2011 Bicycle Summit coming up...

Summit is a ‘Must-Attend’ event

by Dan Moser, FBA Program Manager

I there was ever a time to get involved in advocating for a better bicycling environment in our state it’s during Florida’s upcoming legislative session. The change of leadership among elected officials at the national and state levels seriously endangers the progress made in creating a more balanced transportation system. Because of our new reality it is imperative that FBA members and others who support the move towards safer roads and more livable communities make clear to our elected representatives that we expect to continue in that direction.

And what better way to deliver this message than during the 2011 Florida Legislative Session, right where the decisions are made? Of course, it’s also a good idea to meet with your elected state representative and senator in their home district offices before coming to Tallahassee.

Folks, this is no Chicken Little scenario. The fact is that many of the programs, projects, and bike/ped planner positions, to name just a few potential targets. FBA implores you to please make plans to attend the 2011 Florida Bike Summit, being held on Thursday, March 24, 2011, at the State Capitol in Tallahassee.

FBA sets 2011 Legislative priorities

1. Repeal Mandatory Bike Lane Law [316.2065(5)]
2. Anti-texting legislation that make texting a primary offense
3. Enhanced Penalties for violations that cause serious injury or death; collaborate with ABATE (American Bikers Aimed Towards Education) again
4. Bicycle Access to Limited Access Highway Bridges
5. Opposition to efforts to eliminate the Office of Greenways and Trails

Please do this:
1. Save the Date as your day to shine in Tallahassee!
2. Tell your club members, plus two friends, and have them tell two friends, and so on, and so on, and so on.
3. Start a dialogue today with your elected officials. There are many new faces. Introduce yourself and develop a relationship as the local expert on cycling issues.
4. Offer any suggestions or comments to FBA now that will continue the success of the summit.

Further information and talking points will be updated as available on our website at www.floridabicycle.org/subscribe/summit.html.

Walk to school program...

Congressman Mica as keynote

Congressman John Mica (R-FL 7th Dist.), ranking member of the U.S. House Transportation and Infrastructure Committee, was the keynote speaker at the event which included local community leaders such as Volusia County Council Chairman Frank Bruno, Mr. George Lovett, Director of Transportation Development with the Florida Department of Transportation (District 5), Dr. Bonita Sorenson, Director of the Volusia County Health Department and Dr. Al Williams, Volusia County School Board member.

Congressman Mica is shown with a “Walking to School Kit” donated to the school by FDOT District Five and converted to a Walking School Bus.

Santos trail system in jeopardy?

The Santos trail system, a major offroad multi-use system of the Cross Florida Greenway, is south of Ocala, off Hwy 441/301/25. The Florida Horse Park, has a restricted lease on 500 acres of Greenway land between 475 and 475A, the section of the Santos trails just to the east of the Land Bridge Trailhead (east of I-75), aka the Barns Section, is attempting to restrict all other trails users (mountain bikers, hikers, and equestrians) from the land occupied by the horse park except for a 50-foot corridor or “buffer zone” around the horse park.

According to Santos advocate Rob Ern cyclists would essentially be forced out of some of the current trail in that area and their ability to use the newly built underpasses under 475 and 475A (busy roadways) would be greatly hampered. The narrow corridor, according to Ern, would force four user groups (hikers, equestrians, wagons, mountain bikers) into a 50-foot wide corridor without adequate separation, increasing the danger for all users.

An acceptable solution, proposed by the Office of Greenways and Trails (the land manager), would create a 150-foot buffer around the horse park. If this 150-foot buffer is accepted by the horse park, it would allow safe trails for mountain bikers, hikers, and equestrians on both sides of the horse park.
Congressman Mica stated: “The Safe Routes to School Program is a great initiative that encourages kids to walk or bike to school. It is a win-win, benefiting the security of our students and making our roadways and bike paths safer for everyone.”

The event began with a video presentation from a Walk to School Event held at Westside on International Walk to School Day (October 6, 2010). Following the video presentation and remarks by the community leaders, Congressman Mica presented a certificate and flag that had been flown over the U.S. Capitol Building to Westside Principal Judy Winch. Chairman Frank Bruno presented Principal Winch with a Proclamation from the Volusia County Council for Safe Routes to School Day on October 22, 2010.

After the ceremony, Congressman Mica joined Principal Winch, Chairman Bruno and others to walk a group of students a few blocks from the school and towards home. Over 200 children participated in the walk from school. Principal Winch (with Reb. Mica in picture, left), who walks a student home every Friday as part of her “Walk to Read with the Principal” program, walked one of her students the entire way home. The entire event was a resounding success. Principal Winch received 50-60 books through other grant funding. She makes these books available to students who walk home. Each week one student is selected to walk home with the Principal, who reads a book of the student’s choice on a topic that is currently being studied in the school.

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The club may face potential liability to a cyclist who suffered injuries in the club’s special annual ride. What caused the crash? Was the course safe? When did the club inspect the course? Did road construction or road defects occur after the inspection? Is the course adequately supervised? Were medical personnel available? Were the aid stops adequately supplied with drinks? Maybe the most important component of an effective risk management program is the use of a legally valid release.

A release is a document, signed by members or participants, that terminates liability for the club, and potentially for other interested parties, such as sponsors, course marshals, property owners, etc.

In Florida, courts have considered the issue of whether a written release, signed by an injured cyclist, was valid to terminate liability. If written and handled legally and properly by the club, this release can be held valid by the courts.

One example is useful: In the Banfield case decided in 1991, a triathlete was severely injured when she was hit by a car that came on to the bike course during a triathlon. The course was supposed to be secured from traffic.

The injured victim sued the race organizer, sponsors, course marshals, and city where the triathlon took place. But the triathlete had signed a valid release. Even though somebody failed to make the course safe, and the triathlete acted safely in the way she rode her bicycle, the court ruled against her. There was no liability.

Your club should have an attorney prepare a release. If you simply copy a form from the internet, your release may likely be invalid. Every state has different laws about releases. The particular language in the release is everything. In Florida, the release must use the term, “negligence,” in order to be valid. If the release just says the participant is releasing the club “from all liability,” this is not valid.
Advocating a bicycle-friendly Florida

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Mr. & Mrs. H. Middleton Raynal
Laura & Earl Reynolds
Dr. Joe Warren
Mighk and Carol Wilson

Paceline Leaders ($1,000+)
- Boca Ratton Bicycle Club
  - Florida Freewheelers

Titanium Partners ($500 - $999)
- Steve Bayard
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  - Joseph Brooks
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- Stewart Parsons
  - Bill Varani

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

Messenger Deadlines
Copy and Advertising Deadlines:
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)
Silver Spokes ($100-$249)
Bronze Pedals ($50-$99)

Membership includes a subscription to the FBA Messenger.

City names denote board member distribution. Is your area represented? Contact a board member today!
Santos off-road trails in jeopardy? continued from page 1

Mountain bikers would then get to build new trail to replace that which would be lost if the horse park fences trail users out. If the 150’ buffer is provided it would be a fair compromise that cyclists and other user groups could live with, according to Ern. The horse park, initially at odds with the Office of Greenways and Trails proposal,

Letters to FBA

‘Choosing the path’ can reap health benefits

Readers take issue, ask questions, offer suggestions, or otherwise stir the pot. We reserve the right to edit your letters for length and to make your English more better. The opinions offered here do not necessarily reflect those of the Florida Bicycle Association, its officers, staff, board of directors or FBA Messenger editors.

To: FBA President David Henderson, Thanks for the latest edition of the “Messenger” (Fall 2010). I enjoyed reading it, but in particular, your article “What to do” and also Laura Hallam’s article “Path cyclist vs. road cyclist.” Safety concerns are certainly paramount and I guess there will always be tough choices/dilemmas to deal with out there.

