all that comfortable for the kids.

Uncomfortable kids do not make for fun bike rides. Trailer seats generally don’t leave room for a helmet, thus pushing the child’s head forward for the duration of the ride.

Can you blame them for throwing a fit after being strapped into a helmet?

Plus, trailers are so far back that it makes it difficult to converse with your child, Talking about what you are seeing is one of the most wonderful parts of biking with your kids.

Finally, trailers are usually difficult to attach, meaning you are far less likely to spontaneously go out for a ride together. If you plan to bike regularly with your kids, consider investing in a utility bike. This investment, far less expensive than a second car, has allowed us to dramatically reduce our car usage and we easily live off of one car (not to mention we no longer need to keep a gym membership!). The time and energy we save by running errands by bike has completely changed our quality of life; this kind of life improvement is truly priceless. You’ll be amazed at the versatility of what you can haul with these bikes.

That being said, I think being out in a trailer is certainly better than not being out at all. Get out and ride; you’ll be amazed at how easy it is.

— Angie and her family are currently on a mission to survive living car-light in the urban sprawl of Orlando. You can read more about their adventures at www.fonasquarter.com

Making the commitment to alternative transportation...

Taking the kids by bike: faster, less stressful and a lot more fun

by Angie Ross

Last issue we featured a story by Keri Caffrey about Jessie and Angie Ross, who traded their second car for a Madson Xtracycle Radish. That article focused on Jessie. Not wanting to be left out, Angie provides her side of the adventure.
Blue, green and sure to be memorable

by Herb Hiller

Riders who can’t attend the entire week will be able to join Bike Florida for its DeLand weekend alone—$135 for rides, meals, entertainment and overnight indoor and outdoor camping. Participation for Speedway Day, Wednesday, March 31, is $55 for rides around the great oval.

Weeklong adult participants will pay $450, including all breakfasts and dinners, and otherwise $375 for arranging meals on their own.

The week-long route follows much of the St. Johns River-to-Sea Loop that Bike Florida has helped popularize with its new program of luxury tours. These began in the fall of 2008. Sections of that route have been cherry-picked for the best and most affordable spring camping sites.

Luxury tours will resume this fall.
To register for Bike Florida’s Greenways & Blueways 2010 Tour, log onto www.bikeflorida.org.

by George Martin

The following is an example of the cooperative efforts between the cycling community and law enforcement to address an on-going problem that is common around Florida and the nation.

It is also an example of the benefit of FBA’s continuing contact with the law enforcement community through the Bicycle Law Enforcement Program.

Background

A group of cyclists made the press for beating up a car, resulting in one cyclist being arrested, in response to what they considered intentional and dangerous harassment by the motorist. Charges were dismissed, but there is plenty of blame for all involved and the continuing circumstances that led to the incident.

The incident may have spawns an opportunity to make some real progress in resolving both the long-standing problems of aggressive and illegal behavior of some groups of cyclists, and motorists’ actions that endanger cyclists.

An opportunity has been reared to apple and take control. The incident changed that.

Pat Petregnani, head of Zimmerman Advertising in Ft. Lauderdale, is also head of zMotion, an organization of 600 cyclists, including some of the state’s top racers. He is willing to take the reins in South Florida to try to effect a behavioral change in cycling, particularly on A1A.

Pat initiated the Ride Right/Drive Right campaign, which will include cyclists, law enforcement and town councils of the affected communities in an effort to publicize and encourage legal and courteous behavior of cyclists and motorists.

Attorney Jeff Lynne, head of South Florida Bicycle Coalition, has joined Pat, adding considerable political and legal background. I was invited to attend meetings with six affected police departments: Boca Raton, Delray Beach, Highland Beach, Ocean Ridge, Manalapan and Gulfstream.

Law enforcement enthusiastically supports this serious effort of cyclists to take control and police themselves. Details are to be worked out, but generally the initiative includes:

- An agreement about acceptable behavior of cyclists, to be determined.
- Recognition that cyclists are endangered by the illegal actions of motorists.
- Pressure by Pat and others to discourage problematic behavior of cycling groups.
- zMotion riders have boycotted two of the offending rides.
- PR videos, PSA’s and other materials to be developed in-house at Zimmerman.
- Coordinated and uniform effort of law enforcement throughout the corridor.
- Municipalities asked to post signs saying “Three Feet Please” and “Ride no More Than Two Abreast.”

All of the departments were aware of the Bicycle Law Enforcement Program, and some have officers on the Officer Advisory Panel.

Our involvement demonstrates the benefit of FBA’s continuing role in the Bicycle Law Enforcement Program and contact with the law enforcement community.

FBA has frequent opportunities to assist and participate in law enforcement interests around the state as the Bicycle Law Enforcement Program is developed and they more become aware of our pro-active role in supporting them.

The “Ride Right/Drive Right” campaign is local, due to the incident and Pat’s considerable effort. When all the details are worked out and the initiative is fully implemented, this may be developed as a model program that can be exported throughout the state as similar problem areas and opportunities are identified.

UPDATE:

Two significant events have recently occurred:
1. Comcast has provided $200,000 worth of free advertising for PSA’s that zMotion has produced and which are being aired in the region.
2. The Florida Department of Transportation has stepped in to make a major contribution to the peace and tranquility of roadway users in Palm Beach County. They have approved signage for the Ride Right/Drive Right Campaign. Signs will be posted in strategic locations that are being determined now.

Falling for Lakeland continued from 2

Lars worth of bike-ped projects that included over 10 miles of new multi-use trails.

“Lakeland’s Lake-to-Lake Bikeway shows off the city’s lakes and many of our most beautiful and historic neighborhoods. The routes traverse a mix of terrain, so you get surprising hills and great views.”

I could add that the two most popular Lakeland Hotels – Lakeland Terrace, where I stayed, and Hyatt Place – both let guests take their bikes to their rooms, and also that Amtrak checks passenger bikes on trains en route to Tampa and New York.

About that fall off the bike...

I had cycled through a near northwest Lakeland “weed and seed” neighborhood. The busiest street was wide with planted median. More people walked sidewalks here than elsewhere. We shouted and waved greetings to each other. Hip-hop poured out of one building. Naïve paintings covered the outer walls of a daycare center.

I stopped for the light at the corner of MLK Jr. and Memorial Parkway. A street preacher exhorted passersby in their air-conditioned cars to find Jesus. “There are no righteous among us, none without sin!” Hallelujah!” He gestured at a tall billboard that pitched a luxury development. “The Lord calls for the most wicked among us to do his very most work! Hallelujah!” Cars my way rolled at the green. Preacher preached. I pushed off and fell over.

