Aaron Cohen tragedy a catalyst for bill to strengthen hit-and-run laws

Even before the first 20 touring cyclists discovered Armstrong in southwest St. Johns County, another 800 were getting organized to visit and 150 more were making plans.

The community of Armstrong, along the Palatka-St. Augustine State Trail, is ready to show that trail-based development that’s already successful in urban Florida—think Dunedin along the Pinellas Trail and Winter Garden along the West Orange Trail—will work equally well for rural Florida.

Aaron Cohen died as a result of a February 15, 2012, hit-and-run on Key Biscayne.

Cyclists chow down on breakfast with locals at the Armstrong Baptist Church.

Please see Armstrong, page 9

TRAIL FINDS ARMSTRONG:
ARMSTRONG FINDS LOCALLY RESOURCEFUL DEVELOPMENT

by Herb Hiller

Please see Bill, page 6

Aaron Cohen tragedy a catalyst for bill to strengthen hit-and-run laws

Aaron Cohen died as a result of a February 15, 2012, hit-and-run on Key Biscayne.

Their friend who was going to meet them for the ride called them a few minutes later to tell them that he had gotten a flat tire on his bike en route to the meeting point, so he told them to go on and ride without him.

But being the type of person that Aaron was, he insisted that he and Enda turn around and ride to their friend’s location to help him fix his flat.

By the time they’d reached him, his wife was already on her way to get him, so Aaron and Enda then turned back around to head toward Key Biscayne for their training ride.

The delay—a result of Aaron’s selflessness—would ultimately place Aaron and Enda in the wrong place at the wrong time.

Riding side-by-side in the generously wide bike lane afforded to cyclists on Key Biscayne (one reason why it is such a popular cycling destination), Aaron and Enda chatted about the latest in their lives and about their kids.

Just a few minutes later—BOOM! —a loud crash… both cyclists were strewn across the road by a motor vehicle whose driver quickly sped away.

What would ensue over the next 24 hours was a tragedy in every sense of the word.

Enda had survived the crash with a fractured leg and injured shoulder, but Aaron was critically injured and never regained consciousness.

Friends and family members poured into the waiting room at Jackson Memorial Hospital’s Ryder Trauma Center in the hope of hearing good news regarding the fate of their dear friend.

They soon learned what they had all feared: that Aaron Cohen, a
Defective equipment can pose a danger to riders

by Christopher Burns, Esq.

While we often focus on the dangers of collisions with vehicles, cyclists face other potentially grave dangers as well that are less well known.

From my own experience as a lawyer, another substantial risk with bicycling is equipment failure.

There are many different ways in which a bicycle may be improperly assembled or defectively manufactured, and cause the bicycle rider to crash. They include:

- **Handlebars or bike stem**
  These components are installed either too loosely, or over-tightened so that they break.

- **Seat post raised too high**
  The seat post is installed so that there is inadequate minimum depth of the post inserted into the frame. This can cause the seat post to fall out of the bike frame.

- **Stem raised too high**
  If there is inadequate stem quill inserted into the bike frame, the stem and handlebars can separate from the bike frame.

- **Improperly attached pedals**
  If the pedal is attached without properly lining up the threads of the pedal spindle and crank arm, the pedal can suddenly detach.

- **Improperly tightened wheel skewers**
  One of the most common dangers of bicycle parts arises from the quick release skewers that are supposed to hold the wheels onto the front fork or rear drop outs of the bicycle. If the quick release skewers are too loose, the wheels of the bicycle can actually fall off the bicycle. This can lead to tragic consequences, including the cyclist being ejected over the handlebars and suffering a serious head injury.

- **Defective bicycle frames and forks**
  It is common for high-end bike frames to be constructed of carbon fiber due to their substantially lighter weight and increased stiffness.

  While this is generally a strong material when utilized properly, there have been numerous instances of catastrophic carbon fiber failures to either the bike frame or fork, which has caused severe injuries to cyclists.

  One of the biggest problems with carbon fiber failures is their unpredictability, and frequently the lack of any tell-tale warning signs.

  The cycling victim may have carefully inspected his bike frame and fork often to check for cracks or signs of damage. But such outward signs often don’t exist.

  The defective carbon fiber bicycle frame or component can only be observed once it has broken or failed. By that time, the cyclist may have suffered a serious injury.

- **Typical carbon fiber problems**
  - The carbon fiber in the bike frame or fork has “air pockets” underneath the surface of the material, and they are not seen until after the fracture of the part.
  - The carbon fiber suffers serious internal injury after a crash, but the cyclist continues to use it because there is no obvious damage.
  - The carbon fiber is improperly used during the bicycle frame manufacturing process (mostly in China and other parts of the Orient). It is laid down in a sub-standard method.

- **Defective assembly from mass merchants**
  Bicycles can fail either because the parts of the bike were improperly manufactured or because they were unsafely assembled.

  In my experience as an attorney, I believe it is becoming more prevalent for bicycles to be dangerously assembled. This may likely be caused by HOW new bicycles are being sold — or WHO is selling them.

  There were about 4,100 specialty bicycle retail stores in business in 2012 in the U.S. These stores now sell only about 15% of new bikes. They have been replaced and overcome and squeezed out of their markets in many communities by mass merchants, including but not limited to Wal-Mart, K-Mart, Target, and the huge sporting goods chains, which include Academy Sports, Dick’s Sporting Goods, and many others. The sellers of bicycles often have virtually no employee with any real expertise in bicycles. As an attorney, I am very concerned that as sales have become dominated by mass merchants, the quality of bicycle assembly is often compromised. In fact, some of these “big box” stores don’t even assemble the bikes themselves. They hire independent contractors to build their bikes. The purchaser of such a bike will never had the opportunity to ask the person who built his/her bike about it.

- **Lawsuits against mass merchants**
  - In 2011, a cyclist bought a Huffy bicycle from Target less than one week before his crash. The bicycle rider was injured when the fender on his bicycle rubbed against the front tire, in turn causing the front wheel to collapse suddenly. The fender could have been assembled so it had more clearance from the front tire.
  - In 2007, Toys”R”Us was sued for faulty assembly of a bicycle and for breach of warranty. After the victim cyclist had ridden the bicycle he purchased from Toys”R” Us for only 20 miles, the right pedal snapped off and the cyclist crashed and was injured. The bicycle rider’s attorneys presented evidence that the pedal had been “cross-threaded,” causing the pedal to fly off the crank arm. The jury found for the bicycle rider.

Please see Equipment, page 12
Join FBA

Join FBA online at www.fbamembership.org

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<thead>
<tr>
<th>Category</th>
<th>Fee</th>
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Higher donations are greatly appreciated! See membership categories at right.