Personally, I feel extremely fortunate to live so close to the Seminole-Wekiva Trail and I utilize it extensively! It is a vital resource, pretty safe though not perfect, and soundly constructed. When I took early retirement a couple years ago, I started cycling on that trail on my first day. Although I’ve been a dues paying member of the Florida Freemasons for about 15 years, I’d become (like everyone else) overwhelmed with work and life in general. As a result, I’d become overweight plus was facing other health issues. I simply didn’t have time to cycle any longer.

The police are after “us” and that “we” need to fight back. People who do not ride get the impression that bicycling in Florida is a problem. The fact is that there is not a single community of bicyclists. We are all individuals and act individually. The nature of the sport is for group riders to act as a unit but it is not a game of follow-the-leader. Many riders will look up to the strongest (or loudest) in their group but each of us has to set their own standard of behavior and decide what is acceptable or not for them. If the people you ride with do not meet your standards for safety and courtesy then you need to try to change them or find new riding partners. Don’t let unsafe and discourteous bicyclists be your leader.

If you want to learn more, copies of the FBA video, “Group Riding: a Cycling Public Awareness Program” DVD are available for a donation or free on-line viewing at floridacycle.org under the “Media and Resources” tab.

Changing Gears

As you read this FBA Executive Director Laura Hallam is poised for retirement to the wilds of north Florida and the search for a new ED is underway.

During her years of service Laura has brought FBA from (practically) start up to our current condition with over 2,300 members, a presence in Tallahassee, and connections with a network of organizations that support bicycling. Thank you, Laura, for your many accomplishments, leadership and friendship.

Florida Bike Summit

Please join me and other bike advocates for the 2011 Florida Bike Summit in Tallahassee on March 24. Help the legislature see and hear that support for bicycling means support the economy, public health, tourism and the environment. Learn more at floridacycle.org/joinus/summit.html.

News from Bicycle Bob... Bike safety kits for car drivers

There are two brothers, Tim and Dave Huston, who are good friends of mine. Each runs a separate car dealership in town (Huston Motors Kia and David’s Auto Sales). I approached each with a proposal. I made up a small kit/bag containing a couple bicycle safety pamphlets. I asked each brother if they would hang the bag on car turn signal levers. Car sales would include this kit as a means of bicycle safety education.

They said they would be glad to do so. Now we have another source of bicycle safety in Lake Wales.

Rob Dioguardi, known throughout Lake Wales as “Bicycle Bob,” has devoted nearly four decades to cycling, as a rider and advocate for two-wheeled exercise and safety. He tirelessly promotes bike safety, talking to children in schools and advising city officials.

FBA – 2010 in review

- Continued Phase II of the Bicycle Law Enforcement Program to enhance Officers’ knowledge of the laws about bicycling and to assist agencies with bicycling education and enforcement operations.

- Created the second FBA Chapter in Central Florida – Bike/Walk Central Florida – to serve the needs of Orange and Seminole counties.

- Chapter operations focus on increasing the number of citizens biking and walking and create a safer environment for them.

- Chapter activities are funded by a two-year grant from the Winter Park Health Foundation as a result of the 2009 funded ‘Civility on the Road in Metro Orlando Social Marketing Plan.’ Funding includes a paid part-time executive director.

- Chapter activities continued in the First Coast serving Duval, Clay, Nassau and St. Johns counties with a primary emphasis on bicycle safety education.

continued on page 13
Welcome New/Rejoining Members! continued from page 3

James Lasley
Johannes van Vaals
Lloyd Mengel
Michelle Metzler
Chris Baskind
Randy Alan Weiss
Jason Bultman
Walt & LaVerne Smith
Kitty Aviles
Jason Bucnner
Stephen Steck
Simon Brooks
Thomas & Julie
Hedman
Caliiin Kaebler
Neil & Susan Haslem
Kate Dunn
Nan & Clyde Jordan
Dale & Dan Williams
Jason Winget
Lucia Schatteley
Rene Fonseca (South Lake Bicycles Corp.)
Tony Cousins (Bike Works of Jonesville)
Ginger Adams
Hugh James
McDonnell, PA
Caryl McKealr
Trace Armstrong
Ed & Judy Gardner
David Aldrich
Mike Hoggatt
Pam Owen & Angie
Armstrong
Dan Wallace
Collin Worth
Timothy Bulger II
Clayton York
Edward Wolcott
Linda Reiland
George Magee
Robin Tucker
Robert Zukaukas
Mike Pikula
Leo Belanger
Dan Cober
Greg Knecht
Eve Erning
Ashlee Stets
James Reagan
Ken Merz

Laura Reynolds, FBA’s newest lifetime member, directed the 31st Annual Horrible Hundred, one of Florida’s oldest continuous rides featuring course options of 35, 70 and 100 miles while tackling Central Florida’s “mountains.”

In lieu of receiving a stipend to direct the biggest HH in the history of the Florida Freewheelers, Laura requested the club provide a donation to a preferred charity. The FFW board of directors chose FBA as the recipient of a $2,000 Lifetime membership donation to Laura’s name. Since Laura and her husband Earle are already FBA members, their family membership has been upgraded to a Lifetime membership.

Thank you Florida Freewheelers and Laura for your dedication to bicycle advocacy. A single donation of $2,000 or more or cumulative donations in excess of $3,000 qualifies you for Lifetime member status. Lifetime members and other generous levels of support as well as new/rejoining members are listed on page 3 of the Messenger. Some donors choose to be anonymous. Regardless of level of support, membership makes us stronger.

Laura Hallam
FBA’s newest Lifetime member

Hats off to George Martin

George Martin has provided many years of service to FBA as a volunteer and project director of the Bicycle Law Enforcement Program. Beginning with a 2006/07 grant from the Florida Department of Transportation, George initiated Phase I of the Bicycle Law Enforcement Program through the Palm Beach County Law Enforcement Planning Council and completed the written curriculum. Phase II would address program and video development for all law enforcement agencies in Palm Beach County. Once the pilot program was successful in Palm Beach County, it would be available to other counties in the state and ultimately incorporated into the formal training program of Florida’s police academies.

Unfortunately Phase II was not funded so the program sat stagnant for two years until a generous benefactor provided funding to continue the hard work and progress made in 2007 but on a statewide basis. George quickly picked up where he left off throughout 2009 and 2010 where the program stands to date.

Ken & Ginny Duffield
Gene & Kathy Smith
Peter & Lynn Amish
Elmer Schroer
Dallas P. Johnson
Sheehan Christopher
Barry Cercone
Robert DeFalco
Timothy McClain
John Earl Sharp
Hector M. Rodriguez
Clarieine Heinbockel
Terence Couielle
George & Jana
Newman
Judy Wilson
Karl & Kikumi Gugel
Mary Louise Hutton
Mary Williams
Dr. John S. Bahannon
Bernard Cherry
David Bloom
Howard Sorkin
Andre Raszyinski
John Watts
Charles Merritt
Wanda Rosen
Douglas Catchell
Whitney Barnes-Pinart
Robert L. Petersen
CARL M. DASSA
Gabrielle Redfendr
Jim McIntosh
Howard Blank

Stanley Sanford
David A. Solomon
R. Stephen Lucie
Alfredo Gutierrez
Jerry Pazak
Terence McIntyre
James & Betty Olson
Michael Hoogland
Marty Lawyer
Pamela Schrimshire
Richard Johnson
Patricia Nation
Jim’s Bicycle Shop
Sandra J. Millard
Geir Ingolfsson
Vincent Hsu

Steven Angel
Vandergracht
John Toleno
Fred Rotho
Timothy Dwyer
Stephen & Jan Walker
Joan Nelson
Bonita Bay Bicycle Club
Rachel Calderon &
Walter Foote
Bill Varani
Peter Selmont
Henry Lawrence
Michael & Ann Megler

Due to personal reasons, George resigned from the Advisory Board and the Bicycle Law Enforcement Program in late 2010. George’s leadership assistance will be greatly missed, but he will help with the transition to another project director. The “Ask Geo” portion of the www.flbikelaw.org site will remain the same as a legacy to George’s many years of dedicated service in seeking solutions to problems of cycling in Florida. Before joining the FBA staff, George retired as a Captain after 28 years of an exciting and rewarding career in the U.S. Coast Guard, with extensive experience in law enforcement and ship operations. He achieved a BS and MS from the University of Florida (Go Gators!), and graduated from the Naval War College. Since 2000, he has been involved in bicycle advocacy as president of the West Palm Beach Bicycle Club, Florida Bicycle Association, Safe Bicycling Coalition of Palm Beach County, and Palm Beach County Sheriff’s Office through a bicycle safety grant from the Florida Department of Transportation. George is a League Cycling Instructor residing in St. Augustine and will stay involved with local bicycle safety advocacy.