Maybe I was better preaching about the future than I was of it.


Bike Florida’s #17...
In Tallahassee, Thursday, April 8, 2010...

FBA needs you at the 2010 Florida Bike Summit

the KOA at 7:00 am and join the shorter ride at the St. Mark’s Trailhead at 9:00 am. Members of the Capital City Cyclists will lead this ride, mostly on back roads with some rolling hills.

The short ride will start at 9:00 am at the St. Mark’s Trailhead off the Woodville Highway, just south of Capital Circle. This ride will stay on the trail heading towards downtown and use low traffic roads to get to the capitol building.

The trailhead will serve as a rest stop for those coming from the KOA, with restrooms, water and snacks available.

Registered participants riding to the capitol, via group rides or own rides, will have showers available to them at the First Baptist Church, 108 W College Ave, about 3 blocks from the Capitol Courtyard.

Showers will be available from 9:00 – 11:00 am, and those riding from the KOA or St. Mark’s Trailhead can make arrangements for a charge of clothes to be shuttled to the First Baptist Church.

There is no charge for use of the showers, but please consider a small donation to the First Baptist Church for graciously providing access to their facilities.

Rides returning to the St. Mark’s Trailhead or KOA are on your own; with a possible last group ride departing at 4:00 pm.

Bicycle Buddy

Attending the Florida Bike Summit will help FBA in its efforts to show Florida lawmakers our vision of a state where people of all ages see bicycling as a normal, practical and safe transportation alternative and where drivers of motor vehicles respect and appreciate the presence of bicycles on the roadways.

Being there and filling the Capitol Courtyard with bright cycling colors will make quite a statement.

In addition to the visual statement of an occupied courtyard, FBA encourages Summit participants to meet with their district legislators to discuss in person the issues and concerns that face the Florida cyclist, from the impassioned perspective of a cyclist and voter.

We realize this isn’t for everyone and is not mandatory to attend the Summit, however, as there is safety in numbers while riding, FBA will do what it can to offer a Bicycle Buddy or two to help those not comfortable with meeting legislators alone.

For those needing a Bicycle Buddy, simply check the “Need a Buddy” button on the RSVP form and then as the event approaches and you schedule your legislator meeting(s), let us know the time and we will find available Bicycle Buddies to go with you to your meeting.

For those who love meeting legislators and discussing their cycling passion, check the “Be a Buddy” button on the RSVP form and as the event approaches let us know your scheduled meetings and times available to be a Bicycle Buddy. We’ll match you with those who need a Bicycle Buddy at their meeting.

FBA will do what it can to honor all Need a Buddy requests and we appreciate everyone’s effort to meet with their legislators – Thank You!

Legislator Meeting Appointments

It is up to you to schedule appointments with your legislators. You are not limited to the number of appointments you attend since you may live in one district and work in another.

Or, you may be a member of a club with members residing in other districts. As the Summit draws near, we will let you know of other Summit participants in your district in case you want to “buddy up”; however, multiple appointments with the same legislator are not necessarily a bad thing.

It is a good idea to request a meeting with your legislator(s) in writing (email or fax) at least three weeks ahead of time and then follow up by phone a week later if you haven’t heard back from the scheduler or aid. It is very important to be on time and prepared since most meetings will last 10 minutes or less.

If you schedule a meeting and then realize you can’t attend the Summit, please let us know so someone can attend on your behalf.

A meeting request letter template is available on our website.

Continued on page 16
BA is focusing on the economics of cycling and walking at this year’s conference, a theme we believe is more relevant now than ever. We’re anticipating that the content of many of the sessions and presentations will help FBA make the case that both public and private investment that improves Florida’s overall bike/ped environment is prudent and necessary.

From tourism to transportation, air quality to energy efficiency, and active living to property values, it’s apparent that cyclist and pedestrian accommodation has significant economic implications in a number of ways: Visit Florida reports that the number one inquiry at their welcome centers relates to good places to ride a bike; rural communities can thrive on bike tourism where little other income generating opportunity exists; individual and community health care costs can be reduced when residents have safe, inviting environments in which to be physically active; and road congestion and auto-related pollution is reduced when walking or cycling for certain trips and errands are perceived as safe.

Those are but a few examples of the kid of topics we’ll be covering at ProBike/ProWalk Florida, being held in Lakeland from May 11-13. There’ll be continuing education opportunities available for planners and other professionals, and plenty of networking going on. Lakeland has a beautiful downtown, a great environment for cycling, walking, and running, and features places like historic Bok Tower Gardens and Chalet Suzanne nearby.

We’re anticipating that the content of many of the sessions and presentations will help FBA make the case that both public and private investment that improves Florida’s overall bike/ped environment is prudent and necessary. To create bike maps and cue sheets, plus promotions of bicyclists.

Mission Inn Resort & Club, located in Howey-in-the-Hills, FL, is establishing itself as THE cycling destination. Here are a few reasons:

- You can bike right from your Hotel Room - “Park n Ride”
- Closest to where the Best Rides are in Lake
- Routes to and from Mission Inn are the most picturesque and roads are cycling friendly
- Scenic and safe routes complete with bike cue sheets and maps
- Other great recreational activities for you and your family when you’re not cycling
- Mission Inn is smack dab between Mount Dora and Clermont, both known for their rolling and often challenging hills. It is also located at the center or “Crossroads of Florida,” 30 miles northwest of Orlando near the shores of Lake Harris. You can enjoy the beautiful accommodations and dinner at one of their restaurants and took advantage of the full service spa.

Mission Inn Resort & Club has so much more than golf and tennis. Visit their website at www.missioninnresort.com. Always check with the innkeepers for the latest rates, details and availability. We take no credit nor assume any responsibility for your stay, but hope you enjoy! Do you have a favorite B&B or inn you’ve encountered on a bicycle trip? Send us the details.

Hangtags and Stuffers... ...promote FBA and Share the Road license plates and help increase awareness of the fun, benefits and responsibilities of bicyclists. Look for the tags in your local bicycle shop, or encourage your dealer to get some. Ask FBA how you can get the stuffers to use at your next bicycling event.

Contact: laura@floridabicycle.org
Health Matters...Information and products to help you stay healthy.

Lip service
by Marilyn Brady, RN, The GoodLifePeoples Health Consultant

FACT: Ultraviolet light damages the lips
FACT: Lips lack Melanin—the pigment that shields skin from the sun
FACT: Lipstick or Gloss will not protect your lips
FACT: 60% of Sunscreen/Sunblock users skip their lips

ARE YOU “SUN SAVVY”?
The sun gives off two types of rays: UVA and UVB rays.