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Log in to the FBA Blog
Stay up-to-date on bicycle issues with this statewide forum.

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Summer Messenger - May 15
Fall Messenger - August 15
Winter Messenger - November 15
Spring Messenger - February 15

Inquiries and submissions: tim@floridabicycle.org

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Camnack, Jim
Lanz, Vicente
Capellini, Albert
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Chaney, Steven
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Danzi, Barbara
Moore, Phil
de Leo, Justin
Olander, William
Deci, Marguerite &
Paul
O’Malley, George
Fishman, Seth
Phillips, Terrence
Fogg, Peter
Rodriguez, Lilliam
Frederick, Stephanie
Sadowski, Michael
Gelman, Jon
Sechio, Lori
Glover, Gordon
Skadowski, Suzanne
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Hartman, Dee
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Ulman, Ronald
Helft, Michael
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Howe, Nick
North Florida Bicycle
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Club
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Hi fellow FBA members! The first thing I would like to say is “thank you” to Mighk Wilson, outgoing FBA President, for his leadership and guidance over the many years he has been giving his time and efforts to the cycling community and FBA.

Mighk has done a spectacular job for FBA, and we all owe him a huge round of applause, and our gratitude for all he has accomplished, as well as all he continues to do for cycling in Florida and the safety standards in the US.

Mighk will continue to serve FBA as a board member, and we will still be privy to his expertise. Thank you, Mighk, for your continued efforts on behalf of Florida’s cyclists and pedestrians.

I’m not a commuter cyclist. I am a recreational cyclist and enjoy riding the roads and seeing the sights.

I am a CyclingSavvy instructor and I practice what we teach. My bicycle is my vehicle when I am on it, and I ride according to Florida law. I love riding my bike with the friends I meet through the cycling community.

I hope we can continue to promote CyclingSavvy through FBA and continue to educate cyclists and motor vehicle drivers about the rules of the road, and make the roads safer for all of us.

We have many challenges facing FBA in the upcoming year, and your board has called a special strategic planning meeting to prioritize and address these issues for the coming year.

We feel certain we can address these challenges and make FBA stronger and a more viable advocate for cycling/pedestrian activity in Florida.

What I would like to ask of you is to remember that we all are representatives of the cycling community. We all have a responsibility to ride according to the law, and we all deserve respect when riding according to the law.

Additionally, I am requesting that you, as a cycling ambassador, help us recruit new members for FBA, so we can grow our association numbers.

Increasing our membership base is critical for us to have a more effective influence in Tallahassee on the laws and amendments that affect our rights on the roads.

---

**Traffic enforcement and driving behavior go hand-in-hand**

We don’t anticipate the “driver being charged” is an all too common statement made by law enforcement officials after the initial crash investigation that involves a pedestrian or cyclist, frequently made to media while they’re still on the scene.

For vulnerable road users, having such decisions made in haste has further entrenched the motorist mindset that the high level of responsibility and due care required by law is merely a suggestion that will be dismissed if there were no other egregious actions being undertaken by the driver at the time of impact.

Distractions, by the way, don’t meet the “egregious” standard.

**Laws favor motorist**

Considering that fault in all crashes taken by the driver at the time of impact.

- "Any person operating a vehicle upon the streets or highways within the state shall drive the same in a careful and prudent manner, having regard for the width, grade, curves, corners, traffic, and all other attendant circumstances, so as not to endanger the life, limb, or property of any person." (Fla. Stat. § 316.1925)

- "Speed shall be controlled as may be necessary to avoid colliding with any person...regardless of posted speed" (Fla. Stat. § 316.185)

- "...exercise due care to avoid colliding with any pedestrian or human-powered vehicle and give warning when necessary and exercise proper precaution upon observing any child or any obviously confused or incapacitated person." (Fla. Stat. § 316.130)

Based on my experience when following up with a number of fatalities and serious injury crashes involving non-motorists in Southwest Florida, I’ve found the reluctance of law enforcement to follow the laws on the books to be a combination of identifying with fellow motorists more than the pedestrian or cyclist, and their experience with State’s Attorney Offices declining to prosecute when it’s less than an open-and-shut case against the motorist.

A prime example of the latter is the killing of a cyclist on the Sanibel Island Causeway a few years ago.

The driver/killer was over-medicated on pain-killers and sleep medication when she drove across the center-line and hit the cyclist who was riding in the bridge shoulder.

Even though the investigating enforcement agency asked for vehicular homicide charges be filed (after taking over a year to make that decision), the State Attorney’s Office declined because the drugs were not illegal.

To add insult to injury, the killer was later arrested for doctor shopping and found to be taking many more times the prescribed amount of the multiple medications she had been hooked on for years, including when she killed the cyclist.

Another universally overlooked law is the requirement of drivers to yield to pedestrians in unmarked crosswalks.

Most motorists and law enforcement officers understand the rules of a marked crosswalk (drivers are required to stop, not just yield there), but neither the motoring public nor most enforcement officials know the law at unmarked intersections (see below).

That being the case, many post-crash investigations erroneously put the blame on non-motorist victims by indicating they were crossing mid-block, and therefore violated the motorist’s right-of-way.

**Crosswalk definition:**

- "(a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks" on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the traversable roadway or "(b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface." (Fla. Stat. § 316.003(6))

- “My note: an actual sidewalk need not be present; the sidewalk refers to any space within the right-of-way between the roadway travel lane(s) and private property.

FBA is actively engaged in efforts to educate law enforcement officials so justice will be served, and motorists will understand the consequences of ignoring laws intended to protect vulnerable road users.

Getting to prosecutors and judges is something we also understand is necessary for things to improve. As members, you can help by writing letters to the editor and contacting your law enforcement agencies and State’s Attorney Offices to voice your opinion about the inequities that have created the kind of roadway environment that leads to so many unnecessary deaths and injuries.

I hope you will be part of our effort.
Annual meeting produced new officers, signaled new challenges

It's been a busy time for the Florida Bicycle Association since I last penned this column in the fall.

New board members, new officers and a flurry of activity among staff over the last few months are all coming together once again to continue the work of a great organization.

Many of these activities are addressed in more detail elsewhere in this issue of the FBA Messenger so I'll just touch on them lightly, but they all help to illustrate that membership does matter.

Without the financial support of our members, much of what we do wouldn't be possible and, in a nutshell, what we're really trying to do is simply to make all of Florida safer for bicycling.

Whether you're a serious "roaddie," a mountain biker, or a casual cyclist out for a recreational ride, we're here to serve you, so thank you for your support.

We held FBA's annual meeting, and quarterly board meeting in DeLand on Saturday, November 23; It was a very productive day.

