The Rails-to-Trails Conservancy (RTC) commemorated its 25th anniversary this October with an award reception in Washington, D.C.

At the event, RTC paid tribute to 25 national “trail champions” for their enduring place in the rail-trail movement.

Florida bicycle advocate and former Executive Director of Bike Florida, (and former FBA president and board member) Dr. Linda B. Crider was honored for her 35 years of promoting trails throughout Florida, and more recently, Alaska, where she now lives during the summer-time.

With this honor, Dr. Crider was given $1,000 to donate to the trail of her choice.

She chose Putnam County’s Rail-Trail, from Lake Butler along S.R.100 to East Palatka, specifically dedicating the funds to starting a citizens support organization (CSO) for the trail.

Putnam County’s Parks and Recreation Director, Bob Stevens, and Palatka’s City Manager Woody Boynton received the check, and the first meeting of the new CSO met last month.

More than 25 people showed up to represent bicyclists, kayakers, hikers, and horseback riders.

They all enthusiastically support the trail movement in Putnam County, and are excited about the trail possibilities for residents as well as bringing “eco-tourists” to Palatka.

Congratulations to Palatka, Putnam County, and to Linda for this award.

Act now to support critical pending Florida bicycle legislation by Jeff Hohlstein – FBA, Tim Bustos – FBA, Corey Peterson – Capital Alliance Group

FBA needs the involvement of all its members to help ensure that a critical piece of state legislation stays on track, intact, all the way through to the Governor’s signature.

Florida Statute 316.2065(5) requires that cyclists, “not traveling as fast as ‘the normal speed of traffic’ must ride in the lane marked for bicycle use,” if one is available.

It then lists a host of exceptions many of which are vague or incomplete. In many cases it leaves cyclists to defend their decisions to leave the bicycle lane for safety concerns. Last year there was an attempt to strengthen the law to protect cyclists and it never reached the Governor’s desk.

Consider this: The best place to transit a basic freeway interchange, with its gauntlet of right turn and left crossing conflict zones, is in the left one-third of the right-most through lane. Traffic flows to the left and right of the cyclist very smoothly and the cyclist is in an excellent position to be seen by left turning traffic. Without a bicycle lane, this is a perfectly legal strategy. With a bicycle lane next to the parked cars, a cyclist would have to defend the decision to leave the bicycle lane to achieve the necessary separation and might lose in court. In both of these cases, there was no clear visual threat to the cyclist, but there was a strong potential conflict.

As of this writing, Senate Bill 390, currently working through the Florida Legislature solves this by inserting the words “or potential conflict” into the list of exceptions having to do with bicycle lanes, the ride right provision, hands on handlebars, and night lighting. This is a
Florida Bicycle Association

First Coast Chapter update...

Jacksonville designates official BPAC

As we begin a new year, I am proud to report that the City of Jacksonville has finally designated an official Bicycle and Pedestrian Advisory Committee (BPAC).

After meeting informally on a monthly basis since late in 2010, the appointed BPAC members met for their first official meeting in December 2011 and BPAC committee officers were officially elected by the committee at the January 2012 BPAC meeting.

The newly elected officers are:
- Chair: Stephen Tocknell (me), representing the First Coast Chapter of the Florida Bicycle Association.
- Vice Chair: Jennifer Kubicki, representing the Jacksonville Bicycle Coalition, and
- Secretary: Linda Bremer, representing the Sierra Club.

As an alternate member of the Jacksonville BPAC, Connie Cooper is representing the First Coast Chapter of the Florida Bicycle Association.

The City of Jacksonville is providing staff support for the committee through James Reed, AICP, the Bike/Ped Coordinator for the City of Jacksonville, along with Marvin Echols.

Both James and Marvin work for the City of Jacksonville out of its Planning Department.

James is the voting ex-officio BPAC member representing the City of Jacksonville, and Marvin is the city’s alternate on the BPAC.

The City of Jacksonville Bicycle and Pedestrian Advisory Committee meets in downtown Jacksonville, at 5:30 p.m. on the first Thursday of every month.

Meetings are currently held in the Ed Ball Building, on Hogan Street at Adams Street. You don’t have to be a BPAC member to participate in the committee meetings.

Everyone interested in bicycling in Jacksonville is welcome. Our meetings are lively, well attended, very productive, and short – generally less than 90 minutes long. There are usually a number of informal group meetings after the BPAC meeting adjourns, including get-togethers at nearby downtown restaurant.

The current focus areas for the Jacksonville BPAC include imminent plans by FDOT to install sharrows on Riverside Avenue near the Cummer Gallery. When the sharrows are installed, BPAC members are poised to

Please see Jacksonville, page 9

HAVE YOU BEEN INJURED WHILE CYCLING?
(I have. That’s why I’ll fight so hard for you.)

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

Your race for compensation begins here.

904-632-2424

shar-row noun /shar-o/

1. The Shared-Lane Marking indicating where a cyclist has the right to ride.

Under Florida law, bicycles have the same rights and responsibilities as motor vehicles.

Jacksonville embraces safe, alternate transportation.

Bike Safe. Drive Safe. Share the Lane.

Ex. 2: Sharrows can also be found on a minor roadway. A driver turning into a bicycle lane must yield to the cyclist.

Ex. 3: Sharrows can also be found on sidewalks. At intersections, a bicyclist must maintain a “crossing distance” at least 3 feet between the car and bicycle, and maintain their own line of travel.
City names denote board member distribution. Is your area represented? Contact a board member today!

Advocating a bicycle-friendly Florida

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

Inquiries and submissions: tim@floridabicycle.org

Membership Categories:
Paceline Leaders ($1,000+)
Titanium Partners ($500-$999)
Golden Gears ($250-$499)
Silver Spokes ($100-$249)
Bronze Pedals ($50-$99)

Membership includes a subscription to the FBA Messenger.