Dermatologists believe these are the rays that cause tissue damage, wrinkles, and skin cancer. UVA and UVB wavelengths can penetrate through literally almost anything including your skin—and not just during the summer months. Individuals can be exposed to the sun’s harmful rays in any season, any temperature, and even on cloudy days. UV rays also reflect off any surface such as water, cement, snow, and sand. Whether you are cycling, skiing, golfing, swimming, or even working under UV lights, your skin is at risk without proper skin protection.

UVA & UVB at the office
To the degree of damage that can be done to the skin, I am reminded of a talk given by Dean Johnston, MD, one of Orlando’s premier plastic surgeons—he asked a group of health care professionals “If you want to know what your skin would have looked like without a lifetime of sun exposure, then look at that posterior part of your body that has been exempt from the sun”.

He also warns us that Fluorescent Lighting in the workplace and department stores emit UVA and UVB rays and one should address skin protection in these environments if there is prolonged exposure. There are UV rays being emitted from computers as well but to a lesser degree—anti-glare shields can offer some protection with long term computer use.

NOTE: those with Systemic Lupus Erythematosus can exhibit a myriad of debilitating symptoms with exposure to UVA & UVB lights.

SUNBLOCK VS. SUNSCREEN
Contrary to popular belief, Sunscreens and Sunblocks are not the same:

- **SUNSCREENS** contain materials that act as filters to allow a certain range of UV light to be absorbed into the skin. Sunscreens are considered more cosmetically refined due to their pleasant consistency of application
- **SUNBLOCKS** contain metallic materials that reflect and scatter the UV light and act as a “wall” between the sun and your skin. Sunblocks are opaque formulations which absorb, reflect and scatter up to 99% of both UV and visible light. Because they are messier and may stain clothing, sunblocks are often used for sun-sensitive areas as the nose, lips, ears and shoulders. Examples of ingredients in Sunblocks are Zinc Oxide and Titanium Dioxide.

**WHAT DERMATOLOGISTS SAY**
The skin on your lips is very thin and more prone to sun damage compared to the skin on the rest of your body. Furthermore, there is very little production of Melanin in the lips—Melanin being our body’s sun shield.

When it comes to “lip gloss” gooping, this can actually increase your risk of developing skin cancer according to some physicians.

Dr. Christine Brown, a dermatologist at Baylor University in Dallas has said “…these lip glosses can make more light rays penetrate directly through the skin instead of getting reflected off of the skin’s surface”.

At worst, some dermatologists say the resulting sun damage can lead to potentially fatal forms of cancer. The three most noted skin cancers in order of severity from low to high are:

1. Basal cell carcinoma
2. Squamous cell carcinoma
3. Melanoma

Ninety percent of all lip cancers every year in the U.S. have been of the “Squamous cell type” and they are most commonly found on the lower lip. While this form is not necessarily the most serious, it is nevertheless quite aggressive on the lips.

Symptoms are not necessarily obvious on the surface at first with perhaps some irritating dryness or a small sore that doesn’t heal.

The underlaymen however can have tentacles that are widespread and if left untreated or ignored can lead to disfigurement and in some cases can spread to other parts of the body and be deadly.

There are several schools of thought on the SPF levels recommended; however, if you ask most any plastic surgeon or dermatologist they will tell you to use products containing zinc and/or titanium dioxide for the best protection.

**RED FLAGS!**
- One needs to be aware of the possible buildup of a pre-cancerous disfigurement effect called “Actinic Keratosis”, a small scaly patch of skin that can morph into a wart-like pimple if not treated.

This condition is sometimes referred to as “farmer’s lip” or “sailor’s lip”. In Florida’s sub-tropical climate, one might even refer to Actinic Keratosis as the cyclist’s lip or the golfer’s lip.

- Another sign of sun exposure damage can be seen with freckle type spots on one’s lip.
- Persistent dryness, cracking of lips or extensive wrinkling of the lip warrants a medical professional’s evaluation.

**PREVENTION**
- Frequent applications of Sunscreen or Sunblock throughout the day
- Lip balm applications of 15 SPF or more
- Mixture of lipstick and zinc application
- Wearing caps or wide brim hats
- Unicity’s Lip Block UVA & UVB SPF 20 with Titanium Dioxide—$6.95

Here’s a list of the items featured in this and past past issues:

- Lip Block by Unicity
- Immunezone (item 18401)
- Osteo Essentials – cartilage rebuilding (item 4057)
- VISUtein® – pharmaceutical grade eye-sight protection (item 14634) listed in PDR
- Prostate TLC – men's health (item 18137)
- BiosLife Complete – cholesterol reduction (item 228880) listed in PDR
- BiosLife SLIM – a fat loss and sugar stabilizer (item 23865)
- LowOz™ – hydration solution (item R21424) I.O.C. certified
- LoveRx® Men (item 16189)
- LoveRx® Women (item 16188)
- 30-day Cleanse Pack (item 22165)
- CMPlex® (item 15315) the natural NSAID for arthritis. listed in PDR

Remember, when you order by calling 800-864-2489 and mentioning account no. 5790501 or contacting “Ask A Nurse,” all profits go to FBA. Ask about the 60-day empty box guarantee.

These statements have not been evaluated by the Food and Drug Administration. These products are not intended to diagnose, treat, care or prevent disease.

LowOz
The
Gold Standard
In Sports Hydration
Available by calling 800-864-2489. Mention FBA’s account #45790501.

LowOz

March 21, 2010
Contact: Tara Ricks at tara@YatesPRO.com or Martin County Red Cross at (772) 463-8152

For the first time ever the American Red Cross of Martin County is hosting the highly anticipated Ocean to Lake Ride 2010.

The ride starts at sunrise along the beautiful coastline of Jensen Beach Florida and rides through the undisturbed woods and wetlands to Lake Okeechobee.