Among other activities, we elected a five-man slate of new officers for 2014: Jodi Hohlstein, President; Earl Lang, Vice-President; Jeff Hohlstein, Secretary; and, Mighk Wilson, our outgoing president, will now be the Treasurer.

All these individuals have many years of cycling under their belt, and they've all been active on the FBA Board of Directors or Advisory Board for many years, so we look forward to another very productive year.

As a side note, since Jeff Hohlstein stepped down as director for FBA’s First Coast Chapter to join the FBA board, he will be replaced by Stephen Tocknell, the former advocacy director for the First Coast Chapter. Stephen has been very effective as the advocacy director, so we’ll look forward to working with him in his new role.

And, speaking of being productive, one of the things the board decided at this meeting was to have a strategic planning session in early 2014. This effort will be very timely since we have a new executive board, and several new board members. Expect more great things from FBA in 2014.

We try to do as much as we can to improve conditions for cyclists throughout Florida—including appropriate, well placed infrastructure such as bike lanes and separated bike paths. But there is much more to our mission than just promoting well designed and appropriately placed infrastructure.

We work with the law enforcement community and produce such publications as the Bicycle and Pedestrian Law Enforcement Guide. FBA has also developed a world class bicycle education program, “CyclingSavvy,” that has empowered countless cyclists throughout Florida to ride confidently under all conditions.

And one of our more important efforts is to work with the legislature to improve laws that will help protect cyclists (or in some cases, help to eliminate really bad laws—such as the mandatory bike lane law). However, what many of our members may be unaware of are the many times we have to undertake specific tasks that require our attention.

There have been at least two situations that have come up over the last couple of weeks that have required a lot of time and attention on the part of staff, situations that have, at times, been confrontational, but in both cases, FBA has prevailed!

And, because we have prevailed, many of our members will benefit.

In the first case, FBA frequently gets calls and complaints from our members when they feel they are being harassed by police, or when they wrongfully get a ticket—simply for riding their bicycles in a safe and lawful manner.

As I’ve been told by many senior law enforcement officers that I’ve worked with over the years, the problem is that most police officers don’t get as much training in traffic as most people think, and if they do, they get little or no training at all on bicycle and pedestrian laws.

This oversight, coupled with what appears to be an overt bias toward motor vehicles—and against cyclists—leads to many cyclists getting ticketed when, in fact, they’ve broken no laws.

This is one reason the State of Florida contracted with FBA to develop training materials for police officers who will be going through the police academy, and for officers already in the field (e.g. “roll call” training). Unfortunately, most cyclists assume the police are “experts” in bicycle laws, so they don’t even think they can fight the ticket.

However, we recently worked with a case where a cyclist was ticketed for safely and legally riding in the roadway. Fortunately, he knew this was a bad ticket, and he had the time and resources to fight it, so he enlisted FBAs assistance.

In this case, the cyclist hired an attorney, and he asked for help from three expert witnesses: Mighk Wilson, former FBA president; Keri Caffrey, co-founder of CyclingSavvy; and myself.

As you all know, this is the best time of year to ride a bike in Florida, so get out there and ride. Be careful out there, but remember: it’s supposed to be fun!

As you all know, this is the best time of year to ride a bike in Florida, so get out there and ride. Be careful out there, but remember: it’s supposed to be fun!

At first, the judge appeared to be reluctant to certify us as “expert witnesses,” because he didn’t even know there was such a thing when it came to cycling, but after lengthy testimony, we all were, in fact, certified (it should be pointed out with some humility that among the three of us were nearly 60 years of experience working with bicycle programs at the local, state and national level).

Without going into too much detail, the cyclist was going to be charged for not riding in a bike lane, until it was pointed out to the officer that it wasn’t a bike lane, rather, a narrow, debris filled paved shoulder (there are profound operational and legal differences between “bike lanes” and “paved shoulders”). The officer then tried to cite the cyclist for not riding “far to the right” (which many officers erroneously interpret as “riding as far to the right as possible”).

However, Florida statutes clearly state (Fla. Stat. § 316.2065(5)) that a cyclist has the legal right to “take the lane” if it is physically impossible for a bicyclist and a motor vehicle to share the lane at the same time. In this case, it was in a section of road with three lanes going each way, with 12 foot lanes. Now, considering a bicycle requires a 3 – 4 ft. “footprint,” and motorists are required to pass with a minimum of three feet, that only leaves approximately 5 – 6 feet of operational space, which for most cars these days is not physically possible.

And, on this particular section of roadway, there are significant numbers of buses and large trucks, which makes it very dangerous to share a lane. In this case, as the officer began to realize she didn’t have much of a case, she kept trying to change her story—and the charge.

But, again, FBA eventually prevailed.

In giving his final ruling, the judge stated that he may not feel comfortable in taking the lane himself, but he had no choice but to side with the defendant.

He ruled that the cyclist “had every right to do so,” and the ticket was dropped.

Although this was a victory for the defendant—and for FBA—the sad part is that the police officer was given no penalty (that we know of), for writing a bad ticket, and for taking up a lot of people’s time (including the court’s).

Meanwhile, the defendant had to hire an attorney—at no small expense, and four people had to take time from their busy schedule to spend half a day in court.

This is wrong, and as others have stated previously, “cyclists are the only roadway users that have to defend their right to ride safely and defensively.”

FBA will continue to defend these cases whenever possible, and we will continue with our efforts to make sure the law enforcement community does a better job of training their officers.

In some communities, it’s already happening. FBA works with many law enforcement agencies throughout the state that do get it, and for that we are grateful. We just have a long way to go.

On the bright side, the Florida Department of Transportation and other state agencies realize that many of the laws currently regulating traffic are archaic and vague. As a result, we will be working with FDOT in the months and years to come to help clean up the language so that everyone understands the law’s intent. This is a good place to start.

For a more detailed account of the specific incident detailed above, with an excellent narrative and graphics, please see: http://commuteorlando.com/wordpress/2013/11/19/a-law-like-no-other/ .

Another situation we were asked to assist with concerned a trail project that will be a vital link in the statewide trails network.

In this particular situation, the trail had been planned for many years, funding had been obligated, but some local residents wanted to compromise the trail design such that it would be dangerous close to a state road, and/or they wanted to seriously reduce the trail width (also dangerous), while other residents wanted to stop the project all together.

I was asked to provide testimony at a public meeting where a major vote was to be taken. I talked about the very positive economic impact this trail would have on local communities, and I stressed the safety considerations for potential trail users—and why it would be dangerous to compromise the design.