FBA’s newest Lifetime member

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Executive Director’s report...

At the turning point

1. Make plans to attend the 3rd Annual Florida Bike Summit in Tallahassee 3/24/11.
2. Get to know your elected officials. There are many new faces as a result of the November elections at the local, state and federal level. Make an appointment to meet with them in their district office. Let them know you’re a resource regarding cycling issues. Ask them to notify you when bicycle, trails or liability issues are placed on the city and/or county agenda.
3. Get involved at the local area to make your community better for biking and walking. Many city and county bicycle and pedestrian organizations need citizen advocates on their boards. Go to page _____ for a list of statewide contacts to help you get started.
4. Contact FBA and tell us you’d like to address a cycling education class, would like us to schedule a class for your club or business, or need a speaker for your next bike or civic club meeting.
5. Consider designating your United Way contribution to FBA. Ask your employer to be a corporate member or if you own a business, consider a corporate level membership. Many employers have a matching gift program.
6. Purchase a Share the Road license plate.
7. Invite a friend, co-worker, or elected official for a bike ride. You already know how fun, relaxing, healthy and good for the environment bicycling can be, so how about sharing this activity with someone new to bicycling. As more people ride, cycling becomes more normal, accepted and respected on our roads and trails.
8. Ask your friends to join FBA.
9. Help make Florida the safest and most enjoyable place to ride bikes. Your membership provides the resources we need to expand our mission, protect our interests in Tallahassee and Washington and educate people of all ages about the benefits of bicycling.

Laura Hallam
FBA’s newest Lifetime member

FBA’s newest Lifetime member

Winter 2011
Ringing out 2010, ringing up successes
by Brad Kuhn

Central Florida Chapter...

ike/Walk Central Florida rang out 2010 in style, lead-
ing 200 plus children and families on a 9-mile holiday jaunt.

Record cold temperatures abated, giving us a cool, clear night perfect for hot chocolate, cookies and ham and turkey sandwiches courtesy of sponsor Honey Baked Ham. The lights along the route were beautiful, but it was the lights – and music – on bikes that made the biggest impression as our electric light parade wound its way through the nighttime streets of Casselberry.

Organizers said the sixth-annual New Hope For Kids Holiday Lights ride, a benefit to raise money for the organization which serves400 children and families, was the smoothest yet, due in no small part to the efforts of BWCF’s 15 volunteer marshals, excellent police traffic control and SAG sup-
port provided by sponsor David’s World Cycles. Big ups to all who volunteered.

With one year under our belt, we are blessed to be able to look back on a year of pro-
gress toward our three goals:

1. Promote healthy lifestyles and reduce childhood obesity by encouraging more people to bike and walk for fun, fitness and transportation.

2. Improve the built environment by increasing connectivity and encouraging Orange and Seminole county landowners to adopt “complete streets” policies to accom-
modate the shared use of roads by pedestrian, cyclists and alternative transportation.

3. Foster civility among all road users through social marketing to reestablish the shared use of roads by all modes of transportation, not just cars, as normal and beneficial to our community’s health and livability.

Promoting healthy lifestyles

In this regard, BWCF participated in several healthy initiatives, promoting our regular weekend fun rides for ice cream and farmers markets, and was blessed to welcome Safe Routes To School advocate Jody Lazar, and Orange County Health official David Overfield as our board of directors. Jody’s Walk ‘n Roll Wednesdays program at Dommerich Elementary was a smashing success, resulting in hundreds of kids biking and walking to school monthly.

David’s work at Orange County included helmet-mounted cameras on kids riding to school, to document the real-world safety and experience of children walking and riding to school in neighborhoods of varying socio-economic conditions. We were also pleased to support the efforts of established advocacy groups, such as Commute Orlando, and new educational efforts, such as Cycling Savvy. One third of our board has already been through the Cycling Savvy curriculum and we anticipate that the remainder will take the course in early 2011.

Complete Streets/Connectivity

BWCF and its board members are leading the charge for Complete Streets, both locally and statewide.

Our board is fortunate to include three nationally recognized transportation planners and consultants: Billy Hattaway, Jamie Krezmienko and Malisa McCrerey.

In addition to our official work on getting Complete Streets policies adopted in Orange and Seminole counties, Malisa is leading a similar effort in Winter Park, and Billy has played a significant role in shaping a state-
wide Complete Streets bill taking shape as the Child Pedestrian Safety Act.

On the connectivity front, we are working with Orange County Parks and Recreation manager Matt Suedmeyer to help move trail projects forward, and bring the trails up to emerging AASHTO design standards by removing dangerous bollards and patching holes.

We were also fortunate enough to be part of the local discussion/media coverage of the Rails-To-Trails Conservancy’s petition presen-
tation at AAA national headquarters in Lake Mary.

Civility

Our pre-charter research, by Salter-Mitchell, revealed that one of the biggest challenges to creating a bike-friendly/pedestrian friendly community was reestablishing “active trans-
portation” – biking and walking – as normal and expected “traffic.”

This is a BIG challenge, and one we are addressing through a combination of cyclist/ pedestrian education and monthly “Ride BIG” civility rides, held on the first Friday of every month, to show that bicycles are vehicles, and that bicyclists can operate safely and seamlessly within the normal flow of commuter traffic. We are working with pedestrian advocate Bill Carpenter to develop a similar awareness of pedes-
trians and the impor-
tance of honoring crosswalks.

Next steps

With one year, some clear goals and some early successes under our belt, we enter 2011 with an eye toward sustainability. We have applied for a grant from General Mills, and have been in discussions with FDOT about funding curriculum materials for Walk n’ Roll Wednesdays. We will be developing sponsorship packages and addressing the board of Metropolitan Orlando in January to explore possible funding opportunities.

In 2011, we will be working with Cycling Savvy to create student education programs at the University of Central Florida, and help-
ing to raise money for Law Enforcement and public safety official scholarships. We are working on a downtown Orlando bike valet program and also working with Metroplan, the City of Orlando and the Congress of New Urbanism to launch Sunday Parkways, a city-wide open streets initiative inspired by Ciclvia in Bogota, Colombia, and Bike Miami Days.

All-in-all, we are off to a great start. We would like to thank Laura Hallam, Jeff Holstein, Dan Moser, and the FBA board for all of your support and collective wisdom in helping us push off and get moving: Forward, at the speed of life.

2nd annual...

Bicycle Club leadership workshop

The second gathering of Florida Bicycle Club Leaders sponsored by FBA and Florida Freewheelers was a great success. Held November 20 in conjunction with the 31st Horrible Hundred in Clermont, 32 representatives from 18 clubs and organizations had the opportunity to share ideas and discuss ways to further the bicycle movement throughout Florida.

Participants provided a 2-minute commen-
tary about their club/organization including membership size, region served, recent suc-
cesses and challenges.

FBA Board vice president Miggik Wilson presented updates of several FBA programs

and introduced speakers for the following topics:

- 2011 Legislative Strategies
- Florida Bike Summit 3/24/11, Tallahahsee
- Bicycle Law Enforcement Program, www. flbikelaw.org
- Educational Initiatives: Cycling Savvy Curriculum
- FBA Chapter updates: Jeff Holstein, FBA First Coast Chapter
- Brad Kuhn, Central Florida Chapter
- Bike Walk Central Florida
- Florida Bicycle Touring Calendar: Roger Pierce
- Selected Liability and Risk Management Issues for Cycling Clubs: Christopher Burns, Terrell Hogan Law Firm
- Following the meeting, attendees were invited to a VIP Hour at The Cycling Hub in Clermont.