Go to www.redcrossriders.com for event details and to register!
## Selected State-wide Contacts

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

<table>
<thead>
<tr>
<th>AGENCY/FUNCTIONAL RESPONSIBILITY</th>
<th>NAME</th>
<th>TELEPHONE</th>
<th>E-MAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Pedestrian &amp; Bicycle Coordinator</td>
<td>Dennis Scott</td>
<td>850.245.1527</td>
<td><a href="mailto:dennis.scott@dot.state.fl.us">dennis.scott@dot.state.fl.us</a></td>
</tr>
<tr>
<td>State SRTS Coordinator</td>
<td>Pat Pieniatt</td>
<td>850.245.1529</td>
<td><a href="mailto:pat.pieniatt@dot.state.fl.us">pat.pieniatt@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Ass't Pedestrian-Bicycle Coordinator</td>
<td>Dwight Kingsbury</td>
<td>850.245.1520</td>
<td><a href="mailto:dwight.kingsbury@dot.state.fl.us">dwight.kingsbury@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Florida School Crossing Guard Program Administrator</td>
<td>Carole Pulley</td>
<td>850.245.1757</td>
<td><a href="mailto:carole.pulley@dot.state.fl.us">carole.pulley@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Ped-bike traffic safety grants</td>
<td>Ralph Salvas</td>
<td>850.245.1526</td>
<td><a href="mailto:ralph.salvas@dot.state.fl.us">ralph.salvas@dot.state.fl.us</a></td>
</tr>
<tr>
<td>ADA Coordinator</td>
<td>Dean Perkins</td>
<td>850.414.4359</td>
<td><a href="mailto:dean.perkins@dot.state.fl.us">dean.perkins@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Roadway Design</td>
<td>Mary Anne Koos</td>
<td>850.414.4321</td>
<td><a href="mailto:maryanne.koos@dot.state.fl.us">maryanne.koos@dot.state.fl.us</a></td>
</tr>
</tbody>
</table>

| District 1 Ped-Bike Coordinator | Sarah Taylor | 863.519.2216 | sarah.taylor@dot.state.fl.us |
| District 1 Safety Prgm Manager | Michael Kautz | 863.519.2522 | michael.kautz@dot.state.fl.us |
| District 1 CTST Coordinator | Debra Stallings | 863.519.2347 | debra.stallings@dot.state.fl.us |
| Charlotte County MPO | Gary Harrell | 941.639.4676 | harrellrr@cityoffortmyers.org |
| Collar County Community Development/Drpmt Review | Rusty Mutter | 239.403.2462 | rmutter@collierbeach.net |
| Lee County MPO | Ron Gogoi | 239.338.2550x239 | rgogoi@swflpc.org |
| Lee County DOT | Victoria Griffin | 239.533.8580 | vgriffin@leeogov.com |
| Manatee County | Sharon Tamman | 941.749.3070 | sharon.tamman@co.manatee.fl.us |
| Polk County TPO | Ryan Kordek | 863.534.6558 | ryan.kordek@polk-county.net |
| Sarasota County | Irene Maiolo | 941.816.0891 | imaiolo@scgov.net |

| District 2 Ped-Bike Coordinator | Holly Walker | 904.360.5629 | holly.walker@dot.state.fl.us |
| District 2 Safety Prgm Manager | Holly Walker | 904.360.5629 | holly.walker@dot.state.fl.us |
| District 2 CTST Coordinator | Andrea Atran | 904.360.5416 | andrea.atran@dot.state.fl.us |
| City of Gainesville Transportation Services/Bike-Ped Coordinator | Delores Saile | 352.394.5074 | batesathy@cityofgainesville.org |
| First Coast MPO | Elizabeth De Jesus | 904.306.7505 | edejesus@fcmpo.com |
| Duval County Health Dept/Injury Prevention | Stephen McCloskey | 904.630.3300x2308 | stephen.mccloskey@doe.state.fl.us |

| District 3 Ped-Bike Coordinator | Zena Riley | 850.415.9656 | zena.riley@dot.state.fl.us |
| District 3 Safety Prgm Manager | Jonathan Harris | 850.415.9516 | jonathan.harris@dot.state.fl.us |
| District 3 CTST Coordinator-West | Barbara Lee | 850.415.9231 | barbara.lee@dot.state.fl.us |
| District 3 CTST Coordinator-East | Stanley Rudd | 850.415-9488 | stanley.rudd@dot.state.fl.us |
| Panhandle MPDs (West Fla RPC) | Brian Youpatt | 800.332.7976x224 | brian.youpatt@wrprc.org |
| Capital Region Transportation Planning Agency (MPO) | | 850.891.6801 | |

| District 4 Ped-Bike Coordinator | Larry Hymowitz | 954.777.4663 | larry.hymowitz@dot.state.fl.us |
| District 4 Safety Prgm Manager | Gilbert Soles | 954.777.4358 | gsoles@dot.state.fl.us |
| District 4 CTST Coordinator | Carmencie Pullins | 954.777.4361 | carmencie.pullins@dot.state.fl.us |
| City of Boca Raton Municipal Services Engineering/transportation Analyst | Joy Pueira | 616.411.3410 | jpueria@boca-raton-fl.us |
| City of Boca Raton PD/traffic safety educ | Lori Wheeler | 561.620.6056 | lweeler@ci.boca-raton.fl.us |
| Broward MPO/Special Projects & Bicycle Coordinator | Mark Horowitz | 954.357.6841 | mhorowitz@broward.org |
| City of Delray Beach Parking Mgmt | Scott Aronson | 561.243.7286 | aronson@ci.delray-beach.fl.us |
| Indian River County MPO | Phil Matson | | pmatson@icgov.com |
| Martin County MPO | Ann Perrotta | 772-288-5484 | aperrotta@marinfl.us |
| Palm Beach County MPO/Bike-Ped-Greenways Coordinator | Bret Baronak | 561.684.4163 | bbaronak@co.palm-beach.fl.us |

| District 5 Ped-Bike Coordinator | Joan Carter | 386.943.5335 | joan.carter@dot.state.fl.us |
| District 5 Safety Engineer | Anthony Nosse | 386.943.5334 | anthony.nosse@dot.state.fl.us |
| District 5 CTST Coordinator | Barry Wall | 904.943.5324 | barry.wall@dot.state.fl.us |
| Space Coast MPO Transportation/Bike-Ped-Trails Prgm Coordinator | Barbara Meyer | 321.690.6890 | barbara.meyer@brevardcounty.us |
| Space Coast MPO Transportation/traffic safety education | Kim Smith | 321.690.6890 | km.smith@brevardcounty.us |
| Lake-Suncoast MPO Transportation Coordinator | Michael Woods | 325.315.0170 | mwoods@lakesuncoastmpo.com |
| Metropolitan Orlando (MPO)/Bike-Ped Coordinator, Smart Growth Planner | Mwilton @metropolitanorlando.com | | mwilton@metropolitanorlando.com |
| City of Orlando Ped-Bike Coordinator | Cristina Cruz | 407.246.3347 | cristina.cruz@cityoforlando.net |
| City of Orlando Bike Coordinator/Planner | David Martin | 407.665.5610 | dmartin02@seminolecountyfl.gov |
| Seminole County Public Works/Principal Engr | | | |
| Volusia County MPO/Bike-Ped Coordinator | Stephen Harris | 386.226.0422x34 | sharris @ co.volusia.fl.us |