Others spoke of similar concerns and although we were seriously outnumbered by extremely vocal residents, we prevailed again, and the local elected officials voted to proceed with the trail.
Traverso fled the scene after running over two cyclists with his car... killing one of them... and was essentially given a "slap on the wrist."
Share the Road Celebration of Cycling in DeLand...

‘Celebration’ a mix of forums, workshops and rides

by Ron Cunningham, Bike Florida Executive Director

It was an astounding admission coming from a high-ranking official of the Florida Department of Transportation. That Billy Hattaway said it signals a fundamental change of attitudes at FDOT that bodes well for pedestrians and cyclists in the Sunshine State.

“A big problem has been our almost exclusive focus on moving cars,” Hattaway, FDOT District One Secretary, stated in his keynote banquet speech during the recent inaugural Share the Road Celebration of Cycling weekend.

Hattaway’s mandate from Tallahassee, he explained, is nothing less than erasing Florida’s reputation as one of the deadliest states in the nation for pedestrians and cyclists.

“We need to stop making excuses,” he said. “We are going to get Florida off the list of the most dangerous places in the country.”

Celebration of Cycling, which unfolded over the weekend of October 25 through 27 in the City of DeLand, was jointly sponsored by the Florida Bicycle Association and Bike Florida. It featured a mix of advocacy forums, workshops and, of course, fun rides in DeLand and through the western Volusia County countryside.

The weekend opened with a League of American Bicyclists-conducted forum on how communities can become Bicycle Friendly…and why they should want to. Facilitator Bill Nesper pointed out that cities that have earned LAB-designated Bicycle Friendly Community status regularly appear prominently in national rankings of the best places in America to live, work and play.

“It’s about helping people live the good life,” Nesper said. “It’s about building the places where people love to live.”

And it’s about economics as well, he continued. Bicycling in the state of Wisconsin alone is a $924 million annual economic generator. After cycling advocates restriped one traffic-dominated commercial street in Memphis—Broad Avenue—to be more bicycle- and pedestrian-hospitable, that downtown business district saw $12 million in private investment, 18 new businesses and 29 new construction projects, he said.

Obtaining Bicycle Friendly Community status is not easy, Nesper said. It is a time-consuming and laborious process; one that involves the cooperation of government, law enforcement, educators, cycling advocates and others. Key to success, he said, is adherence to the 5 ‘E’s of being a Bicycle Friendly Community: Engineering, Education, Encouragement, Enforcement and Evaluation, as well as Planning.

“It’s about taking a ‘complete streets’ approach to community planning,” he said. “When you build a street, are you thinking about all users?”

At the Celebration of Cycling’s Saturday evening banquet, Hattaway said FDOT is committed to working with local com-

Please see Celebration, page 10

West Volusia is a cycler’s paradise with miles of scenic on and off-road trails within a vast playground of parks, rivers, lakes and crystal-clear springs. Stay in affordable accommodations and enjoy the shops, museums, historic sites and trendy cafes of some of the most charming small towns in Florida.

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www.VisitWestVolusia.com/cycle
(Download the Volusia Bicycling Map)
Tricycle safety
by J. Steele Olmstead, Esq.

While researching this column, I discovered this is a first article on tricycles to appear in the FBA Messenger.


There are other reasons: my riding buddy who has a ceramic hip replacement (and can’t risk falling on the new hip), not having to get out of your traps before you stop (and fall over), no pain constantly holding your neck up to see, your upper torso weight isn’t born on your wrists and hands, you don’t lose contact with “favorite body parts” from compression of the perineal nerve and local arteries by the typical hard little seat, etc.

There are, however, special considerations with these machines. For whatever reason you chose to ride, there are a host of legal/safety/human factors you must consider:

Pros:

1. Center of Gravity: The newer recumbent models have a substantially lower center of gravity, so they don’t suffer from an upright trike’s instability.

2. Great visibility: The normal position on a trike is your head upright. You have the full 120 degrees of field of peripheral vision a human has when walking.

Cons:

1. Center of Gravity: If you have the traditional upright seat trike, you have a higher center of gravity and are unstable.


Upright trike drivers are aware of G-forces in extreme turns that can empty the rider into the roadway and a motorist’s path.

The new recumbents solve this instability problem, but present new ones.

Lower to the ground: In a recumbent trike, you’re lower. While I am preaching to the choir when I say “motorists don’t see you,” imagine sitting 4 inches off the road—you are below the hood of cars in busy traffic. And this magnifies the pre-existing problem with motorists: There’s no expectation you are there. Even with the best visibility, you are still invisible.

The common reaction I see in the cases after “What the hell were you doing on the road?” is “How was I supposed to know the trike was there?” To protect yourself, assume visibility is your job.

“Wide Load” designation: Both types of trikes have a wider footprint. As you know, human powered vehicles are supposed to stay as close as practicable to the right side of the road (with exceptions). So for a two-wheeler you’re about 28”-36” wide.

If a car comes too close to a two-wheeler, it will hit your hip, elbow or handlebar and knock you to the side. With a trike, that car contact is likely to be a left wheel. What happens after that is any one’s guess based on physics and engineering of your steering mechanism. Be visible at any cost.

Imperial light-savers
You will do well to have red rear lights—and I do mean lights—one to use and one for the one that will fail you. Keep both running simultaneously, especially during the day. Spend some money on those lights, folks. This is to your advantage to save your life.

Dorks alive!
The next, of course, is the flag. I am sorry you feel you look like a dork. I do not care, because you will be an alive dork.

So get creative—high viz orange and yellow that flap easily; stripe the pole and put a flashing light on that. Why not put some truck nuts on your backseat or axle?

Flexion/extension injuries
With a trike, your head is almost directly to the choir when I say “motorists don’t see you,” imagine sitting 4 inches off the road—you are below the hood of cars in busy traffic. And this magnifies the pre-existing problem with motorists: There’s no expectation you are there. Even with the best visibility, you are still invisible.

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“Wide Load” designation: Both types of trikes have a wider footprint. As you know, human powered vehicles are supposed to stay as close as practicable to the right side of the road (with exceptions). So for a two-wheeler you’re about 28”-36” wide.

If a car comes too close to a two-wheeler, it will hit your hip, elbow or handlebar and knock you to the side. With a trike, that car contact is likely to be a left wheel. What happens after that is any one’s guess based on physics and engineering of your steering mechanism. Be visible at any cost.

Lights/flag/safety

The “if you get struck and your head snaps back” can be the mechanism of a flexion/extension injury. The neck is supporting your head and that energy can occur with an impact.

Flexion/extension injuries
With a trike, that car contact is likely to be a left wheel. What happens after that is any one’s guess based on physics and engineering of your steering mechanism. Be visible at any cost.