Participating clubs/organizations:
- Caloosa Riders Bicycle Club Capital City Cyclists
- Cystic Fibrosis Foundation Dayton Beach Bicycle Club
- Eastside Cycle Club
- Everglades Bicycle Club Florida Bicycle Association
- Florida Freewheelers
- Gainesville Cycling Club
- Highlands Pedalers
- Lake County PAL (Police Activities League)
- North Florida Bicycle Club
- Polk Area Bicycle Association
- Seminole Heights Bicycle Club
- St. Petersburg Bicycle Club
- Terrell Hogan Law Firm
- Treasure Coast Cycling Association
- zMotion

Special thanks to Florida Freewheelers president Sharon Wolfson and HH director Laura Reynolds for providing complimentary ride registrations to participants (one per club). If you are interested in attending the 2011 workshop, please contact FBA now so we can begin developing discussion topics for the 3rd annual Florida Bicycle Club Leadership Workshop on November 19. The Horrible Hundred follows on November 20.

Liability issues

continued from page 2

Once you have formulated an excellent release, you will need to decide how to use it. Your attorney should give you advice. You have options. You might wish to have each club member sign a release in conjunc-
tion with renewing his/her membership.

You might wish to create a “sign in” sheet for your weekly group rides which has a release at the top.

You will want to have each participant in your annual cycling events sign a release. In order for the release to be beneficial to the club, the club must do the obvious – use it

properly. The club must save the signed releases. Minors must have a release signed by a parent or legal guardian.

If the participant only speaks Spanish and not English, the release must be translated.

The participant must have mental capacity to understand the release language. There are other related issues.

The club should purchase liability insur-
ance. This is critically important. It may allow your club to compensate a rider, but still not result in the club having to pay the victim.

There are insurance companies that special-
ize in insurance for “silent sports” such as

racing. Liability insurance is not that expen-
sive. Depending on the size of your club, it may only be a few hundred dollars per year.

To say another word about written releases, most insurance agencies or insurers require the club to use a release in order to qualify for insurance. If you do not have

insurance, you are potentially personally liable for money claims. No release, no insurance, no corpora-
tion – LOOK OUT!

Please give serious consideration to having a plan for these risks. Post ride rules on your club’s website. Emphasize each participant’s duty to comply.

Institute ride rules and notify all partici-
pants. Create a record keeping system. Make periodic checks of your policies and record keeping. Have insurance. Know about releases.

Is your club properly incorporated and the forms up-to-date? If your club is not incor-
porated, then the club’s officers and directors are potentially personally liable for money claims. No release, no insurance, no corpora-
tion – LOOK OUT!

Please give serious consideration to having a plan for these risks. Post ride rules on your club’s website. Emphasize each participant’s duty to comply.

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Just like riding a bike

by John Alexander

The old expression, “Just like Riding a Bike,” is often used to describe something that comes second nature and should be easy to do. It implies that we know everything about an activity and can take off where we left off. That couldn’t be farther from the truth when it actually comes to “driving” a bike — we can always learn more and continually improve our skills.

As a kid I loved zipping around on my bike and was very proud when I saved up enough money to buy twin newspaper baskets, which made me an entrepreneur. In college I was fearless, easily navigating 4-inch bike trails through the woods from the dorm to class.

For a long time after that, I put didn’t spend any time on a bike.

A couple of years ago I purchased an Electra Townie bicycle to renew my bike riding habit and improve my fitness. For the most part, the bike sat comfortably parked in the garage.

At the beginning of this year I finally followed through and dropped 30 pounds by using a treadmill, which also prompted me to dust off the bike and begin riding. Portions of the Cross Seminole Trail run near my garage, so I was very surprised to discover that parking lot and next on the agenda was us and a tasty burrito — navigating a busy parking lot and turning right onto an even busier street and turning right onto an even busier street. We had ridden several miles criss-crossing that parking lot and next on the agenda was lunch. Only one thing was standing between us and a tasty burrito — navigating a busy street and turning right onto an even busier street.

The “building blocks” all came together by the end of the morning, with each of us now owning a “tool bag” of essential bike-handling skills.

They supported their case with extremely well prepared videos and animations to demonstrate each aspect of this “technical” portion of the program. As a trainer myself, I could clearly see that they had found a way to break through to the adult learner. My classmates and I were not only being informed, but were being challenged to rethink what we knew about cycling. It was exhilarating to realize that we were being empowered to “lead the dance” out on the road.

I arrived a few minutes before the designated start time on the Saturday morning. I had checked my tire pressure the night before, so I was very surprised to discover that I had a flat tire when I removed my bike from the car rack. One of my classmates, immediately sprang into action and patched the flat but it didn’t hold. Mighk kindly loaned me a tube to use and informed me that the inner band on the wheel had deteriorated and was allowing the end of one of the spokes to pierce the tube.

I followed his advice and promptly folded up a dollar bill to cover the errant piece of metal. Although slightly embarrassed that I’d held up the group for a few minutes, I felt a sense of camaraderie with both my trainers and classmates. They weren’t going to leave anyone behind. This was going to be fun.

And fun it was! Though not always easy. The morning’s three-hour bike handling skills took place in a large open parking lot. Each drill was carefully designed to improve our comfort, confidence, and command over our “vehicle” — our bikes. Snail races, using gears for quick acceleration, super slow tight turns, balancing after stopping, shoulder checks, and evasive snap drills led to high speed turns and emergency stops.

The “building blocks” all came together by the end of the morning, with each of us now owning a “tool bag” of essential bike-handling skills.

After reviewing the information on the Cycling Savvy Course, I decided to invest some time and energy into the program to improve my skills and give myself more confidence.

Even though I am 59 years old, I was nervous as I entered the room for the Friday evening classroom session and wondered if I was “out of my league.” But everyone made me feel welcome and included — from the instructors to my fellow classmates. I quickly learned that the group consisted of a variety of ages and skill levels and I immediately began to relax.

Right out of the gate, instructors Mighk Wilson and Keri Caffrey opened our eyes to several myths about bike riding and the new vision for safe and effective two wheeled transportation, which applies equally well to both the novice and the daily urban bike commuter.

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See Cycling Savvy on page 10
have known Herb Hiller for 32 years yet I am constantly amazed by his energy and passion. He always has new thoughts, new ideas, and new ways of addressing old issues, with a perseverance that has brought Florida’s bicycling and trails movement to its overdue recognition.

It was Herb’s vision in 1979 to approach Governor Bob Graham with a plan to create what became Florida’s first Bicycle Plan, complete with a full time bike coordinator in the Department of Transportation. He has been advocating for bicycling ever since. Most recently, Herb’s convincing VISIT FLORIDA to include “Trails” as one of the drawing cards for tourism, resulted in the recent unveiling of the VISIT FLORIDA TRAILS website, which according to VISIT FLORIDA, received over 10,000 page views in the first month … high tech marketing concepts for a man soon to become 80 years of age. But age is of little consequence to Herb, unless of course it is associated with good wine, or literary works.

Case in Point. Herb, who three years ago, conceived of the idea of a five county – 260 mile “loop” of trails as part of the East Coast Greenway through five east coast Florida counties, joined forces with BIKE FLORIDA to create the “St. Johns River-to-Sea” loop tours. On the first few tours, he filled the role of planner, promoter, facilitator (including arranging the signing of a memorandum of agreement by commissioners from the five counties to support the trail), public relations, press corps, and even “SAG” vehicle driver. But Herb wanted to see the Loop from the point of view of the bicyclist so he could better understand it and write about it.

Mind you, Herb is “in his 80th year” (as he explains), and had not ridden a bicycle seriously for over 16 years. But that was not to stop him.