| District 6 Ped-Bike Coordinator | Ken Jeffries | 305.470.6736 | kjeffries@dot.state.fl.us |
| District 6 Safety Engineer | Carlos Sarmiento | 305.470.5335 | carlos.sarmiento@dot.state.fl.us |
| District 6 CTST Coordinator | David Henderson | 305.375.1647 | d Henderson@miamidade.gov |
| Monroe County Planning | Steve Cosmon | 305.289.2506 | scosmon@monroecounty-fl.gov |

| District 7 Ped-Bike Coordinator | Lori Sively | 813.975.6405 | lori.sively@dot.state.fl.us |
| District 7 Safety Engineer | Peter Haas | 813.975.6251 | p haas@dot.state.fl.us |
| City of Clearwater/Bicycle-Pedestrian Coordinator | Jeanette Rouse | 813.975.6256 | jeanette.rouse@dot.state.fl.us |
| Hernando County MPO | Felicia Leonard | 727.562.4852 | felicia.leonard@myclearwater.com |
| Hillsborough County MPO/Bike-Ped Coordinator | Steve Dizz | 352.754.4057 | stevendizz@cityoftampa.org |
| Hillsborough County Public Works/Engng Tech, bicycle-pedestrian coordinator | Debrah Carreno | 813.307.1825 | carreno@hillsboroughcounty.org |
| Hillsborough County Public Works/Manager, Bicycle, Ped & School Safety Progs | Gary Tall | 813.307.1871 | gatall@hillsboroughcounty.org |
| City of Pinellas Park/Planning | Ron Hull | 727.541.0704 | rhull @ pinellas-park.com |
| Pinellas County MPO/Bike-Ped Coordinator | Brian Smith | 727.464.8200 | bsmith @ pinellas-fl.gov |
| City of St. Petersburg Transportation & Parking/bicycle-pedestrian coordinator | Cheryl Stacks | 727.892.5328 | cheryl.stacks@fla.gov |
| City of Tampa Public Works | Jan Washington | 813.274.8303 | jan.washington@ci.tampa.fl.us |
| City of Tampa/Parks & Rec Dept/Greeways & Trails Coordinator | Karla Price | 813.274.5134 | pr07 @ ci.tampa.fl.us |

| Other state & federal agency staff | | | |
| Florida Traffic Safety Education Program/Director | Dan Connaughton | 352.392.4042x1296 | danc@hhp.ulf.edu |
| FTBSEP assistant | John Egberts | 352.392.4042x1370 | safety@hhp.ulf.edu |
| FDOT Office of Greenways & Trails | Jim Wood | 850.245.2052 | jhm.wood@dep.state.fl.us |
| FDOE Student Transportation/Director | Charlie Hood | 850.245.9524 | charlie.hood@fdoe.state.fl.us |
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2010
Bike Florida
Greenways & Blueways

March 27 - April 2
DeLand, Flagler,
New Smyrna Beach,
Daytona International Speedway!

Bike Florida is a week long, fully supported bicycle camping tour that pedals along Florida’s scenic country roads, visiting world famous sites like the Daytona International Speedway, award winning state parks and breathtaking natural wonders. The tour is leisurely paced and designed to be a fun and relaxing vacation for cyclists of all ages and abilities.

What’s Included
- Maps, Cue Sheets and Marked Routes
- Fully Equipped Support & Gear/Medical/Mechanical Vehicles
- Luggage Transport
- Rest Stops Every 12-15 Miles
- 7 Cycling Days
- 6 Nights Indoor or Outdoor Camping
- 6 Breakfasts & 6 Dinners (or the option to find meals on your own)
- Entrance into All State Parks, Beaches, National Monuments etc.
- Nightly Entertainment
- Tee Shirt, Safety Vest
- Optional Commemorative Jersey
- Laps Around the Daytona International Speedway!

Highlights
- Daytona International Speedway
- Florida Wildflower Festival
- Merritt Island Wildlife Refuge
- 10+ State Parks and Historic Sites
- Stetson University
- Atlantic Coast

Come join us for the fun, and bring along a friend to experience the joys of cycling in sunny Florida!

For more information and registration, please visit www.bikeflorida.org
BIKE FLORIDA
352.224.8602
info@bikeflorida.org
Empowering cyclists through education

FBA pilots new bicycle education curriculum

by Mighk Wilson

Key West class participants see how much traction their leaning bicycles have.

Keri Caffrey deserves the lion’s share of the credit for this effort, having created the expanded parking lot drilling through the BOBBies bicycle club, as well as the concept, outline and presentation materials for a “guided conversation” approach to the classroom segment. (And wait ‘til you see her Flash animations....)

The new course is a total of nine hours, but the 3-hour classroom and 3-hour parking lot drilling sections can be taken “a la carte.”

The new classroom presentation will allow a more non-linear approach, following the discussions coming from the students through hyperlinks between sections.

The parking lot skills drills are more progressive, so novice cyclists won’t feel as though they’ve been thrown in the deep end of the pool to learn how to swim.

The 3-hour on-road section will require the prerequisites of the other two sections, and will send cyclists through a variety of traffic situations one-on-one after an on-site briefing of the particular location.

Two pilot classes have been held to gain feedback from students and fine-tune the materials and teaching strategies. Our first one in Orlando had seven in the classroom and four for the on-bike sections.

We were also fortunate to be invited to Key West to expose the Conchs to our new course as well as to plant some seeds of vehicular cycling philosophy. Both classes had a number of novice riders and both elicited strong, positive reviews.

“As I was riding today I already noticed a change in how I approach intersections, my starting and stopping, my exercising of the right to take a lane. It feels both exhilarating and much safer than “staying out of the way.” Thanks again for this wonderful class and I am personally looking forward to many more....”

“The drills were both fun and empowering. The instructors made sure we were safe, and made sure the exercises were within our ability to learn. You set us up for success.”

“I have many times driven my vehicle on very short errands that could have easily been done by bicycle, just because I didn’t feel up to dealing with the stress of riding on busy roads or through particular intersections. The last time I had to travel two blocks along east Colonial Drive, I got off and walked my bike along the sidewalk, so getting to practice in that same area and riding on that road was amazing. I am looking at the roads and intersections differently now.”

Our next tasks are to finalize our brand names for the overall bike-ed program and the specific curriculums under it, to work with the Florida Safety Council to start delivering the course in metro Orlando, and then to grow the program by developing an instructor training program. Our next curriculum will likely be a family riding class.