Spend some money on those lights, folks. This is to your advantage to save your life.

Dorks alive!
The next, of course, is the flag. I am sorry you feel you look like a dork. I do not care, because you will be an alive dork.

So get creative—high viz orange and yellow that flap easily; stripe the pole and put a flashing light on that. Why not put some truck nuts on your backseat or axle?

Flexion/extension injuries
With a trike, your head is almost directly to the choir when I say “motorists don’t see you,” imagine sitting 4 inches off the road—you are below the hood of cars in busy traffic. And this magnifies the pre-existing problem with motorists: There’s no expectation you are there. Even with the best visibility, you are still invisible.

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Imperial light-savers
You will do well to have red rear lights—and I do mean lights—one to use and one for the one that will fail you. Keep both running simultaneously, especially during the day. Spend some money on those lights, folks. This is to your advantage to save your life.

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So get creative—high viz orange and yellow that flap easily; stripe the pole and put a flashing light on that. Why not put some truck nuts on your backseat or axle?

Flexion/extension injuries
With a trike, your head is almost directly
“We were ready to make something happen, even though at first some people didn’t want anything to do with the trail,” said Malinda Peeples when Bike Florida brought its first tour for brunch on a recent Saturday.

“But the rail-trail is our future,” she said, speaking for the SEA Community (Spuds, Elkton, Armstrong) stretched along SR 207 that she chairs.

The trail rims farmlands and slices through forest across Armstrong Road and its namesake hamlet of maybe 300.

Henry Flagler populated the place early in the last century to grow vegetables for his St. Augustine hotel guests.

Yesteryear’s generations were migrants. Today’s call Armstrong home.

Adults have become educators and public administrators. Children attend county schools. St. Vincent’s Hospital of Jacksonville staffs a weekly medical clinic. A Baptist Church in the center of town also provides a community center.

It was there that cyclists joined some 40 residents for heaping plates of eggs, grits and bacon, potatoes, bagels and more, washed down with tea and topped by cut fruits and apple pie.

Family members were down from Jacksonville for the weekend. One cyclist rode over from St. Augustine, where Bike Florida’s week-long tour would end two hours later.

The trail is now part of community life. In early December Armstrong hosts a Rails-to-Trails Festival, where food and craft vendors set up and bands play in Armstrong Park. The trail has become a car-free fitness course for residents.

In March, 2014, Bike Florida will come through with its 20th anniversary mass ride; in April, the North Florida Bicycle Club plans to have 150 riders come through town on its Tour De Fort.

Cyclists will soon find a paved path into the park. Malinda talks about using revenues from touring groups for matching grants that could provide a welcome center with a café. There’s talk of a small grocery store, a community museum, and of getting additional days for the clinic. In time, also overnight rooms.

For Bike Florida, Armstrong provides a visit with an African-American community that’s part of the congressionally designated Gullah Geechee Cultural Heritage Corridor. The East Coast Greenway Alliance promotes Armstrong as a place of interest along its 3,000-mile route between Maine and Florida. For Freedom Road Productions, Armstrong’s trail-based development supplies content for its mission of documenting the often obscured contributions of African Americans to Florida history.

— Herb Hiller of DeLand writes frequently about ecotourism and placemaking.

Armstrong residents see a future in Palatka-St. Augustine State Trail

continued from page 1

BIKE FLORIDA’S 20th Anniversary Tour

MARCH 22-28
MAGICAL HISTORY TOUR
PALATKA DAYTONA BEACH ST. AUGUSTINE

• Ride the Daytona Speedway
• Visit the Oldest City in the US
• Celebrate at the Fountain of Youth

BikeFlorida.org
7-DAY AND 2-DAY TOURS ARE AVAILABLE
Use coupon code FBA2013 to receive $10 OFF
Celebration of Cycling event held in DeLand

continued from page 7


“Safety doesn’t happen by accident,” he said.

Also at the banquet, FBA and Bike Florida handed out inaugural Share the Road awards to longtime advocates whose efforts have made a difference in the lives of cyclists in Florida. Among the honorees:

**Leadership Award:** State Rep. Irv Slosberg, for his sponsorship of several bills designed to reduce fatalities on the highways.

**Visionary Award:** Mighk Wilson, co-creator of FBA’s CyclingSavvy education course.

**Founder’s Award:** Leigh Matusick, who has been with Bike Florida since its inception, 20 years ago, and has worked every one of its annual spring tours.

**Bike Club Award:** Capital City Cyclists, for its innovative “Kids on Bikes” program, accepted by club president Zach Finn.

**Pioneer Award:** Henry Lawrence, who led the citizens’ initiative to obtain legislative authorization for the Share the Road license plate.

**Volunteer Award:** Mike Stallings, longtime route coordinator for Bike Florida.

Other programs featured over the Celebration of Cycling weekend included an introduction to CyclingSavvy; a workshop on basic bicycle maintenance; and a presentation on the Florida Traffic and Bicycle Safety Education Program.

On Sunday, riders were able to choose between 25, 40 and 65-mile routes.

Altogether, about 100 people attended Celebration of Cycling. The goal of next year’s Share the Road Celebration of Cycling is to greatly increase participation while continuing to offer quality advocacy, education and awareness programs...and, of course, fun rides.
Do you have a question about the laws related to bicycling?

Ask Geo @ FlBikeLaw.org*

George Martin

Group stops

Ed asked: I ride with a large group here in central FL. We require our lead 5 rider to come as close to a complete stop as they can safely.

Does each rider following close to the lead riders also have to stop, or can the rest of the group proceed through as a group if the intersection is clear?

A

What you describe is a common practice at stop signs, and in many situations may even make traffic flow more efficient.

Drivers behind a cycling group may be slowed in passing through the intersection if each cyclist stops in turn, particularly if they are in a line. For that reason proceeding as a group is encouraged by FBA.

A cycling group is not a defined entity in the statutes and cyclists traveling in a group do not have any special privileges.

Each cyclist is operating a vehicle and has the same rights and duties as other drivers.

Fla. Stat. § 316.2065 – Bicycle Regulations

(1) Every person propelling a vehicle by human power has all of the rights and all of the duties applicable to the driver of any other vehicle under this chapter.

The wording of the statute about stop signs is clear. Every driver shall stop.

Fla. Stat. § 316.123 – Vehicle Entering Stop or Yield Intersection

(2)(a) … every driver of a vehicle approaching a stop intersection indicated by a stop sign shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection. … or, if none, then at the point nearest the intersection where the driver has a view of approaching traffic. … the driver shall yield the right-of-way to any vehicle which has entered the intersection from another highway or which is approaching so closely on said highway as to constitute an immediate hazard during the time when the driver is moving across or within the intersection.