He solicited my help and I agreed to accompany him for a week on the bike, doing the loop, and encouraging him to put in as many riding miles each day as was feasible.

But first I insisted that he do some riding each day for the two weeks leading up to our tour, including at least 10 miles on one day without stopping.

I explained to him that each day we could do 10 miles at a time, then stop for a rest, snack or lunch, walk around and rest our “butts” a bit before continuing.

I also insisted that he take his bike into the local bike shop for a once over, checking brakes, tires, chain, etc. and securing an extra tube to carry along. This proved to be a very good idea!

Herb showed up at my house in Palatka to start our loop tour, with bright red panniers on both the front and back of his Trek touring bike, stuffed with everything he needed for our week on the bikes. I was cautiously optimistic, and decided we should go for a short practice ride down to the riverfront…

The memory of the act of bicycling, however, came back quickly. Once actually on the bike, Herb pedaled steadily in rhythmic cadence like an expert. He seemed also to have a peripheral vision for what was around him and an aura that let cars know his intentions.

There were times negotiating some intersections and bridges that my heart was in my throat, but I began to believe it was not my arduous attention to safety or Herb’s years of previous riding experience, but (most likely) that our fate was in the hands of a bunch of bicycle angels… and they were answering my daily morning and evening prayers for our safety.

Herb was much more intent on conserving his energy for the experience of riding and observing than of worrying. That was my job. His was to record in his mind and on his little pocket voice recorder, the wonder of seeing this part of Florida from the seat of a bicycle.

He was careful to stop and straddle his bike off the road or trail in a safe spot to record his thoughts, or to answer his cell phone with the constant details of our tour meetings, meals, and overnight stays, as well as the plans for “Loop” workshops/forums weeks or months out.

Bicyclist profile...

Herb Hiller on the road again...this time by bike

by Linda Crider
It made me chuckle to think, here is a man, “in his 80th year,” as connected and tuned in to his world and all its modern technology as a teenager, deciding to challenge his body to a personal milestone.

How could I not want to go with him, support him, learn from him, and realize what, in fact, keeps you young, inspired, vital, and happy.

Thank you Herb for continuing to teach me.

Among Dr. Linda Crider’s many other accomplishments are past president of FBA, executive director for Bike Florida, Inc., research associate for the University of Florida Dept. of Urban and Regional Planning, statewide Traffic and Bicycle Safety Education Program coordinator for the Florida Dept. of Transportation and director of Safeways to School. She currently divides her time between Florida and Alaska.

ASK A CYCLING ATTORNEY...

How do you deal with law officers who ‘don’t know’ the law?

by J. Steele Olmstead, Esq.

I recent I have been posted on FloridaBicycleLaw.com with several inquiries about “the law” and the “enforcement of the law” by the local law enforcement. Those men and women do a job that we don’t want to do...deal with bad people.

However, that line of work also attracts a few folks who have an improper perspective of their role when they come into contact with us in the cycling community. To some of these folks, bicycles are not cars with “roadways.” Examples: The three-wheeler who is told her bicycle cannot be on the road because it is “too wide;” the cyclist who is told “get off the sidewalk” or “get on the sidewalk” for unknown reasons. (These are real cases).

According to law, actually, the opposite is true: we can ride road or sidewalk. Sometimes, these folks can be arbitrary or wrong in the application of the statutes. So, I’d like to offer the essential list of statutes and some suggestions to help you to be informed and help Officer Friendly be reasonable.

When a situation arises and Officer Krumpe tells you to pull over, he/she may not be having a good day with good results. That is going to change during the interaction with you. You are going to remind him of the good he wanted to do when he started with the force and you happen to be the solution. He will leave with a smile, you will make sure of that.

First, make sure you pull way over and where the exchange won’t be embarrassing for the officer.

Second, forget the indignant “what do you mean pulling me over, A-hole.” (Doesn’t work) Smile and say “How can I help you officer/deputy?”

Then third, listen completely to what he has to say. Ask questions; he’s got a point and a job.

Fourth, know this right out the box: Florida Statutes section (“F.S”) 316.2065(1) says bicycles are vehicles...period. Bikes are cars. The legal significance is this: If it applies to the car, it applies to the bicycle.

Does the nice officer want you to do something with your bike you don’t have to do with your car? You know the motor vehicle laws. You don’t need me, you got this: Ask Deputy Ed Rooney: Would it be required of a car to do this? Drive on the sidewalk? Make a left turn from the right lane instead of the middle? You have to quote F.S.316. 2065(1) to him and you can solve most problems.

If the officer resists he’s got a problem on his hands, but don’t argue this. I’ll discuss that below.

Since you know most car rules, his next point may be “city/county ordinance says that ‘_____’” He may be correct. F.S. 316.008 say cities and towns can reasonably regulate bicycles. That usually means they keep them off sidewalks.

Cool. That doesn’t mean to change the traffic statutes and that is in F.S. 316.002. If a car can or has to do it, you do too.

You will want Deputy Fife to give you the exact ordinance number and make a point of writing this down. If he’s “shooting from the hip,” this may weaken his resolve to cite you. This is where the B.S meter may go off. If he’s really got a city/town ordinance that says bicycles must whatever he ought to know it and quote the number to you.

You can check all city and county ordinances at www.municode.com. Cities can and do regulate bicycles being on sidewalks but that’s about all they do.

Other points: When we are riding we have the rights of vehicles, and then some. We can ride on sidewalks. There we have the rights of pedestrians. F.S. 316.2065(11). Cars have to stop for us in crosswalks. F.S. 316.130. Moreover, we don’t have to dismount and walk our bikes while in the crosswalk.

Just keep in mind when interacting with Deputy Fife: you do not have a sergeant who will back you up even if you’re wrong. Never argue. If the officer is going to tick-you, he’s going to have to go to court and he’s got a problem on his hands; the charges may include “dropping someone.”

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Print out the following statutes, put them in a vinyl covering (like from a Fedex Kinkos office) and stick it in your pocket when your ride around town. Or better yet, keep a copy of the current edition of the Florida Bicycle Law Enforcement Guide.

- F.S. 316.002 – Purpose (State law preempts local ordinance)
- F.S. 316.003(42) (“Roadway” is for vehicle traffic not the berm or shoulder of road)
- F.S. 316.003(75) – Definitions (bicycle is a vehicle)
- F.S. 316.008 – Powers of Local Authorities (bicycle can reasonably regulated by cities/towns)
- F.S. 316.083 - Overtaking and Passing a Vehicle (bicycles must have 3 feet when passed)
- F.S. 316.130 – Pedestrians; Traffic Regulations (cars must stop for bicyclist in their lanes at crosswalks or if so close to lane to be in danger)
- F.S. 316.185 Special hazards (cars must slow down/avoid bicycles on narrow roads or at crosswalks)
- F.S. 316.2065 (1)– Bicycle Regulations (bicycle has the rights of cars)
- F.S. 316.2065 (10)– Bicycle Regulations (bicycle on sidewalk has the rights of pedestrians)
- F.S. 316.183 – Unlawful Speed (can’t go slow so that impede, block normal or reasonable traffic)
- Manual of Uniform Minimum Standards for Design, Construction and Maintenance of Streets and Highways — M.U.M.S.D.C.M.S.H. a/k/a “Fla. DOT Florida Greenbook” chp 9.3 (14 feet is the recommended lane if less it’s a “non-standard” width)

Attorney J. Steele Olmstead practices law statewide from offices in Tampa. One of his specialties is bicycle law and he’ll even come to you...wherever you got broken.