Welcome New/Rejoining Members!
Riva Wallace
Edwards
Edward and Jan Gray
Jean Haycinthe
Tom and Anne Sklens
Alissa Torres
David Duda
Len and Leslie Hesch
Dennis and Mary
Ropper Copp
Anne Pinner
Susan Walters
Barb Wills
Dale Johnson
Ed Sams and
Randall and Amber
Gabriella Romay
Wilson
Erik Cova
Elizabeth Keeton
Paul Oppenheim
James Moss
Kendra McKee
BikePed Matters
Jian-Feng Xu
Gayle Barrett
Keith S. Pollman
Elsworth Berkowitz
Jaelin Funk
Carlos Iglesias
Joseph Piccioni
Maggie Ardiot
Paceline Leaders ($1,000+)
Boca Raton Bicycle Club
Golden Gears ($250 - $499)
Fantasy of Flight
Timothy and Elizabeth Whalen
Silver Spokes ($100 - $249)
Orange Cycle
Robert and Joan
Dwight Kingbury
Sabin
Champion Cycling
Niles and Vickie
Fitness
Andersen
Retro City Cycles
Elly and Stoney
Stephen McKenzie
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Steck
City of Boca Raton
Caloosa Riders
Avlene Moskowitz,
Hugh James
City of Boca Raton
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Chris Frederick, CMF
Sales
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Gary Smigiel
Doug and Linda
Dave and Carol
Katie Cages
Warren
Tim Strauser
Macy Wilson
Marry
Dewayne and
Jennifer Carver
Ed and Sharon
Tom Blazeajack
Hann
Suzanne Levinson
Robert & Karen
George and Pati
Hudson
Souza
Ken and Kate
Dick Combs
Goodenham
Edward Wolcott
Roger Pierce and
Stanley Sanford
Dians Dimitri
Bilby and Patty
Steven and Paula
Hattaway
Fee
Richard Powell
Carroll Lloyd

Join FBA
Use the application form on page 15, 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 916715, Longwood, FL 32791-6715
or join online at floridabicycle.org
President’s Report...

Riding into the New Year

What is new with you this New Year?
Is your bicycling going to be the same in 2012 or different? What parts would you like to be different?
Do you know what you can and can’t change? Whether you set goals or just make the best of what comes along, please take a few minutes to make bicycling better for everyone in 2012.

Let your elected officials know that bicycling is important in your community. Whether it is general (“It should be safer for kids to bike to school”) or specific (“We need a bike rack in front of the coffee shop”), your commissioners, council members, board members, representatives, senators, need to hear from you.

Can you get a few others to say the same thing?

There is strength in numbers on the road and at City Hall.

Since this is election year, you will have the chance to ask the candidates softball questions like “If elected, what will you do make this a more bike-friendly (city, county, state, nation)?”

You may start a ripple that becomes a tsunami.

By being bike-partisan you can put the issues on the political radar: complete streets, funding for bike projects and programs, traffic safety education, stopping distracted and impaired driving, reducing pollution, improving public health, replacing imported oil with physical activity, etc., etc., etc.

What can you change? The only way to find out is to try.

Bike/Walk Central Florida Chapter...

Get on the good foot

ime flies when you’re saving lives.

Bike/Walk Central Florida leapt into 2012 with both feet running. Our “Best Foot Forward for Pedestrians” crosswalk safety initiative is underway, and the first quarter is booked solid. As Bob Seger would say: “Deadlines and commitments. What to leave in? What to leave out?”

Pedestrian safety is definitely IN!

We have identified our targeted crosswalks, and we’ve collected baseline data on the percentage of cars yielding to pedestrians.

Traffic engineers in Orlando, Winter Park and Maitland have agreed to install advance yield markings, no passing zones, pedestrian prompt signs, and in-street “Yield to Peds” signs on flexible posts. Educational materials are under development.

We’re also on schedule to launch our public relations and enforcement initiatives in February.

Enforcement will begin with a round of warnings, with drivers receiving information about crosswalk law. Ticketing is scheduled to begin in the second quarter.

Recreational trails also are in.

Representatives of Florida Greenways & Trails have approached us asking our help to “Close the Gap” in a proposed 250 mile paved and unpaved trail loop that is already 65 percent complete.

At press time, the BWCF board was convening to hear a presentation and vote on how this initiative will fit into our long-range goals.

What can you change? The only way to find out is to try.

Traffic skills learning opportunities for kids and adults

by Dan Moser, FBA Program Director

What can you change? The only way to find out is to try.

Learning to ride a bike, for most people, is a rite of passage that just happens at some point in one’s life, usually as a child. Even sooner than climbing on a bicycle, one is a pedestrian who begins to interact in traffic, whether that traffic consists of other pedestrians, bicyclists, motor vehicles of all shapes and sizes, or, more likely, a combination of all of these.

Considering the regularity of each and every person’s relationship with traffic throughout life, it’s obviously important that lessons to teach safe and cordial behavior be taught beginning at the earliest possible opportunity.

Contrary to expectations – and probably to no one’s surprise – most parents, caregivers, and schools fail to do what’s necessary to help children build sound traffic habits that stick with them throughout their lives.

For parents and other caregivers, this includes practicing safe, courteous behavior themselves when walking, cycling, and driving with their children. Schools, including pre-schools and after school programs, should make it a routine part of their curriculums. Youth organizations could incorporate it into their activities they offer as well.

I’m writing this column a day after co-instructing a pedestrian and bicycle training program for physical education teachers that gives them the tools needed to do just what’s mentioned above: incorporate traffic safety into the curriculum on an ongoing basis. As a regional trainer for the Florida Traffic and Bicycle Safety Education Program (http://hhp.ufl.edu/safety), a resource for communities and schools that comes at no cost to them, I see real potential. But over the years – and after training many, many teachers and community educators, I’m disappointed that not nearly as many utilize the program as intended – as an ongoing part of physical education classes or youth programs. There are a number of reasons for this lack of focus, including many competing interests vying for time, so it takes real commitment to make traffic safety education a priority focus area.