Baggage carriers

Evie asked: Is it against the law to have a milk crate attached to bike so you can carry groceries?

A

I believe that a crate firmly attached to the rear rack of a bicycle would become a part of the bicycle and not subject to load questions. It would certainly seem safer to carry groceries in such a crate attached to a rack over the rear wheel than to carry a bag with your hand on the handlebar.

Turn signals

Q

SpecialX asked: Is there a statute that covers how someone is supposed to signal a turn? Do I have to use hand/arm signals or can I purchase an electronic bicycle signaling “kit”? Or do I have to use signals that are “DOT” approved?

A

Bicyclists must signal when preparing for a turn or stop, and sometimes when moving left or right in the roadway.

Fla. Stat. § 316.155 – When Signal Required

(1) No person may turn a vehicle from a direct course or move right or left upon a highway unless and until such movement can be made with reasonable safety, and then only after giving an appropriate signal in the manner hereinafter provided, in the event any other vehicle may be affected by the movement.

(2) A signal of intention to turn right or left must be given continuously during not less than the last 100 feet traveled by the vehicle before turning, except that such a signal by hand or arm need not be given continuously by a bicyclist if the hand is needed in the control or operation of the bicycle.

(3) No person may stop or suddenly decrease the speed of a vehicle without first giving an appropriate signal in the manner provided herein to the driver of any vehicle immediately to the rear, when there is opportunity to give such signal.

Turn and stop signals may be made by hand or signal lamps.

Fla. Stat. § 316.156 – Signals by Hand and Arm or Signal Lamps

(1) Any stop or turn signal when required herein shall be given either by means of the hand and arm or by signal lamps ….

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

*DISCLAIMER: The purpose of this column is to inform about bicycling laws. The material provided here and through other means is for general informational purposes only and shall in no way constitute or be construed as legal advice by the officers, directors, agents or employees of the Florida Bicycle Association. If your experience in a court of law or on the streets differs from that presented, we want to know about it, but George Martin and FBA are not accountable for a ruling contrary to our interpretation of Florida Law or other consequences of cycling. You should seek legal advice on a particular situation.

Some Online 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 adventuricycling.org newsletter, Bike Bits. To subscribe, visit: http://www.adventuricycling.org/bikebits/subscribe.cfm and read their blog at http://blog.adventuricycling.org

FBA former board 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://cyclicssavvy.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 Web site/blog at http://CommuteOrlando.com. 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 to keep on top of advocacy, trail conversions and more http://support.railstotrails.org/site/PageServer?pagename=rtn_registration.

Florida Cycling Magazine, a semi-monthly digital magazine dedicated to promoting Florida cycling and focusing on racing, can be found at www.floridaracingmagazine.com. Sign up for the e-mail.
Have you ever had a ‘knowing’?

While riding south in Pennsylvania I had an epiphany, “a coming to know something more than a thought or a belief.”

This belief came to me: “If I wanted to go to California, I could simply turn West and I would get there.”

I came to the belief that I had everything I needed for the trip and the ability to do it.

I love to tour cross-country solo—alone—depending on no one or on nothing that I cannot personally provide. I find it “Freedom Making.”

With this knowledge and my can do attitude, there is nowhere that I cannot go by bicycle.

Over the years I have ridden from Florida, my home state, to or through Ohio, Kentucky, New Jersey, Alabama, Georgia, Tennessee, North Carolina, South Carolina, Virginia, Maryland, Delaware, Mississippi, Arkansas and Oklahoma.

The interesting thing to me is that after all those miles and states, the things I remember most are the people that I have met: a full-blood American Indian with the same last name, Lang, the second black woman mayor in Mississippi, and the many who offered me a place to pitch my tent, followed by something cold to drink, an evening of conversation and sometimes a wonderful home-cooked breakfast.

To me, being able to climb on my bicycle with my camping and touring equipment is empowering.

I know that I can do just like a friend I met who is now riding around the world. I can do it too.

It doesn’t take herculean strength, or a high IQ. It just takes perseverance.

A motto that I follow is simple but applies here. “I will either find a way or I will make one.”

On the road alone, that is exactly what you do every day.

Find or make a way to go on.

Persevere and you can achieve most any goal you set.

It’s taken me everywhere

At age five my first attempt to ride a two-wheeler sans training wheels, with my dad encouraging me on, was a failure. The training wheels went back on.

About a year later I wanted to be like the other kids in my new neighborhood, so I grabbed a wrench out of my dad’s toolbox, removed the training wheels, straddled the bike while leaning against the fence along the driveway, and launched myself down into the street.

And so it began.

I can honestly say I have used my bike for commuting to work since 1970 at age 10, when I got my first paper route, and have commuted by bike (at least a couple days per week) to every job I’ve had since.

I’ve considered the bicycle to be my primary mode of transportation my entire adult life, so when casual acquaintances ask me if I’m “still riding my bike” you can imagine how I take that. It’s like asking if I’m still eating.

No doubt it’s difficult for many to fathom the extent to which bicycling has shaped my life. As a child it gave me autonomy, freedom, solitude and courage. It also made me a bit of an oddball.

At age 13 I saw a National Geographic story by Dan Burden on a bicycle tour from Alaska to the southern tip of South America. Exploring by bike was already in my blood; Burden’s photos and story made it a chronic infection.

My first overnight tour came at age 16. At 17 I rode with a friend from my hometown near Cleveland, Ohio, 300 miles each way to Toronto, Ontario, and back.

We stayed with my friend’s aunt and uncle there, but otherwise we were completely on our own.

Looking back on that trip I feel sorry for teens today, and the unnecessary limits imposed on them by this culture of fear and learned helplessness.

My 7,000-mile solo cross-country tour in 1987 from Orlando up to Portland, Maine, across to the Oregon coast, and down to Oakland, California, was described by a friend as an “act of faith.”

A challenging thought for a secular humanist like me, but I suppose one could say I had faith in my own competence, and faith in the people I would likely meet along the way. I believe the experience helped me choose optimism over pessimism.

We explored Toronto by bike and by transit. We camped in interesting places on the way there and back. We even rebuilt a damaged, frozen rear hub on one of our bikes, using our own wits.

The law can protect you. But to protect your rights you must comply with certain legal time deadlines.

When casual acquaintances ask me if I’m “still riding my bike” you can imagine how I take that.

In 2006, an injured cyclist sued Sears. The cyclist claimed the bike’s handlebars were loose, resulting in his losing control of the bike and crashing.

January 2012 – recall of Specialized bicycle forks due to brake attachment failure, causing brakes to potentially fall into the spokes of the wheel, also posing a fall hazard.