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Cycling Savvy course instills confidence
continued from page 9

As with many of the other specific tasks that we would face throughout the afternoon, our trainers mapped out the plan with colorful chalk on the pavement, explained both the hazards and the best approach that would ensure ease and safety. Getting the first exercise under our belt, followed by a collective “high five” was a glorious moment. The afternoon was spent analyzing and factoring down several other features. This experiential form of training was perfect for adult learners. We weren’t being lectured to. We weren’t being given some meaningless test. We were part of the learning process and the success of each individual in the class was just as important to us as our own small victories. We rode together between exercises, but were given the opportunity to personally experience each feature on our own. From riding through a round-a-bout to learning the proper way to cross diagonal railroad tracks, to seamlessly controlling a center lane to avoid traffic heading for an on-ramp, to navigating a particularly fearsome interchange (not once, not twice, but three times), each exercise brought us a new level of confidence.

After making our way through the construction near the new Arena, we had to cross the bridge over I-4 on Anderson. That climb was a challenge, I downshifted so far that there was only one gear left — my internal “Little Engine That Could” — but I made it to the top and was rewarded with a swift ride down the other side. I learned a lot about my bike that day too — after cresting that hill, Keri rode up next to me and said, “Yeah, your Townie is great for stopping, no so much for climbing” and then told me she was proud of me for toughing out that hill. At that point of the day, my competence and confidence were soaring — I wasn’t going to fall behind my classmates in any way.

One of the reasons I took the Cycling Savvy Course was that I had begun to feel uncomfortable riding on sidewalks to get to the trail in my area. I learned that there were plenty of good reasons to feel that way — uneven and broken sections of sidewalk, the need to steer around pedestrians and other bikes, the possibility of a wheel getting caught between the sidewalk and deeply edged grass which could lead to a fall and the higher risk of being hit by a car.

I had feared that my balance was an issue. By going through the course, I had plenty of opportunities to disprove that assumption and build my skills. As we were riding in a group at the end of the day, I was carrying on a great conversation with one of my classmates, Harry, about cruises that we had taken. It dawned on me that I was riding side by side with him just a shoulder width apart and tracking exactly one wheel length behind the rider in front of me — and I was perfectly relaxed, comfortable and having a blast. This program helped me to realize the freedom and fun that comes with being in command of your own bike. I was a kid again!

Since the class, I have ventured out to the trail several times — now comfortably doing 10 mile routes without breaking a sweat. I participated in my 1st “First Friday” night ride with several of the Commute Orlando and Cycling Savvy group — a fun, social way to spend an hour or so, and a way to share the message that bikes can co-exist with cars on the road.

This weekend I will be headed out for a Holiday Light ride — what better way to see the decorations? I’ve begun to set new goals as well. After hearing about people taking 500 mile bike trips, I’ve begun logging my miles with “500” as my first target. I might reach it by only pedaling 10 miles at a time, but I’ll get there — with a smile on my face.

The support and inspiration that Mighk and Keri have provided has been tremendous. She definitely “had my back” while we were riding the final leg back to the parking lot during the class.

While riding along, I felt my wedding ring slip off my finger. Using a skill that I had learned that morning, I turned around in the saddle and told her that my ring had fallen off.

She said, “I know, I just rode over it.” She promptly went back and retrieved the now “flattened” ring. If she hadn’t trapped it under her wheel, it might have rolled off into a gutter. Nice save!

More significantly, I mentioned to Keri that I was looking for a better way to get to a portion of the trail in my area. She came up to Lake Mary and helped me evaluate several options and then rode the route with me — capturing it all on a video. She wrote a fantastic article about that experience, which can be viewed at commuteorlando.com/smartmoves.

One last detail that I would like to share is the fact that I was diagnosed with Parkinson’s disease at the beginning of 2010. At this point, my primary symptoms are a “resting tremor” in my left hand and leg which is being effectively managed with a low dose of medication. I am very much aware of changes to my system and how they may affect my ability to live my life. I have learned that active bicycling has been proven to reduce some symptoms.

I love my bike. I love the freedom that I feel when I am riding it. One of my strengths, according to a survey that I recently took, is “Positivity.” I am confident that I can take on this “unknown challenge.” To me, it’s just another “feature” to be mapped out and “ridden” through. With the new skills that I’ve learned through the Cycling Savvy experience, I will be a safe rider for a very long time. Michael J. Fox, as a spokes-person for PD, naturally is one of my heroes these days. While traveling through the Atlanta airport recently I saw a billboard with his photo and the message “Out Fox Parkinson’s.” That’s my plan too.
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Selected State-wide Contacts

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

We ran out of room, so many contacts are not included. Go to www.floridabicycle.org/statecontacts.htm for the complete list.
2010 Florida Bicycle/Pedestrian Law Enforcement Guides are available

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

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

**New text includes:**

**Roadway position** ([§316.2065(5)]

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

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

Visit the FBA website to review a complete description of the Bike Lane Law and to download a copy of the guide.

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**2010 program summary...**

**Bicycle Law Enforcement Program** by George Martin

Developed a team of officers around the state to act as the Officer Advisory Panel. The panel reviewed and critiqued materials as there were being developed, and would serve as the intermediary with the law enforcement community.

They have provided valuable insight into the questions that need to be addressed in the Program the best method of presentation. The Panel presently consists of 41 officers of all ranks, from patrol officers to police chiefs and senior sheriff’s office persons.

Numerous contacts were made with law enforcement departments to enhance the Program and get ideas about how to proceed. Presentations were made around the state to police departments and sheriff’s offices, as well as bicycle clubs and other cycling and other groups. We worked with zMotion and six police departments on the Ride Right/Drive Right Campaign in Palm Beach County, resulting in the successful cooperative effort to establish signage to remind both cyclists and motorists of their responsibilities.

All existing materials were reviewed and prioritized. The highest priority is on the interaction between cyclists and motorists in the roadway, developed in a section preliminarily called Cyclists Roadway Position. This part of the Program includes the following sections, each of which is one training module of about 5-10 minutes in length:

1. Introduction to Roadway Position
2. Passing, Left Turns, Traffic Speed and One-way, Multilane Roads
3. Unsafe conditions: Fixed or Moving Object, Pedestrian, Animal, Vehicles, Surface Hazard, etc.
4. Unsafe conditions: Not Specified in the Statutes, including Intersections, Door Zone Bikes Lanes, Right Hook and Left Cross.
5. Impeding Traffic
6. Substandard-width Lanes
7. When to Keep Right and What that Really Means

Story boards were developed with narrative, quotes from the statutes, suggested video, animation, illustrations and still photos, and other information for five modules. Animation and illustrations were developed and included in the videos on the website. They can be used in the modules as well. One Module, number 2 above, was nearly fully completed, and with some minor changes, is a model for the remaining modules of the program.

Other topics to be developed (not in priority order) include:
- Causes of Bicyclists’ Deaths and Injuries
- Lights, helmets, etc.
- Crash Investigation
- Bicycle Lanes and Paved shoulders
- Cyclists Riding Abreast
- Group Rides
- Officer Discretion
- Penalties for Motorists and Bicyclists
- Children and Bicycles
- Bicycle Paths
- Senior Officers Only
- Others as suggested and developed through the Officer Advisory Panel

A website, Ask Geo at fblawenforcement.org, was developed to answer questions and discuss the statutes related to cycling. Officers and cyclists asked many questions and the statutes that applied were shown on the website, along with an explanation about how they related to safe cycling practices. The materials generated for the answers to questions are sufficient to easily be transformed into training modules covering many of the topics above.

The Program will be continued and will eventually be implemented state-wide. We are presently working with the League of American Bicyclists, which is inquiring about national implementation of a similar program.

**HB 971 and bike lanes**

HB 971 includes a requirement for bicyclists to use bicycle lanes under some circumstances. It went into effect on September 1, 2010. The section of interest is a change to s. 316.2065 – Bicycle Regulations. The new language is highlighted in bold.

(5)(a) Any person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride in the lane marked for bicycle use or, if no lane is marked for bicycle use, as close as practicable to the right-hand curb or edge of the roadway ....