Beyond educational opportunities that FTBSEP provides, there exist quite a few other options. The following is a rundown of what’s available in my Southwest Florida community - you may contact me for more information, or with additional resources, questions and suggestions:

Lee County EMS has a trailer with 25-30 bikes, and other equipment necessary to conduct hands-on bike skills training sessions that is available to just about any organization, school, church, or program in Lee County that doesn’t charge to participate. Volunteer and staff training, access to bikes, and transport of the trailer is free. Lee County School District has its own trailer and bikes that can be used by the schools whose PE teachers completed FTBSEP training.

Also available through Lee County EMS is a variety of pedestrian and bicycle safety education services, including presentations, trainings, exhibits, and other offerings, customized to the audience’s needs. These, too, are free within Lee County. Bike helmets for those who cannot afford to purchase one are sometimes available as well.

Florida Bicycle Association (www.floridabicycle.org) offers its adult-level CyclingSavvy program that charges a modest fee and is available whenever there’s enough demand (cyclingsavvy.org).

Please see School, page 10

http://BikeWalkCentralFlorida.org

David Henderson

Senior Staff

Florida Bicycle Association
Executive Director’s Corner...

Off and peddling in 2012... 2011 in review

Much has happened since our last newsletter. For one thing, we’ve entered a new year – 2012 – with all the challenges and opportunities that may bring. But first, let’s back up a bit.

I haven’t been with FBA a full year yet, but I did start in early 2011, and it’s been very rewarding, and yes – at times challenging.

I’ve had the opportunity to get to know and work with a forward thinking and supportive board of directors. I’ve gotten to work with an excellent staff that offered the chance to work on the road that are recent converts – and by choice.

The point is, FBA represents all cyclists: die-hard roadies, mountain bikers, cruisers, recumbents, tandems, folding bike riders, special needs cyclists, and yes, even school aged children that just want a safe route to school.

With your continued support, we can continue to support all Florida cyclists!

So, what did we accomplish in 2011? We have continued to expand our core programs, and take on new ones. A brief summary includes the following:

CyclingSavvy
One of FBA’s “flagship programs” developed by FBA member Keri Caffrey and board member Mighk Wilson, this program continues to take off.

This program teaches critical cycling skills by providing the following:
- Empowerment to act as confident, equal road users;
- Strategies for safe, stress-free, integrated cycling;
- Tools to read and problem-solve any traffic situation or road configuration.

This program has been so successful in Florida, FBA management and CyclingSavvy instructors continue to receive requests to teach this class in different states from across the country. As a show of support, the Florida Department of Transportation (FDOT) has approved additional funds through an OTS grant that will make it possible to expand this vital program to even more Florida Cities. (Note: Although these funds have been tentatively approved by FDOT, we are currently waiting on the federal transportation bill to be approved before these funds are released.)

Bicycle Law Enforcement
Although, thankfully, bicycle crashes have started to decline in Florida as a whole, we still have one of the highest crash rates in the nation.

Therefore, in tandem with our educational efforts, we are also increasing our participation in bicycle/law enforcement programs.

Thanks to the efforts of a former FBA board member, and retired law enforcement officer, George Martin, we continue to support the “Ask George” online forum for people with questions concerning bicycles and the law.

In addition to increased funding we’ll be receiving for the CyclingSavvy program, we’ve also been approved to receive an additional $100,000 grant to enhance bicycle/law enforcement programs around the state.

One of the fundamental problems we’ve encountered over the years is that most police officers never receive any training on bicycles and the law.

Several of these issues may affect where you ride, which programs will continue, and how much funding is available for infrastructure improvements.

And, by getting involved, you can make a difference in changing the outcome.

In the last few months alone, thousands of e-mails and letters helped

Some On-line Resources

Have you a subscription to the Share the Road Newsletter? It’s filled with information about bicycling events, people and places (including great trail maps for off road cycling). Sign up at www.bikeflorida.org.

If you are an Adventure Cyclist, check out the adventurecycling.org newsletter, Bike Bits. To subscribe, visit http://www.adventurecycling.org/bikebits/subscribe.cfm and read their blog at http://www.adventurecycling.org.

FBA board member and former president Mighk Wilson blogs regularly at www.mighkwilson.com. His well-researched, philosophical essays will get you thinking on a higher plane.

Don’t forget to check out our Cycling Savvy guru, Keri Caffrey’s favorite site, http://cyclingsavvy.org.

There you’ll find a pannier-load of stories about “empowerment for unlimited travel.” FBA’s own little program is so popular it’s spreading across the country. Have you taken your class yet?

For information about Florida’s bicycle laws, go to http://flbikelaw.org. Read through the archives, or ask your own burning question. We reprint some of the questions and answers in the FBA Messenger, but there are many more on the site.

Can’t get enough of Keri? Go to her Website/blog at http://www.bikeflorida.org. Lots of great information on “Bicycling in the Real World.”

And don’t leave your computer without a visit to (I know it’s another Central Florida site...sorry) the Orlando Sentinel’s own cycling blog, The Chain Gang, http://blogs.orlandosentinel.com/sports_thechaingang.

Sign up for the Rails-to-Trails Conservancy eNewsletter at http://www.railstotrails.org/site/PageServer?pagename=rtt_registration to keep on top of advocacy, trail conversions and more.

Florida Cycling Magazine, a semi-monthly digital magazine dedicated to promoting Florida cycling and focusing on racing, can be found at www.floridacyclingmagazine.com. Sign up for the e-mail.

You’ve certainly run across many more. The list is virtually endless. These few offer a variety of subject matter, just to get you started.

With all due respect to the law enforcement community, police officers are asked to do so much, if they get any training in traffic all in the police academy, it rarely includes bicycles.