Ultimately, we hope to prove that cycling education can excite people, empower them, and be best of all, change our traffic culture.

“We aim above the mark to hit the mark.” — Ralph Waldo Emerson

Boca Raton Bicycle club initiates high school bike safety program

by Lew Lepene

It was a typical Saturday morning in mid-October. The Boca Raton Bicycle Club met for a club ride in the southwestern portion of Boca Raton in Palm Beach County.

Nearly 100 riders were ready to get started with our 26-30 mile ride; the sun wasn’t due to rise until 7:30 and the temperature was already warming to the mid 70s. Our Saturday ride leader, Jill Smithson, had given us the rundown on upcoming club events, introduced new members and new riders along with her weekly alert, “Remember, the most important thing is safety... especially in those pace lines.... ride safely!”

We followed our normal routine. Parts of it were on single lane roadways, some were dual lanes, some had bike lanes and others had shoulders.

We are never more than 5 miles from the start in case repairs or returns are necessary. Most left in our usual groups and were just warm-up riders. Some got up to run to start and road traffic started to increase.

About 10 minutes into the ride we heard the sounds of emergency vehicles nearby. As we turned into a subdivision we saw the road closed to the left with at least a half-dozen emergency vehicles with lights still flashing and the road completely shut down.

Not that anyone needed to say it out loud; the thought was near universal: “please don’t let it be one of our group.” As we returned to the parking lot, we found that 20-year-old Elizabeth Stewart died from injuries following a bike crash involving a Cadillac pickup truck. The site of the scene was grue-some. Her three-week-old bike was standing riderless, its rear wheel lodged under the front bumper of the pickup truck. Her bike helmet lay in the middle of the roadway some 50 yards behind the accident scene.

Liz had been training for an upcoming triathlon and had just started her ride when the truck slammed into her bike, throwing her to the ground.

It is one thing to read about bicycle crashes; it is another to hear about one of several million Florida riders involved in such a mishap. But when nearly 100 of us had to pass the “Accident Investigation Scene,” it brutally affected all of us.

We all wondered how could this happen, on a four-lane roadway without a bike lane but with plenty of room for a bike and a motor vehicle.

Was it the fact Liz was riding east as the sun was just rising? Was the driver of the truck paying attention? Was Liz and her riding companion watching the rear adequately? The Palm Beach Sheriff’s Office is investigating the incident as a vehicular homicide and perhaps we will learn what happened or probably happened.

In the meantime several members of the Boca Raton Bicycle Club met to sort out our reactions to the event. Liz’s parents and riding companion attended.

We were presented with several relevant and meaningful ideas for actions we can take to try to improve awareness, knowledge and skills among area cyclists and drivers.

One such program was a High School Driver Education component that addresses bike safety. We are currently in the early stages of developing contacts and determining current bike safety taught in high school drivers ed programs and what we could do with a personal approach to high school students.

FBA has offered print and video resources to use in assembling a brief course outline and program we intend to present to local educators. Initial meetings are set and one of our high schools has offered to produce a TV PSA spot on bike safety for local use.

Our goal is to communicate several points. One is that cycling is fun, healthy and a reasonably inexpensive way to exercise and meet like-minded folks who generally share the same vision.

We also want to emphasize why and how crashes occur and offer several practical ways to more alert, to know what to do in a motor vehicle environment and to anticipate the cyclist’s reaction as well as the driver’s sensitive actions.

As we move ahead with the BBRC High School Bicycle Safety program, we will hopefully be getting a better understanding of the ways we can modify and improve the messages and their impact. If there are other bicycle organizations that have started a similar program and wish to share their experiences, we would appreciate the insight.