In 1999, a cyclist sued Wal-Mart for another cross-threaded pedal, due to negligent assembly.

June 2012 – recall of Salsa forks due to bending which can cause cyclist to lose control.

In 1977, a cyclist sued Sears when the rear wheel of his new bicycle suddenly began shaking and rattling and its looseness caused him to crash.

October 2011 – recall of Trek bicycles due to seat saddle clamp failure posing a fall hazard.

In 2006, an REI employee went out for a lunch time ride with some of his fellow employees on an REI Novara bicycle. The cyclist claimed the bike’s frame suddenly fractured. The top tube literally broke in half. The cyclist was partially paralyzed for a time, and must walk with a cane. The case was settled.

Numerous recent recalls of defective bikes by the United States Consumer Product Safety Commission include:

August 2013 – recall of Giant bicycle seat posts due to breaking.

August 2013 – recall of Cannondale bikes due to defective brake.

May 2013 – recall of Surly Bike forks due to bending which can cause rider to lose control.

Famous places, remote places, secret places and everyday places; the bike has taken me to them all.

My cycling orientation led to my choice of where I would live. Rather than some far-flung suburb, I naturally gravitated to an old neighborhood near Orlando’s downtown, where most of my routine destinations would be within easy cycling range.

On a summer evening social ride I met the wonderful woman who would become my wife, and her support and belief in me gave me the nudge I needed to leave the commercial art field and get the position I’ve held for 20 years as a bicycle and pedestrian planner for the metropolitan planning organization.

Famous places, remote places, secret places and everyday places; the bike has taken me to them all.
Why we don’t ride

The bicycle: It changed this nation and its people proactively during the 1890s, Where is it now? Why do we need it? A step back first: during the original bicycle boom, assembly line techniques, ball bearings, transmissions, pneumatic tires, planned obsolescence and modern marketing strategies were invented and applied to the bicycle first.

Women lost their dresses and engaged bloomers so they could ride comfortably. Men wandered farther to find them and genetic populations changed.

Many people stopped smoking and theaters nearly went broke while people went crazy riding bikes and buying the various sundries that attached to their bicycles.

Bikes of all varieties, brand names and sizes bloomed; side by sides, tandems, big wheelers, many wheelers—all overtaking a country that was largely horse-powered and dependent on their steeds.

Freedom in dress to freedom to explore was all in flower and under the individual's control for the very first time during the 1890s.

Bikes for the people of the 1890s were like personal spacecraft are to us today.

Edison and the electric light invention produced a glut of available oil that previously went to oil lamps at a time that the auto-mobile was developing.

Oil and autos codeveloped and that codependence fit on a society so perfectly that we have blindly enjoyed it up to today.

Why pedal when you can putt, putt in a little tin device that was open aired?

The bicycle is personal freedom of the highest order. It is also a fearless activity done by free and fearless people.

The auto, however, quickly evolved into a safety net and almost a womb for our culture.

The box is a trap. It gets your health, money and natural resources and makes you fear all around you.

The planet needs noticing and tending. We need health and activity. We need an outside-the-box solution that is affordable, durable, sustainable, enjoyable, planet friendly, freeing and fearless.

The BICYCLE of the 21st century is all of those and more. It is powerless without its rider; once empowered, the rider is fearless on his wheels.

Humans have, they say, five senses—smell, touch, hearing, sight and taste.

The bicycle stimulates all of them on every ride and integrates them into the planet as a system of connected life and enjoyments.

Sounds odd. It is, but to experience fearless freedom, first you must be empowered and power your bike to places been before but never ever experienced before you had all five senses working.

Everything looks, feels, smells, tastes and sounds different once you are free and flying by your own power and the bicycle’s.

— Robert Seidler is a filmmaker, cyclist and nature-based guide who lives and works in Panacea/Sopchopy, Florida

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Add your voice for the future of bicycling in Florida.

JOIN ONLINE at www.fbamembership.org

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Upcoming Cycling Touring Events in Florida

This printed version is ABRIDGED from promotional material provided by tour organizers. We’re not responsible for accuracy of information or quality of these rides. Use the complete calendar or the FBA web site. To add an event to his (and our) calendar, e-mail to fbe@piercepages.com or go online to post your own entry. See complete calendar, including many out-of-state rides we don’t have room to print here, and much of the hype we edited out in this here version, at www.floridabicycle.org/touring.

January

January 6-10 Cross City
Gulf Coast Highlight Tour
Tour package consists of 5 days and 4 nights; cycling on Florida’s beautiful Gulf Coast, other attractions include a visit to Historic Yulee Sugar Mill, see the Mermaids perform at Weeki Wachee Springs, and see the manatees at Crystal River. www.gulfcoastevents.org

January 11-12 Indialantic
Gran Fondo Brevard 2014 - Supporting the KLD
Join hosts Robbie Ventura, Neil Browne, and Kevin Livingston for a cycling weekend from the Crowne Plaza Melbourne with 2 supported rides during the weekend, panel discussions, all food following the Fee Zone Cookbook, Jersey, T-shirt, and a variety of other cycling amenities - all with proceeds to support the Katie Caples Foundation. www.granfondobrevard.org

January 12 (Sun) Boca Raton
Tour of Boca
Sponsored by the Boca Raton Bike Club and the City of Boca Raton and recreational services. Tour beautiful Boca Raton and Palm Beach County on 150/300, easy-paced, police escorted bicycle ride beginning at Patchel 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. Midway rest stop for refreshments. Promote healthy cycling with 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. Helmets required. A limited number will be provided. SAG wagon (support vehicle). For more information, call 561 391 6109 or visit www.bocabikeweb.com

January 12 (Sun) Venice
Piggy’s Revenge Endurance Challenge
A challenging endurance race/ride consisting of 60+ miles of road-good quality and winding roads in Sarasota county. Get ready for a self-supported gravel, dirt, sand, water and very little road ride. The big loop will connect several wilder-ness areas. 20/40/60 mile options .1800 Mabry Carlton Picxy, FL 34282; mypiggiesavannah.com

January 19 (Sun) Cape Coral
The 23rd Annual Tour de Cape
Presented by the City of Cape Coral Parks & Recreation Department. 5K run on Sat. Jan. 18, and on Sun. Jan. 19 15/30/60/100 mile cycling courses travel through the City of Cape Coral and some of the largest cities in the state. All courses are manned with support teams and rest stations throughout. http://tourdecape.net Actvie.com Online Registration.