And yes, although it’s true that bicycles are legally defined as “vehicles” in Florida, there are things that are fundamentally different between bicycles as vehicles versus motor vehicles.

Funds from this grant will be used to produce curriculum materials that can be used at police academies statewide, as well as shorter training modules for use in “roll-call” training sessions.

Legislation
Working on bicycle related legislation continues to be a key priority for FBA. Although more detailed articles on our current legislative efforts are included elsewhere in this issue of the Messenger, I would like to encourage our members to get informed on what’s happening regarding bicycle legislation issues at both the state and national level, and to take appropriate action where it’s appropriate.

These issues may affect where you ride, which programs will continue, and how much funding is available for infrastructure improvements.

And, by getting involved, you can make a difference in changing the outcome.

In the last few months alone, thousands of e-mails and letters helped
Battling Parkinson’s by bike

by John Alexander

ike most adults, I hadn’t ridden a bike in years. During a vacation to Mackinac Island in 2006, I rented a beach cruiser and took an eight-mile ride around the perimeter of this “car free” getaway.

After returning home, I researched bikes and selected an Electra Townie 7D. Not an electric bike, the “Electra Bicycle Company” is the manufacturer of this hybrid/comfort bicycle. I took it out for a spin now and then around the neighborhood, but, unfortunately, the bike stayed in the garage most of the time.

In January, 2010, I received some news that was rather unsettling. I was informed that a tremor in my left hand was diagnosed as a symptom of Parkinson’s disease.

It only seemed logical to make an effort to improve my level of fitness, so I began spending a bit more time on my bike.

That was fun until I smacked my shoulder into a steel guard rail while attempting to make a sharp turn onto a narrow bridge.

I told my neurologist about the accident and also shared the fact that narrow sidewalks made me uncomfortable. He recommended limiting my cycling to a stationary bike in a gym.

We rode a total of 25 miles that day, much farther than I had ever traveled on a bike. That class equipped me with the skills and confidence to ride whenever and wherever I chose. I applied those skills by taking part in group rides and school trail rides, and began to rent bikes in cities around the country while on business trips.

I began hearing about others riding significant distances. A college friend and her husband had done 500 miles in 10 days during a trip to the Northeast. I met a person who regularly rode in “ultra-distance events” of 200 miles or more at one time.

The number “500” began to sound possible and I set it as an “objective,” but one without a specific time limit. I would be pleased to simply ride that far “eventually.”

February, 2011, I viewed a movie trailer for a documentary film called “Ride with Larry.” The video focused on Larry Smith, a person who has lived with Parkinson’s for 20 years, and was planning a 300 mile ride across South Dakota.

He would be riding a Catrike recumbent bike and accompanied by a core group of supporters. Other riders were invited join Larry on the final day’s 65-mile push to the finish line.

I decided to take part and began working out the logistics and training to build up my endurance. By the time I traveled to Sioux Falls, SD, in June, I had amassed over 500 miles.

With my son, Brian, riding by my side, I experienced the most exhilarating ride of my life!

A major sponsor of the “Ride with Larry” was the Davis Phinney Foundation, founded by Olympic Medalist and Tour de France stage winner, Davis Phinney.

He was diagnosed with Early Onset Parkinson’s when he was just 40 years old. His Foundation supports research to find a cure, but also provides information for people living with Parkinson’s on “how to live well today.” I became part of their “Victory Crew” and have raised close to $5,000 this year to support the cause.

If you would like to make a contribution to support Parkinson’s research, please go to their site: www.davisphinneyfoundation.org.

We met at the AAA headquarters on Sunday (11/6/11). We would be accompanying riders from a company Charles knows.

He went over the route and asked me to take the lead. He would follow behind and “shepherd our flock.” Being asked to “Lead the Dance” was a big honor and even a larger responsibility (the phrase was coined by Keri Caffrey, co-founder of CyclingSavvy).
Day Three: Wewahitchka to Apalachicola

by Becky Afonso

ike Florida Assistant Ride Director, Becky Afonso, spent a week in December on a “recon ride” of the planned routes for the Bike Florida March Forgotten Coast Tour. She rode self-contained on a hybrid, averaging 10.6 mph during the 323-mile trip. The following is an excerpt from Becky’s web site. The entire story can be found on Bike Florida’s blog.

I had one of the best night’s sleep I have had in a while at the Dead Lakes Sportsman’s Lodge. Sure, blame it on happy hour, but, I say, when out in the country with no TV, computer, cell phone, monster power lines or other radioactive distractions, sleep comes naturally.

And, as promised, there was coffee at the store at 6 a.m., but I couldn’t stay too long as I was to lose an hour going back to the eastern time zone (which is weird as I was heading west to do it).

The rumor was that the clouds were going to clear and the sun was to bring warmth. I decided to risk it and opted not to wear the rain pants and left the humble Sportsman’s Lodge at 7:30 a.m. in 54 degrees of overcast skies.

The ride out was quiet and I could feel that the rain pants were not going to be needed.

After 20 miles or so, I was nearing the coast, and when 368 ended at Highway 98, just north of Port St. Joe, it was magical: the clouds parted, the sun shone, and dolphins swam the shore line.

To say I was happy with sense of accomplishment is an understatement. I know I had made it through a challenging first part of the “tour” and now I was rewarded with coastline and clear skies.

If it wasn’t for having to be somewhere later that night (yes, a business meeting was scheduled while I was in the area), I would have played around the beach more.

But I did take a few coastline photos and stopped for lunch in Port St. Joe at Steamers, known for their dogs and fries:

Leaving Port St. Joe with 20-plus miles left until Apalachicola, I was at peace. I opted to take the shorter distance to Apalach by staying on Highway 98.

This route seemed endless, which I couldn’t understand. Maybe it was the head wind I was now encountering, but the peaceful sense of victory was becoming a fitful state of “why won’t this road end?”