Please contact Lew Lepene at lwpbn@aol.com.
February 6 (Sat) Boca Raton
Crom 350/50 Singletrack Challenge 35 or 50 miles of grueling singletrack. Crom Park #3 Fire Tower - Crom Rd in Withlacoochee State Forest. No pave- ment - No two-track. This ride will test you with challenging climbs, tight technical trail, and several BIG holes-in-the- ground waiting to pull you down. But mostly just some singletrack and miles of off-flying singletrack. Event Activities Include: Well marked ride utilizing 35 or 50 miles of singletrack, Bike Sebring 12/24 Hours Suwannee Sweetheart Cycling Brevet Series South/Central: 300k - Brevard Sebring 12/24 Hours Suwannee Sweetheart Cycling 3rd Annual Pedal for PAL Bike Ride March 6 (Sat) Tarpon Springs Bicycle Tour of Boca Raton Bike Sebring 12/24 Hours
Tour de Broward
Tour de Cure Orlando
Brevet Series South/Central: 300k Active.com Online Registration
February 6 (Sat) Melbourne
Brevet Series West Central: 300k Contact Tim Bol at (407) 538-0580. www.floridabicycle.org
February 14-12 Sebring
Bike Sebring 12/24 Hours The Rotary Club of Fort Myers will host an event to benefit the Bike Sebring 12 Hour Ultra cycling RAAM Qualifier, every first time ever in Ft. Desoto. The ride offers cyclists an opportunity to enjoy the unparalleled beauty of South Florida while riding some of the best roads this country has to offer. You must register for this event in advance. www.dbicyclefest.com
February 14 (Sun) Boca Raton
Tour of Boca A great way to spend a Sunday afternoon with a picturesque Ft. Desoto Park. Routes with Drink stops and family friendly support. Packet pick-up opens at 7:00 am at Buckingham Park and registration opens at 8:30 a.m. Registration begins at 9:00 a.m. with race starting at 10:00 a.m. or at 11:00 a.m. for the Kids Race. www.miracle-bikefest.com
March 6 (Sat) New Port Richey
Bike with Me for Autism 2010 Benefit Bike Ride 12:30 p.m. and a nominal fee of $2.00 takes place in the heart of Naples. Registration opens at 6:30 a.m. with a nominal fee of $2.00 for adults and $1.00 for children. The ride 100/62/30/15 mile rides Registration begins at 7:00 a.m. March 6, 7, 14 and 21(but no ride on 21st due to Spring Break). wwwarrivocycling.com
March 7 (Sun) Tallahassee
Bike Florida’s Greenways & Blueways Challenge, the Tour offers 35/62/100 mile rides for the first time ever in Ft. Desoto. The ride offers cyclists an opportunity to enjoy the unparalleled beauty of South Florida while riding some of the best roads this county has to offer. You must register for this event in advance. www.dbicyclefest.com
March 10 (Sat) Naples
Miracle Limbs - Courage in Motion Benefit Bike Ride 28,42,68 Miles. On-line registration at www.miracle-limbs.org www.bikeflorida.org/
March 14 (Sat) Naples
American Cancer Society Tour de Cure Come and ride with us for the first time ever in Ft. Desoto. The ride will begin and end at the historic and picturesque Ft. Desoto Park. Route descriptions are available online. www.amcancer.org/tourdecure
March 19 (Sat) Inversiones
Clean Air Bike Ride Enjoy the sights and sounds of Spring Break Fat Tire Festival Santos Trails Sanibel & Captiva Islands. This event will benefit the Cancer Society of Florida and listed in National Geographic’s Traveler Magazine as one of the top 20 travel destinations in the world. Start Times: 3:00, 4:00, 5:00, 6:00, 7:00, 8:00, 9:00, 10:00, 11:00 a.m. www.cleanair- ride.com Active.com Online Registration
March 20 (Sat) Bonifay Down Home Florida Street Stroll and Roll A 14.2 mile Bike or a 5K run/walk. 14.2 mile bike ride will begin at Bonifay IGA, continuing east on Hwy. 90 to Glass road and then returning. Participants can turn around at any point of the ride. Registration is $20.00 per runner, cost is $15.00. Bike ride registration begins 7:30 a.m. and race will begin at 8:00 a.m. All riders and runners will have a medal. Pre-registration ends March 1st. www.downhomestreetfestival.com
March 27 (Sat) Okeechobee Cycling for Success Lakes & Lanes Challenging Tours Sugar Mill. www.arrayed.com Active.com Online Registration
March 27 (Sun) Okeechobee Rotary’s 7th Annual L.O.S.T. Ride Run-Walk. Come see and enjoy the0 beauty of Okeechobee County while you ride, run, or walk its scenic trail. A segment of the Florida National Scenic Trail and the Florida Great Crested freshwater lake in the contiguous United States. This event is designed for both cyclists and walkers of all ages and skill levels. Bicyclists may choose to ride round-trip courses of 12, 20, or 40 miles, and walkers will follow a 5K course. All courses begin end at Scott Driver Bridge. www.lostride.org/ Home will be provided. Proceeds will be donated to Okeechobee Rotary.
March 28 (Sun) Venice Tour de Parks 2010 An on-road bicycle tour of varying distances along the hurricane trails and roads of Sarasota County. It celebrates the 2nd anniversar- y of the Legacy Trail and the opening of the Roberts Bay trail bridge. The tour features live breakfast snacks at ride start; rest stops along ride route; mobile SAG support; a full lunch at ride end; and a commemorative t-shirt and water bottle guaranteed to each participant. See the website for more on-line registration.
April 1-9 Chiefland Pensacola Triathlon "Tri For the Cure" Come join us for our third annual triathlon in Chiefland and Pensacola. The event offers a 1.2 mile swim, a 56 mile bike ride, and a 13.1 mile run. For more information on how to sign up, please see the website: www.chieflandi-Triathlon.com
April 10 (Sat) Pensacola Diabetes Association Tour de Cure hosted by the Andrews Institute. Begin at Andrews Institute, 4242 Highway 90 East, Pensacola Bay Bridge into historic Pensacola and back over the bridge through the historical Seashore. Follow along the beautiful beaches of Navarre and Pensacola returning to Pensacola Beach. Andrews Institute is hosting a Fabulous time! Whether you are a seaso- ned cyclist or just enjoy a leisurely ride. This event offers many options to choose from several Open water swimming, Sea Kayaking, or a 4.2 mile run. For more information please contact us or email us at diabetes@ptfmc.org for more information. www.ptfmc.org
April 27 - April 4 Deland Florida’s Greenways & Blueways 2010 Spring Tour! East Central Florida Loop Ride 7 Deland, Flagler Beach, Daytona, New Smyrna Beach, Deltona. Bike Florida 2010 is a week-long fully-supported bicycle and tent camping tour pedaling approximately 300 miles in beautiful East Coast counties. This year’s ride will start and end in Deland. Floridians will ride the route 30-60 miles daily. Bike Florida is fully supported with logistics and camping and mechanical support. www.bikeflorida.org Active.com Online Registration

Upcoming Bicycle Touring Events in Florida
ABRIDGED from promotional material provided by tour organizers. We’re not responsible for accuracy of information or quality of these rides. Use the contact information for more details about each ride. Ask your friends. Data are from a calendar maintained by Roger Pierce. To add an event to his (and our) calendar, e-mail to ftc@piecereads.com. See complete calendar, including many out-of-state rides we don’t have room to print here, and all the hype we edited out at www.florida bicycle.org/bhc/.

Florida Bicycle Association Messenger
Going for the gold in Gainesville by Ron Cunningham

On the last day of the year I took an extended ride to the office. I cycled through an almost deserted campus and then headed east on SW 2nd Street to an equally quiet downtown, where I stopped for a cup of tea at Starbucks.

I then went east farther still, threading my way through sleepy southeast neighborhood streets to Williston Road.

Turning south, I climbed a couple of tough hills and then cut back west again to Main Street and then through Kirkwood to The Sun building.

Oh yeah, and I did something else before arriving at work: I passed 5,000 cycling miles (5003.82 to be exact, but who’s counting?) for the year. Mission Accomplished, as W. would say.

I agree with Earnest Hemmingway, who wrote: "It is by riding a bicycle that you learn the contours of a country best, since more of us who do so, the more bicycle friendly this city will be.

Same thing goes for the city: I’ve ridden so many miles through Gainesville streets and neighborhoods over the year that I feel I’ve come to know our little university community up close and personal.

The evening before, I dropped by the county administration building to sit in on a sub-committee meeting of the Bicycle-Pedestrian Advisory Board.

In 2010 the board wants to upgrade Gainesville’s “Bicycle Friendly” rating with the League of American Bicyclists. Only five Florida cities are so rated by the League: Gainesville, Boca Raton, Orlando, St. Petersburg and Tallahassee.

Four of the five have “bronze” ratings. Gainesville has a “silver” rating, and the board wants to go for the gold in 2010.

Doing so will require substantial improvements in the way the city encourages bicycling and enforces traffic safety laws. It’s an admirable goal and I hope the community will get behind it. As someone who loves to cycle this city, Gainesville Gold sounds good to me.

So here’s to an even more bicycle-friendly city in 2010. If you really want to learn the contours of this silver city that aspires for the gold, please join us. Leave the car at home once in a while and climb on a bike. The more of us who do so, the more bicycle friendly this city will be.