The rest of section (5)(a) is unchanged and continues:

Except under any of the following situations:
- 1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.
- 2. When preparing for a left-turn at an intersection or into a private road or driveway.
- 3. When reasonably necessary to avoid any condition, including, but not limited to, a fixed or moving object, parked or moving vehicle, bicycle, pedestrian, animal, surface hazard, or substandard-width lane, that makes it unsafe to continue along the right-hand curb or edge.

There is really no direct impact on a cyclist. If required to keep right prior to 971, the cyclist would necessarily be in the bike lane, which is “as close as practicable to the right-hand curb or edge of the roadway.”

If not required to keep right due to the many exceptions before 971, cyclists would not be required to remain in a bike lane after the law went into effect.

Continued on next page
HB 971
continued from previous page

There are a lot of questions that have come up about possible scenarios that would require cyclists to stay in a bike lane when it is not in their best interests.

1. A cyclist in a bike lane to the left of a right-turn-only lane and planning to turn right.

Remember the exceptions. If it is unsafe for a cyclist to cross a right-turn-only lane, it is an unsafe condition in accordance with (5) (a)(3) above, which allows the cyclist to leave the bike lane. It is also common sense.

2. A cyclist approaching an intersection with overtaking traffic possibly turning right (Right hook).

Intersections are inherently unsafe. A cyclist is approaching an intersection should treat it as a (5)(a)(3) unsafe condition, and use the portion of the roadway that provides for safety.

FDOT recognizes this and stops the solid white line of the bike lane well before the intersection. This tells motorists to move into the bike lane, as close as is practicable to the right curb or edge of the roadway, to prepare for the right turn, as is required by law. The dashed line tells cyclists they are not required to keep right.

3. Door zone bike lanes

Bike lanes are sometimes installed immediately to the left of parking spaces. Cyclists traveling at faster speeds must recognize this as an (5)(a)(3) unsafe condition, which allows moving into a safer space.

The determining factors in cyclists leaving the right side of the roadway and the bike lane are those stated in the exceptions above.

Is the cyclist traveling as fast or faster than other traffic?

Is the cyclist preparing to turn left?

Is the cyclist passing another vehicle?

Is it unsafe to keep right in a bike lane?

“When reasonably necessary to avoid any condition ... that makes it unsafe to continue along the right-hand curb or edge.”

The problem is no different now than it was previously. Most do not understand the exceptions that allow cyclist to use the part of the roadway that provide for their safety and efficient travel.

That includes many motorists, many police officers AND THE VAST MAJORITY OF CYCLISTS. They will now believe a cyclist is ALWAYS required to remain in the bike lane, just as they believe a cyclist is ALWAYS required to keep right. Neither is true.

Education is the key to cyclists’ safety and well-being. The statutes are based on common sense and safety. Fully understand the laws and use them for your safety and enjoyment. Ride like you are driving a vehicle. You are!

2010 in review
continued from page 4

The volunteer executive director recruited an advocacy director to expand chapter operations.

- Launched CyclingSavvy, FBA’s new cycling education program in Orlando to empower people to drive their bikes anywhere the need to go.

- The course teaches the principles of mindful bicycling and is offered in three 3-hour components: classroom session, bike-handling session and on-road tour.

- The classroom and bike-handling sessions may be taken individually, but the road tour requires the other two as a prerequisite.

- The program reached 78 students who took one or more sessions.

- Once more instructors are trained, the program will be expanded to other areas of the state. The first instructor training class will be held January 2011.

- Continued promoting other safety education programs at a variety of workshops including Traffic Skills 101.

- Educated nearly 500 students in the Alternative Transportation Education Program bringing the five-year total since inception to 142 students.

- Presented the second annual Florida Bike Summit April 8, 2010 in Tallahassee. The third annual Summit will be held March 24, 2011.

- Presented the fifth edition of the ProBike/ProWalk Florida Conference May 11-13 in Lakeland.

- Collaborated with the Florida Pedestrian and Bicycling Safety Resource Center to print and distribute safety education materials including the Florida Bicycle/Pedestrian Law Enforcement Guide, Florida Bicycling Street Smarts, and a variety of FBA produced DVD’s.

- Promoted FBA and the Share the Road license plate with stickers distributed to bike shops and bike clubs, as well as exhibiting at special events.

- Collaborated with Bike Florida to continue marketing efforts on behalf of the Share the Road license plate.

- Enacted in 1999 by Florida statute, nearly 100,000 plates (new and renewals) have been sold since June 2000 generating $1.36 million dollars split between Bike Florida and FBA.

Taking on the Brooksville Classic
by Steve Diez, FBA Board Member

For a brief shining moment in the hills of the Spring Lake area in Hernando County and the Blanton area in Pasco County, cycling Mecca existed.

Two cycling events that just happened to take place on the same day sent cyclists north, south, east and west along the rolling hills.

The event in which I participated was the second day of racing for the Brooksville Cycling Classic, sponsored by the City of Brooksville and Get Healthy (a local health food store) and put on by Top View Sports. The second was the Florida Freewheelers “Horrible 100” in Pasco County.

While these two events were great in and of themselves, my story is the racing side of the Brooksville Classic. Day one in downtown Brooksville featured a 1.5 mile Criterium on local streets.

From Juniors to Masters and Pro level, thousands of dollars of carbon and aluminum hit the streets for a USA Cycling event that to my knowledge has never been held before in this location.

Day two was the road race along the picturesque roads of the Spring Lake area. Wanting to support the effort I signed up for the Masters race (yes I qualify based on my age) thinking it could not be that bad.

As I completed the registration, I began to get a glimpse into another world of cycling called racing. It asked for my USA Cycling number and ranking. Checking N/A on that box was easy.

On the day before the event, I went to get my packet at the registration tent. When the young lady behind the laptop asked for my chip number I responded that I did not need one since recording my time would not be an issue.

She politely responded that without a chip, I could not race, but I could either rent one for $10.00 or buy one for $150.00. So I gave her an additional $10.00 to rent a chip for the day and gave her my credit card to ensure its safe return.

So I walked away with my rented chip and race number in hand, having gained entrance into the exclusive club if only for a day.

Looking around at the other racers and the complete lack of body hair on all but their heads, I realized my membership was indeed temporary.

Next came race day...Since I had already asked a kid and his dad where the chip belonged, and no, they did not tell me where to put it, but rather, where it belonged, I had one less task to perform. I also took note that other riders had attached the race number to the jerseys diagonally along the seam as opposed to horizontally.

Only on race day did I learn (after a race official noted my mistake) that I had attached it to the wrong side of the jersey.

As I took my place with the rest of the “old guys” most of whom looked like they could drop me in their sleep, we waited for the start.

One of the guys fell over at the start as he was clipped in, and I silently noted “glad that was not me” I thought this should be interesting.

For the first half-mile at 20-22 mph, I was hanging with these guys and thought, maybe I can do this. After the first hill I had crippled myself by not down-shifting, thinking I could power up this hill in the big ring.

I was dropped before I reached the top, the pack sped off, and that is when my race became a ride.

Content at this point to take in the scenery, not having ridden this route before, I enjoyed the hills and lack of traffic.

After continued issues with chain slip (time for a new one) I ended my brief association with the racing community after a mere 16.75 miles. Perhaps on another day when the flesh is willing and the mind weak, I will again compete with those who continue in a two-wheeled pursuit to deny and defy their age.

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

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Upcoming Bicycle Touring Events in Florida

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

January

January 23 (Sun) Gulf Coast Highlights Tour The Battle of Okeechobee will muster troops at 9:00 a.m. at the Holiday Inn. The battle will be read and the troops will meet to review the events of the battle. The battle will be fought on the same field as the actual battle. The troops will be dressed in period uniforms and will carry period weapons. The battle will last until 12:00 noon. The location is the Holiday Inn, 323 West Palm Beach, FL 33401.

February

February 12-13 Suwannee Sweetheart Cycling Presented by the Suwannee Sweethearts. The ride will be held on Friday and Saturday, February 12-13. The ride will start at 7:00 am and end at 1:00 pm on Saturday. The ride will be 100 miles long. The ride will be supported with a sag vehicle and a picnic lunch.