It didn’t matter to reach a bend in the road after mindless pedaling, the turn only promised another long stretch of mindless pedaling and another bend in the far distance.

Despite knowing this route and knowing this would end in Apalachicola, I didn’t feel I was getting anywhere and wanted to pull the bike over and cry.

But I didn’t. I kept pedaling, thinking that this would be where folks would start to curse the ride director and that made me laugh because I was part of that guilty party.

I noticed, while chuckling, something in the ditch swimming, and marveled at the sight of an otter.

I didn’t stop though, for fear that the stop would be permanent, and staying with the pedaling was getting me where I needed to be.

Before I knew it, I was at the “rest stop” spot, the last one planned before Apalachicola, and I did pull over for a Snickers-induced boost of energy.

With the “worst” part of Highway 98 over, I regained that sense of accomplishment and pedaled into Apalachicola victorious yet again!

See the advert about the upcoming Bike Florida Forgotten Coast adventure on page 9. –Ed.
Where My Ride Takes Me

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

Once again Becky Afonso’s mighty Schwinn proves up to the 323-mile “check ride” leading up to this year’s Bike Florida adventure.

If you missed it, go back to page 7 for a summary report on Becky’s ride. More about the Bike Florida ride is on the next page.

‘Chic’ concept fold-up aimed at female riders

Taiwanese designer has set his sights on the female urban rider. Guo-Shiung Hung (adopted name: Raymond) created the concept to encourage urban women to ride.

“Velo Chic” was Hung’s thesis project on the way to his MFA in Industrial Design.

On average, females account for only 25 percent of bicycle commuters, according to surveys of American riders. The Velo Chic concept may increase that percentage if Hung’s clean-cut design catches on.

The shaft-driven, electric motor-assisted bike would join the stable of foldable bikes designed primarily for urban convenience. A lower frame height takes into account the more restricted clothing designed for women.

Oregon-made Bike Friday commuting bikes can be folded in less than 5 seconds and ready to ride just as quickly. You’ll pay $1K to $3K+ for the convenience.

For roughly $700 you can climb aboard a single-speed Dahon Mu Uno, one of the cleanest designs (and lightest at 22 lbs.) in that company’s extensive line of foldables.

The UK’s top-of-the-line folder is made by Brompton. Sixteen inch wheels, light weight (20 to 28 lbs.) and a very compact folding style fit in well with crowded U.K. urban environments. Price is premium, too, starting at a little over $1K for a no-frills version and easily doubling as you change frame materials from steel to titanium and select your components.

You won’t rush out to buy the Velo Chic just yet. Hung’s sleek design is just a concept.

But if you’re in a hurry and willing to forgo ultra-modern style for a clunky classic look with at least as much convenience, there are many more fold-ups out there.
Contact your representatives about these important issues

continued from page 1

very important bill that must be passed. The bill’s progress may be tracked at http://www.flsenate.gov/Sessions/Bill/2012/390.

The entire text may be read at http://www.flsenate.gov/Sessions/Bill/2012/0390/BillText/c1/PDF.

Bills have a way of falling off track. Don’t assume that this one will sail through. FBA urges you to contact your state representatives and let them know that you strongly support passage of this bill. You can easily find your state senator at http://www.flsenate.gov/senators/find. Your message can be quite simple, such as, “I’m writing to strongly support passage of SB 390. This is an important bill because it will provide the cyclist with the same decision making authority to avoid danger, which motor vehicle operators take for granted.” Or, you may supply your own reasons.

You can contact your representative at http://myfloridahouse.gov/Sections/Representatives/representatives.aspx. There is currently no companion House Bill that covers these same issues; however there is a related bill that could be amended. H 797 contains the same or similar language as SB 390 regarding the very important issue of bicycle night lighting equipment. This bill could be amended by adding the text of lines 17 through 43 of SB 390 and the two would align very well.

When contacting your representative, you might want to urge him/her to sponsor such an amendment. Finally, when the bill is sent to the Governor, it would be smart to again show your support. Contact Governor Scott at http://www.flgov.com/contact-gov-scott.

Other legislation FBA is working on in this session of the legislature includes the following:

Limited Access Facilities Pilot Program

FBA, and Capitol Alliance Group, our legislative lobbying team, have been working with House and Senate staff and bill sponsors to get the Limited Access Facilities language added to a variety of bills this session.

Due to some political maneuvering, last year’s effort was not brought up for consideration in the closing moments of Session. This year’s language will be in the Department of Transportation packages in both the House and the Senate. Senator Latvala has included the limited access facility language in SB 1866. If passed, this bill would establish a pilot program to test the viability of allowing bicyclists to use limited access roadways and bridges, where no other option is available.

Experience with allowing cyclists to use limited access facilities in other states has demonstrated no significant safety problem.

Distracted Driving

There are a number of bills in both the House and the Senate that are trying to address one of the greatest threats to traffic safety – for all road users – but particularly for bicyclists and pedestrians: distracted driving.

Distracted driving has, in fact, been responsible for several tragic bicyclist fatalities over the last year in Florida. Stay tuned for future updates, and please contact your senators and state representatives to let you know how you feel on this issue.

Jacksonville designates BPAC

continued from page 2

use the event to promote the more widespread application of sharrows in Northeast Florida.

At the same time that sharrows are installed on Riverside Avenue in Jacksonville, FDOT is also planning to install sharrows on the Bridge of Lions in St. Augustine.

In cooperation with FDOT, the Jacksonville Bicycle Coalition has prepared a poster/flyer on sharrows, so that both motorists and cyclists will have a better idea about what they both should do when they use a road marked with sharrows (see the poster we designed, on page 2).