FBA Annual Award Nominations

Once again it’s time to nominate worthy individuals and organizations for their significant contributions to bicycling in Florida. This year we will present them at the ProBike/ProWalk Florida conference in Lakeland, May 11-13, 2010.

The awards bring attention to the efforts and achievements of groups, organizations and individuals who are forward FBA’s mission.

Categories are:

- Bicycle/Pedestrian Advisory Committee
- Club
- Off-Road Club or Advocate
- Enforcement Program or Officer
- Education Program or Regional Trainer
- Trails Manager or Promoter
- Bicycle Friendly Community
- Supporting Agency
- Program or Event
- Bicycle Dealer or Store
- Bicycle Professional
- Citizen Bike Advocate
- Volunteer
- Special Recognition

For a nomination form and list of previous recipients, visit our website, click on Programs and then Annual Awards. The direct link is www.floridacycle.org/programs/awards.html. The deadline for submission is April 15, 2010.

John Quicksall, who rides with the St. Pete Bike Club, helped me find the error in my math in the fall issue. I had mentioned that the 700x23 tire on my road bike seemed to fall (as best I could measure) about 0.38 in. into a drain grate slot 4.28 in. long. This was surprising, because trigonometric calculations had estimated the wheel would fall in deeper—about 0.44 in.

Because the weight compresses the tire a bit at the edges of the slot, one would expect the depth of wheel entry to exceed the calculated result. Yet it was less.

John wrote to say that he had calculated an .18 in depth of entry for a wheel this big in a slot that long. The scratched notes of my own calculations suggest that I had worked out the result in centimeters, apparently forgetting I was doing so and consequently forgetting to convert to inches.

So there you have it. An incompressible 700x23 tire would fall into a 4.3 in slot just 0.18 in.

Sometimes, though, there is a longitudinal gap in the grate seat between the grate and the adjacent pavement. Since it runs the whole length of the grate, it can catch and steer a bicycle wheel if the wheel is narrow enough.

Some of the biggest gaps on the sides of drain grates are found in parking lots. As with diagonally crossing railroad tracks, it’s usually best to cross any such gap (if crossing is necessary) at an angle of at least 45 degrees.

Seattle’s South Lake Union Streetcar runs on Westlake Avenue, a route used by many cyclists. Some cyclists like to ride down the middle of the tracks. As long as one watches out for the tracks, it isn’t difficult to cross them, I found on a visit. If you lost awareness of them and veered into one track or the other, it might be a different story. The City posted signs to remind cyclists to use caution.

The grate strikes back

Dwight Kingsbury

John Quicksall, who rides with the St. Pete Bike Club, helped me find the error in my math in the fall issue. I had mentioned that the 700x23 tire on my road bike seemed to fall (as best I could measure) about 0.38 in. into a drain grate slot 4.28 in. long. This was surprising, because trigonometric calculations had estimated the wheel would fall in deeper—about 0.44 in.

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Bicycle club presidents meeting is a winner

The first meeting of Florida’s Bicycle Club Presidents, sponsored by the Florida Freewheelers Bicycle Club, was held in Clermont November 14 in conjunction with the 30th Anniversary Horrible Hundred.

The purpose of the meeting was to share ideas and discuss ways all may benefit from topics ranging from ride management, charity rides, SCOR (Specialized Cardiac Outpatient Rehabilitation) Chapters, bike education workshops and legislative strategies for 2010.

Representatives from the following clubs/organizations attended: Boca Raton Bicycle Club; Caloosa Riders; Daytona Beach Bicycle Club; East Side Cycling Club; Everglades Bicycle Club; FBA; Florida Freewheelers; Gainesville Cycling Club; North Florida Bicycle Club; Peace River Riders; SCOR Bicycle Club; Seminole Heights Bicycle Club; St. Petersburg Bicycle Club; Terrell Hogan Ellis Yegelwel, P.A.; The Village Bicycle Club.

FBA Board Secretary Stephanie Striefel listed the goals for the interactive discussion portion of the meeting including the following general discussion questions:

- How can we encourage/engage more people to join clubs? (Especially those who might be intimidated)
- Are we adequately serving slower cyclists?
- How can FBA help bike clubs?

On generating membership, one suggestion was to ally the club with a civic association, be as inclusive as possible, and use it as a promotion for “good” communities, which can in turn bring in families.

One club president mentioned reaching out to Boys and Girls Clubs to interest young people in cycling.

The Florida Freewheelers noted that while events do make money, and coordination with local charities (and a huge budget) helps a lot, being politically savvy and getting local elected officials onboard is also important, and can lend voice to the aims of cyclists in a community.

Additionally, the diversity of a club’s event calendar could provide opportunities for increased membership.

Some clubs encouraged the importance of rider sign-in for weekly rides, not just to discourage “bandit riders”, but also for liability reasons. One participant noted the importance of coordinating with law enforcement.

Chris Burns (Esq.) described the importance of insurance and release forms, and said that all clubs need to be formed as corporations, to reduce liability risks.

If you are interested in attending the next meeting, please contact FBA now so we can begin developing discussion topics for a workshop in the fall to coincide once again with the Horrible Hundred on November 20.

The likely meeting site will be the Mission Inn Resort in Howey-in-the-Hills.

FBA will entertain the possibility of hosting a Florida Bicycle Club Member weekend at the Mission Inn Resort in June or July. Activities would include round-table discussions, bike rides throughout Lake County, and opportunities to network.

Special thanks go to FFW’s Art Ackerman, Scot Hartle and Tom Bargnesi for their generosity in making this gathering successful.

Florida Bicycle Association Messenger – Winter 2010

Summit continued from page 8

Legislator Meeting Attire
Business attire is a MUST during your legislator meeting(s). This doesn’t mean women have to wear hose and heels or men have to wear business suits, but be smart about making a professional impression.

Cycling attire is fine if you don’t plan to meet with your elected officials, but otherwise, please follow this important dress code so the bicycle people are taken seriously as advocates, educators and constituents of Florida’s legislators.

Legislative Strategies and Talking Points
Meeting packets will be provided with FBA’s legislative strategies and priorities, talking points, a history of key Florida bicycling developments and other materials upon check-in at the Summit.

This information will also be posted on the website well in advance so you can come prepared.

A Pre-Summit Briefing will be held April 7 at 7:00 p.m. at the KOA meeting room.

Questions: Contact Dan Moser at dan@floridaicycle.org.

Let ’em Know about the Law

Order your “3 Feet Please” jersey today from http://fba.3feetplease.com.

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

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

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

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

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

Scearce, Satcher & Jung, P.A.
CERTIFIED PUBLIC ACCOUNTANTS

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