February 13 (Sun) Boca Raton Tour of Boca Register online at www.bocabikeclub.org. The ride will be held on Sunday, February 13, 2011. The ride will start at 7:30 am and end at 1:00 pm. The ride will be 100 miles long. The ride will be supported with a sag vehicle and a picnic lunch.

February 19-20 Biking in the Breckenridge Forest Park Register online at www.breckenridgeforestpark.com. The ride will be held on Saturday and Sunday, February 19-20, 2011. The ride will start at 7:30 am and end at 1:00 pm on Sunday. The ride will be 50 miles long. The ride will be supported with a sag vehicle and a picnic lunch.

February 27 (Sun) West Palm Beach Pedal for PAL Cycling Tour Registration opens at 7:00 am at the Dreyfus School of the Arts, 501 S. Sapodilla Ave. West Palm Beach. Mass start at 7:30 am. Well-marked route with SAG service, rest stops, SAG support, and a picnic lunch at the end of the ride. Registration opens on February 20, 2011, at 1:00 pm. The ride will be held on Sunday, February 27, 2011. The ride will start at 7:00 am and end at 1:00 pm. The ride will be 100 miles long. The ride will be supported with a sag vehicle and a picnic lunch.

March 5-6 Gainesville Gainesville Brevet Series: 400 km Third in a series of four events required to qualify for Paris-Brest-Paris in August. 190 miles. Complete rules, equipment advice, and recommended accommodations. See website for details. Visit www.gccfl.org/brevet.html

March 13 (Sun) Boca Raton Tour of Boca Come join the fun with the 2011 Tour of Boca ride, sponsored by the Boca Raton Bicycle Club and the City of Boca Raton. The ride will be held on Sunday, March 13, 2011. The ride will start at 7:00 am and end at 1:00 pm. The ride will be 100 miles long. The ride will be supported with a sag vehicle and a picnic lunch.

March 20 (Sat) Okeechobee Rotary's L.O.S.T Ride-Run-Walk Registration opens on February 20, 2011, at 1:00 pm. The ride will be held on Saturday, March 20, 2011. The ride will start at 7:00 am and end at 1:00 pm. The ride will be 100 miles long. The ride will be supported with a sag vehicle and a picnic lunch.
n a building that I manage, the old commercial refrigerator had become a master of the dark side of the force.

When the compressor motor came on, which was often, it sounded like a small engine left running in the next room.

Each time someone had to put something in or take something out, the needle on the integrated thermometer jumped a couple degrees, then took a couple minutes to recover.

We inserted a power monitor in its wall outlet for a few weeks and discovered that monthly consumption came to 250 kilowatt-hours.

At this rate it was probably accounting for 5 to 10 percent of our total building electric draw, depending on the month.

The cost impact was greater than just the monthly charge for kilowatt-hours. Most electric utilities now include a "demand charge" for commercial customers that is based on the highest power load drawn in a 15-minute period in the month.

Our utility’s demand charge rate is nearly $10 per kilowatt. Thus, if the monster drew 2 kilowatts during the peak 15 minutes, as it presumably did, because it never slept, it was adding $20 per month to our bill.

In a 12-month period, the refrigerator was costing us many hundreds of dollars.

In short, it was an outlying power pig ripe for replacement in a green makeover for the building.

The new refrigerator we got uses less than half as much energy. Why didn’t we do it sooner?

For many common reasons—we didn’t prioritize it, we thought we couldn’t afford a new unit, we had never studied the utility bill enough to fully understand all the charges, we forgot about how much juice the beast was consuming, we were so used to the status quo we didn’t much question it. Once we made the change, it seemed obvious!

In December 1996 [then FBA president] Linda Crider’s friend and coworker, Margaret Raynal, was killed while riding near Gainesville. Doug Hill also died that day. Margaret and Doug bringing their paceline; Margaret and Doug bringing up the rear took the brunt of the hit.

Anger, frustration, loss, misery, sadness and, worst of all, no conviction of the motorist were the “call to arms” to help bring about change.

A group of bicycle advocates met in Mt. Dora in March of 1997 in conjunction with LAB’s (League of American Bicyclists) Winter Gear. With the help of League president June Thaden and moderator Dan Schaller, participants set six goals for a new and improved FBA. One was to create a specialty license plate to raise funding for bicycle safety education and to empower bicycle friendly communities in Florida.

Henry Lawrence took the job as chairman of the Share the Road campaign.

Not all the projects for greener living I’ve been involved in during the past year were so straightforward. September’s rain barrel water collection and redistribution project kept requiring new fittings and adjustments into December. My project to master more techniques for making left turns on arterials took a few months.

There’s more to such activities than Nike’s “Just do it.” To “just do it” is to step over the hump one resists stepping over, but there are steps before, during, and after doing an activity that can make it easier to “just do it” the next time.

The more tricks we learn, in any activity, the less of an issue “just doing it” becomes. Because then we’re just…doing it.

Just do it?

JOIN FBA TODAY

Membership includes the FBA Messenger!
Tracing the origin of the Share The Road specialty plate

(continued from page 15)

There would be hurdles: 10,000 signatures, $30,000 up front, a marketing plan, and state’s blessing in the form of a new law.

Artwork was designed, petitions were drawn up and the campaign began.

The December 1997 deadline for the 1998 legislative session passed. The December 1, 1998, cutoff was drawing near for the 1999 session when Linda Crider, having become Bike Florida’s president, and Jimmy Carnes, executive director of the now defunct Governor’s Council on Physical Fitness and Sports, stepped in to help the campaign over the top.

In the final weeks Jimmy Carnes directed the push for the final 3,000 signatures needed to reach 10,000, worked with the Florida Dept. of Transportation to secure $30,000 funding as part of a larger statewide Share the Road campaign, and oversaw garnering the necessary legislative support.

At last a breakthrough!

Orlando’s 700+ Florida Freewheelers, were the first to send in petitions. Executive director George Cheney had started the ball rolling. Kathy Holt, a former racer and bike shop owner and one of FBA’s founding board members, collected over 700 signatures. Thousands of bicyclists statewide sent in individual petitions.

Rep. Bob Casey (Gainesville) and Senator Elizabeth, Henry Lawrence, Linda Crider, Dave Marshall and Charlie Leibold gathered hundreds of signatures. Thousands of bicyclists statewide sent in individual petitions.

In fall of 1999, Henry Lawrence moved on as chairman of the Share The Road campaign and Bike Florida hired T.J. Juskiewicz, formerly of the Florida Governor’s Council on Physical Fitness and Sports, to head the campaign. T.J.’s responsibilities included seeing the tag through its final legislative processes, promoting the tag and administrating annual Bike Florida events.

In the spring of 2000, the tag began to appear on the Florida roadways. Tags could be purchased at any license tag agency for $17 above the normal tag fees. Bike Florida and the Florida Bicycle Association would split the proceeds from the specialty tags to promote safe cycling throughout Florida.

In the first full year of the Share the Road tag’s availability, over 3,000 tags were sold, raising over $50,000 of funding for bicycle safety education to create more bicycle friendly communities in Florida.

Through the sale of the Share the Road specialty license plates, Bike Florida and FBA established mini-grant programs to provide funds to organizations throughout the state who are promoting bicycle and pedestrian safety programs. The mini-grants provide assistance to purchase equipment (such as trail signage, bike parts to repair educational bikes, etc.), printed materials (printing of safety information, trail maps, etc.) or other safety related projects.

Florida was the first state to have a Share the Road specialty license plate.

Some 15 states have since followed Florida’s example through the help of FBA and Bike Florida.

Nearly 100,000 STR plates have been sold since June 2000 generating $1.36 million dollars for Bike Florida and FBA. The plate was redesigned in Fall 2006 to boost sales. Revenue is sent to Bike Florida; 25% is set aside for marketing purposes, the balance is split between the BF and FBA.

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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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