FBA members are encouraged to download the poster, print it, and post it wherever it might do some good. You will find it online at: http://jaxbicyclecoalition.files.wordpress.com/2012/01/sharrow-poster-without-logos-internet-use-only-150dpi-resolution.jpg

The entire text may be read at http://www.sharetheroad.org.
School programs an important part of the skills equation continued from page 4

- League of American Bicyclists (www.bikeleague.org) has a similar fee-based program – Traffic Skills 101, that’s also offered locally when demand dictates.
- School Resource Officers are often very helpful, as are fire departments and other public safety agencies. Check with your local provider to see what’s available in your neighborhood.
- For safety materials in bulk you can visit Florida’s Pedestrian and Bicycling Safety Resource Center (http://www.ped-bikesrc.ce.ufl.edu).
- Florida Department of Transportation’s Bicycle/Pedestrian Safety Office (http://www.dot.state.fl.us/safety/ped_bike/ped_bike.shtml) is your source for expert advice on technical matters related to Florida traffic law and facility design, among other things.

In closing, I’m sometimes accused of being a safety nerd, but I’m actually more concerned about people having safe access and feeling good about using our public ways in whatever mode they choose, including those in their motor vehicles.

For that to happen we must first progress from considerate, safety-minded pedestrians, then move on to being the same type of bicyclist, which will, in turn, lead us to be better drivers who are concerned not only for our own wellbeing but also for all others with whom we share public space.

This can only happen if we take advantage of the many opportunities at our disposal.

— A version of this article appeared in the 12/21/2011 edition of the Florida Weekly newspaper (www.floridaweekly.com). Dan Moser is CyclingSavvy & League Cycling Instructor, FTBSEP Regional Trainer, and Program Director for Florida Bicycle Association. He may be contacted at dan@floridabicycle.org or (239) 334-6417.
Do you have a question about the laws related to bicycling?

Ask Geo @ FlBikeLaw.org*

George Martin

Parking in a bike lane

Q. Pat asked: Can motorists legally park in a designated bike lane?

A. In most circumstances, parking in bike lanes is prohibited.

The statute that applies is:

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

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

(b) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:

6. On an exclusive bicycle lane.

Here’s a related question:

Q. Marie asked: While I’m riding in the bike lane, the bus repeatedly passes me and pulls into the bike lane to stop. Today I asked the driver to please stay on the other side of the white line when she has just passed me. She refused and said she was right. I told her she was breaking the law, that I had the right-of-way and was making me pass on the left in the lane of traffic going 50 mph.

This is the 3rd incident this year in which I have complained to them and even talked to the supervisor. He defended the driver. Any suggestions?

A. Assuming the bus is passing and moving right legally, the actions of the bus driver appear to be in compliance with the law. Refer to paragraph (b) of the statute immediately above where you’ll see the exception that applied to buses: “except momentarily to pick up or discharge a passenger or passengers…”

Discharging passengers onto a bike lane, as you suggest, could endanger the persons exiting the bus and passing cyclists.

I recommend that you treat these situations the same as if you were driving a car in the right lane of a multi-lane road and a bus stopped in front of you. Wait until a safe and legal opportunity to move into the adjacent lane to pass.

Q. NE2 asked: Why is 14 feet the accepted minimum for a “standard-width” lane? Florida Statute 316.515(1) says that a vehicle may be 102 inches (8.5 feet) wide, not including safety devices (e.g. mirrors). I don’t know how far mirrors are allowed to stick out, but I would assume at least 6 inches on each side. With a 3 foot passing clearance, that leaves only 1.5 feet for the bike in a 14-foot lane, certainly not enough for safe operation.

A. You have correctly cited the applicable statute.

s. 316.515 – Maximum Width, Height, Length

(1) Width Limitation – The total outside width of any vehicle or the load thereon may not exceed 102 inches, exclusive of safety devices determined by the department to be necessary for the safe and efficient operation of motor vehicles.

Vehicles that are even wider may be encountered on the roadways. It is not realistic to try to define a standard-width lane based on the widest vehicle that could possibly be on the road.

We must look at this question from the different perspectives of the cyclist and the overtaking driver. A standard width lane is defined in the bicycle regulations, and is one of the many conditions and circumstances that gives the cyclist the right to leave the road.

I believe the intent of that provision is to allow a cyclist to control the lane and discourage unsafe passing within narrow lanes. Note that the statute does not specify the actual width of a standard-width lane.

s. 316.2065 – Bicycle Regulations

(5)(a) 3. For the purposes of this subsection, a “standard-width lane” is a lane too narrow for a bicycle and another vehicle to travel safely side by side within the lane.

Without regard to the width of the lane, the burden for safety when overtaking and passing a bicyclist lies entirely with the overtaking driver if the cyclist is otherwise obeying the law. The driver must pass at a safe distance, and no less than 3 feet.

Standard lane widths

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 available, including the mandatory bike lane law which went into effect September 1, 2010.

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

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

New text includes:

Roadway position

§316.2065(5)

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

* when preparing for a left turn
* when reasonably necessary to avoid conditions including (but not limited to), a fixed or moving object, parked or moving vehicle, pedestrian, animal, or surface hazard
* when a lane is too narrow for a bicycle and another vehicle to travel safely side by side.

A cyclist operating on a one-way street with two or more marked traffic lanes may ride as close to the left-hand edge of the roadway as practicable.

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

Show Your Support and Help Get the Word Out

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

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

*Florida Statute 316.2065(5)(a)3.
# Selected State-wide Contacts

Here’s whom to call about your bicycle/pedestrian/transportation concerns. Go to www.floridabicycle.org/statecontacts.htm for the complete, up-to-date list.

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<th>AGENCY/FUNCTIONAL RESPONSIBILITY</th>
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Director’s Corner continued from page 5

defeat legislative threats at the national level – legislation that would have stripped away millions of dollars in federal funding that the bicycling community has relied on for over 20 years.

FBA Chapters

In addition to work being undertaken for our general membership, FBA chapters are expanding their programs as well.

Our First Coast Chapter in the Jacksonville/St. Augustine area, and the Orlando area Bike/Walk Central Florida are both doing an admirable job looking out for bicycling issues in their respective areas.

The First Coast Chapter is expanding its bicycle education program, while working on their advocacy efforts as well. The Bike/Walk Central Florida Chapter is undertaking an impressive pedestrian safety study for the Orlando Metropolitan area. These and other projects are written about in more detail elsewhere in this issue of the Messenger.

FBA Opens First “Brick and Mortar” Office in DeLand!

The Florida Bicycle Association, which was incorporated in its present incarnation in 1997, has recently established its first-ever office in DeLand!

For much of its existence, FBA has primarily functioned with a “virtual office” that has mostly served the organization well. Due to the ubiquity of phones, cell phones, printers, FAX machines, and scanners, staff has been able to accomplish an amazing amount of work over the last 15 years.

Additionally, with staff spread across the state, it seemed like a pretty good model for a long time. However, as the membership of FBA has swelled from 200 to over 2000, the FBA board thought it was a good time to take the plunge.

For many years, FBA was based in Waldo, where the former Executive Director, Laura Hallum, lived.

When I took over as executive director in March, 2011, I started looking for a centrally located city to relocate to, and decided on DeLand.

With its progressive local government, a major private university – Stetson – and good access to most of Florida’s major population centers, it seemed like an ideal choice.

Shortly after I moved to DeLand, I had a number of conversations with the local Chamber of Commerce at the urging of Herb Hiller, a long time supporter of the Florida Bicycle Association. The Chamber was very supportive of the fact that the Florida Bicycle Association had moved to DeLand, because the Chamber is a progressive organization as well.

They get it.

They were already a big supporter of bicycling – for all the right reasons. They also support ecotourism – like bicycling – and saw the potential for partnering with FBA to bring more bicycling events to DeLand.

Additionally, with staff spread across the state, it seemed like a pretty good model for a long time.

Moreover, we are still a virtual office that has mostly served the organization well. Due to the ubiquity of phones, cell phones, printers, FAX machines, and scanners, staff has been able to accomplish an amazing amount of work over the last 15 years.

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They get it.

They were already a big supporter of bicycling – for all the right reasons. They also support ecotourism – like bicycling – and saw the potential for partnering with FBA to bring more bicycling events to DeLand.

They also mentioned they had space available in one wing of the building.

To make a long story short, we had informal discussions in the ensuing months about the potential office space, and in fall of 2011, the FBA board agreed it was a good idea.

We moved into the office in December of 2011, located at 336 North Woodland Boulevard in beautiful downtown DeLand – right across the street from Stetson University.

Our office space is large enough to hold meetings, teach classes and accommodate more FBA staff as our organization continues to grow.

Since we are right across the street from Stetson University, we are hoping this will open up other opportunities as well.

For those of you unfamiliar with Stetson, it is a highly rated and progressive university, and the oldest university in Florida (public or private), having been established in 1883.

Please see Director’s Corner, page 16
This printed version is ABRIDGED from promotional material provided by tour organizers. We're not responsible for accuracy of information or quality of these rides. Use the contact information for more details about each ride. Ask your friends. Data are from an online calendar database maintained by Roger Pierce. To add an event to his (and our) calendar, e-mail to ftcb@piercepages.com or go online to post your own entry. See complete calendar, including many out-of-state rides we don’t have time to print here, and much of the hype we edited out in this here version, at www.floridaicycle.com/bftc/.

Upcoming Bicycle Touring Events in Florida

Bike Florida 2012

Forgotten Coast Tour

March 11 (Sun) Boca Raton
Come the fun with the 2011 Tour of Boca rides, sponsored by the Boca Raton Bike Club and the City of Boca Raton and recreational services. Tour beautiful Boca Raton with a 15 mile, easy-paced, police escorted bicycle ride beginning at Patch Reef Park, 2000 NW 51st St./Yamato Rd. (just west of Military Trail) Registration: 12:30PM. Ride starts: 1:00 pm; Registration fee $2.00. There is a rest stop for refreshments midway through the route. Promote safe cycling while spending a pleasant afternoon with family and friends. Children must be at least 10 years old and must be accompanied by an adult if under 14. No baby seats. All riders are required to wear helmets. A limited number will be provided. For those who are unable to complete the ride we also supply a SAG wagon supported by the FPBSC Wachee Radio Club. Call 561.391.6109 or visit www.bocarotcycletour.com.

March 18 (Sun) St. Augustine
Cystic Fibrosis Cycle for Life
Once again our ride festivities will begin and end at King Power Corporation located at 500 World Commerce Parkway in St. Augustine. We offer ride participants the choice of 29, 65 and 100 mile route options - all traversing through scenic St. Augustine’s County on beautiful back country roads. This tour is fully supported with SAG, water, drinks, snacks, HAM radio support, fully stocked rest areas and a clearly defined route. Participants will enjoy a catered lunch, music, pre and post ride massages and more. Please share the road with us and we promise to be an annual cycle favorite! For more information, please contact Contact Christine Johnson at bikeflorida.org or register online.

www.cff.org/Chapters/FloridaCycletour/index.cfm?EventShowBack=B

March 18 (Sun) Fort Lauderdale
CF Cycle for Life: South Florida Ocean Ride
Please join us for the inaugural Apalxis Cystic Fibrosis Cycle for Life, Wheels in Motion for a Cure. Participants will cycle one of the most beautiful ocean front cycling routes within the USA and end with festivities Huizenga Plaza in downtown Fort Lauderdale. The Cycle For Life Event will allow participants the choice of 50 and 60 mile route options. This tour is fully supported with SAG vehicles, motorcycle escorts, HAM radio support, fully stocked rest areas and a clearly defined route. Participants will enjoy a catered breakfast, beer, garden, lunch, entertainment, pre and post ride massages and more. Please share the road with us and we promise to be an annual cycle favorite! For more information, please contact Christine Johnson at bikeflorida.org or register online.

www.cff.org/Chapters/FloridaCycletour/index.cfm?EventShowBack=T

March 18 (Sun) Venice
Tour de Parks
March 24-30 Tallahassee
Bike Florida Forgotten Coast Tour
A week-long, fully supported tour showcasing scenic back roads and charming destinations. This ride laces cyclists around the Apalachee National Forest and bayside along a section of the Panhandle known as the “Forgotten Coast.” It’s designed to be a fun, active vacation for people who enjoy cycling tourist. Daily average distance: 40-60 miles.

For more information visit the website or e-mail: springtourt@bikeflorida.org.

Cystic Fibrosis Cycle for Life
March 11 (Sun) Boca Raton
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Cystic Fibrosis Cycle for Life
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CF Cycle for Life: South Florida Ocean Ride
March 18 (Sun) Venice
Tour de Parks
We made our way through Sanford. It was a beautiful day.

Much of our 30-mile ride was through back country roads and everyone appreciated the scenery and the opportunity to converse with one another. I started a mini stampede when I rang my bell as we passed a pasture full of horses.

All in all, it was a good way to spend time together and support a good cause.

During the midpoint rest stop, I saw Michael Cottle. He and his wife, Arden, are the owners of OutSpoken Bikes in Lake Mary – the shop where I had purchased my bike.

He was surprised to see me leading the group on my Townie. Many cycling friends have recommended that I “move up” to a road bike, but for now the current transportation has been a great ride, and served me well for many miles. I love my bike!

At the last stop, Charles asked me to explain the chalk drawings that he had made on the pavement describing how to handle the remaining interchanges. It was gratifying to share my cycling knowledge with the group.

I also thanked them for helping me move closer to my goal and shared the fact that I had Parkinson’s disease, explaining the benefits of cycling as therapy for Parkinson’s patients.

After navigating the Country Club Road, Lake Mary Blvd. and Reinhardt Road sections, we finally approached the bicycle/pedestrian bridge over I-4.

I admit to “walking” my bike up to the apex of the bridge, but sailed off the down-slope ramp at about 20 mph and realized that the herd had gathered, and was met with a round of applause from “my peeps.” I resumed my spot up front and brought the herd back to the starting point.

We were each given a medal upon our return. Later I realized that it read “Century Ride,” recognition for completing the 100 mile route. I’m all for being honest, but rationalizing that I would soon begin reaching my goal of the equivalent of “Ten Centuries” so I proudly placed the medal around my neck.

**Veteran’s Day Ride – Final Push**

Charles showed up Friday morning at the meeting spot behind the Peach Valley Cafe. He was accompanied by a co-worker, Ryan Warner, who was wearing a U.S. Marine Corps logo on his jersey. It was very fitting to be doing this ride on Veteran’s Day (11/11/11) with a veteran, Ryan, thank you for your service to our country!

I only needed 18.42 miles to reach the goal. Charles had mapped out a 35 mile route. We again passed the AAA building as we rode up International Parkway. However, we quickly encountered 16 mph winds which slowed our progress.

When we reached 17-92, we crossed the Old St. John’s River Bridge. Halfway up the ascent I elected to walk my bike to avoid pulling a muscle. We took a moment at the top to pose for a few photos with the I-4 Bridge in the background.

Farther along, Spring to Spring Trail wound through a tree-lined path providing protection from the wind. Ryan saw a wild pig and Charles pointed out several deer in one meadow. We took in views of Lake Monroe with the mid-morning sunlight dancing off the waves.

We left the trail at Dirksen Drive. After a mile on that busy road, we turned onto Main St. through the town of Enterprise, a perfect example of old Florida with restored buildings dating back to the late 1800s. Next we turned left onto Enterprise Osteen Road. It offered several miles of live oak trees, dripping with Spanish moss, which provided a lush canopy of greenery. We were rapidly approaching “the goal.”

I began calling out the countdown as we completed each remaining mile. My companions allowed me to ride alone up front to savor the moment. Five, four, three, two .... With one mile to go, we passed a house with an American flag flying proudly in the wind. My countdown became “tenths” and then we were there. Goal accomplished: 1,000 miles in one year!

Davis Phinney would celebrate every cycling victory by sitting up in the saddle and raising his arms in a “V” for victory. One of his Foundation’s mottos is “Every Victory Counts.” Achieving my goal was indeed a victory for which I am very proud.

It was a pleasure to raise my arms up in celebration and to be photographed with my “Ride with Larry” shirt, which Davis Phinney had personally autographed for me at the Grand Rapids Victory Summit.

Reaching this personal goal didn’t earn me a medal or have any significant meaning in the grand scheme of things. It did, however, prove to me that I can take on challenges and work steadily towards achieving them.

I don’t know how Parkinson’s will affect me over time, but I am doing my best to fight back. The goal was personal, but achieving it was a “team victory,” due in large part to a tremendous amount of support, encouragement, and love that I’ve received from family, friends and complete strangers.

These 1,000 miles were made up of many small victories along the way. I plan to continue to cycle as long as I can. Some of the future miles may be difficult, but they will all be a source of joy.
**Director’s Corner** continued from page 13

We have already initiated a couple of mutually beneficial initiatives with Stetson faculty and staff, and we are hoping to attract interns with an interest in learning about bicycling issues, and gaining knowledge about working with non-profit organizations.

Here at the Florida Bicycling Association, we’re very excited about our new office.

Not only will it serve us well as well as we continue to grow and move our organization forward, but it is also, admittedly, symbolic.

It makes a statement; it says “we’ve arrived,” and we’re here to stay.

So, if you find yourself on your bike in Central Florida, please consider dropping by – we’ll leave the light on for you.

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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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*See Publication 15-B at www.irs.gov for more information.*