January 25 (Sat) Port Charlotte
Hands Across the Harbor
2K and 8K Longboard to race and support the natural beauty of Charlotte Harbor and support the Charlotte Harbor Environmental Center 501(c)(3) non-profit organization. Registration begins at 6:30 a.m. on Bayshore Live Oak Park in historic Charlotte Harbor, with the kick-off event starting at 8:00 a.m. and returning back to the park. 10 year old and friendly fun including breakfast, entertainment, fun demonstrations, door prizes and raffles with a get-away package (2 round trip tickets) on the Key West Express. Info@handsacrosstheharbor.org Active.com Online Registration

February

February 2 (Sun) Boca Raton
Tour of Boca
See January 12 listing
February 8-9 White Springs
Suwannee Sweetheart Cycling Weekend
Rides of 25/52/62/100 miles. The longer rides start at 8 a.m. from Suwannee Bicycle Association Headquarters in White Springs, FL. See FBA’s online touring calendar or the web site below for more information. www.suwanneebike.org Active.com Online Registration

February 9 (Sun) Fort Lauderdale
RIDE with HEART – 3rd Annual PINKIE’s Promotions and Events, LLC will host the 3rd Annual HEART Cycling event at Deerfield Beach, Deerfield Beach, 8200 S. Intracoastal Dr. Registration: 12:30PM; Ride starts: 1:00 pm; Registration fee $25. Midway rest stop for refreshments. Promote healthy cycling with 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. Helmets required. A limited number will be provided. SAG wagon (support vehicle). For more information, call 561 391 6109 or visit www.bocabikeclub.org

March

March 10 (Sun) Boca Raton
Tour of Boca
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 Patchel 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. Midway rest stop for refreshments. Promote healthy cycling with 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. Helmets required. A limited number will be provided. SAG wagon (support vehicle). For more information, call 561 391 6109 or visit www.bocabikeclub.org

March 10-14 Cross City
Gulf Coast Highlight Tour
Tour package consists of 7 days and 4 nights; cycling on Florida’s beautiful Gulf Coast, other attractions include a visit to Historic Yulee Sugar Mill, see the Mermaids perform at Weeki Wachee Springs, and see the manatees at Crystal River. www.gulfcoastevents.org

March 15 (Sat) Dunedin
Ride 4 the Animals 2014
Benefits the Suncoast Animal League. Enjoy a day of fun. Plus, optional challenge ride: "with the big dogs" for a metric Century along the Gulf Beaches. Or ride at a more leisurely pace, or enjoy one of two other shorter routes. Event begins, at Highland Park at the Sunset Room and the Well stocked Rest stops and SAG. After the ride, Mutt March Event, free beverage from the beer truck and complimentary lunch item at our veggie booth. Other food available for purchase from vendors. Raffle prizes! T-shirts for pre-registration. EARLY BIRD PRICING! 1/24/14

March 15 (Sat) The Villages
We Bike For Breakfast Rides Includes ride well-stocked rest stops, marked routes, and SAG and mechanical assistance. Ride includes breakfast, lunch, goody bag, DJ, free raffle ticket for prizes, T-shirt for the first 300 riders. Ride begins at 8:00 am at The Villages, Florida’s Friendliest Home Address. Bike project Homepage, (www.villagesflorida.com/ride Active.com Online Registration

March 15-16 Sebring
Bike Scherding 12/14
12 or 24 hour ride on public roads during daylight and Sebring International Raceway at night. We also offer Timed Century. Starts and ends 6:30 am. Riders from all over the world. A RAAM qualifier for race across America. Riders can go at whatever pace they wish. RAAM qualifiers not allowed to draft. www.bikeschering.com

March 16 (Sun) Fort Myers
Royal Palm Bicycle Classic
15/30/60 mile marked routes. Registration opens 7:00 a.m. at Buckner Motel, Route 79 near 86th and 31st. Registration fees: $25. All route(s) support. Registration opens at 6:00 a.m. Century participants can leave at 7 a.m. but will be un-scored. www.floridaonebicycle.com/ cyclingflaider

April

April 2 (Sat) Amelia Island
Katie Ride
16/36/62/100 miles, fully supported. Offered by the Charlotte Chapter of the American Lung Association. The 2013 Bicycle Friendly Community of Fernandina Beach is the backdrop for this annual event. Registration fee to support the Katie Capsle Foundation organ education program. Join 1000+ cyclists and support the Fernandina Beach Police Department and help provide hope to the 118,000+ individuals in the United States in need of a life-saving organ transplant. Details and registration at www.katierideforlife.org

April 12-13 Lake Riders
Bike MS: The Citrus Tour 2014
50/75/100 miles day 1, 50/75 miles day 2. The Florida citrus capital of Inverness and the serene beauty of Bok Tower Gardens and enjoy the overnight stop at the Florida Citrus Belt Lodge. Bike MS is fully supported with SAG vehicles, bike mechanics and well stocked rest stops. After the ride, registered cyclists enjoy food and festivities at the Finish Line Celebration. www.nationalmsociety.org/citrusatcitrus

April 12 (Sat) Hernando
Ride for the *4*
Fully supported ride on paved bike trails in Citrus County. 16/40/62 miles available. Proceeds to benefit the Citrus County Coalition. Shirts provided to all registered riders. Lunch available at the end of the ride. 863-670-0734 (Erlie). www.ride4theY.org

April 13 (Sun) Immokalee
Immokalee Innokom Bicycle Tour
15/30/60 miles through rural areas of Immokalee. Marked routes with a non-food support. An “Immokalee Veggie Basket” to take home are included with registration. Door prizes during lunch. Registration from 7:30 to 9:30 a.m. at the: Farm Worker Village - 1800 Farm Worker Village Road, Immokalee, www.immokaleeridescitrus.com

April 14-16 May 1 Live Oak
Florida Bicycle Safari (34th)
Ride through North Florida. 6 full days or first 3 days. Daily mileage 50 to 100 miles. Camping available at ride start. Breakfast and dinner each day included in registration. SAG stops and SAG vehicles on every route. Mechanic on site each day. Fun activities in the after- noon and evening. Sponsored by the Florida Free Wheelers. For more information, call 407-766-0279 or go online to sign up for the Florida Bicycle Safari. www.floridabicyclesafari.com

April 14-16 May 1 Live Oak
Florida Bicycle Safari (34th)
Ride through North Florida. 6 full days or first 3 days. Daily mileage 50 to 100 miles. Camping available at ride start. Breakfast and dinner each day included in registration. SAG stops and SAG vehicles on every route. Mechanic on site each day. Fun activities in the after- noon and evening. Sponsored by the Florida Free Wheelers. For more information, call 407-766-0279 or go online to sign up for the Florida Bicycle Safari. www.floridabicyclesafari.com

April 17-20
North Florida Bicycle Club.
18/30/82/100 miles. On-line registration complimentary-T-shirt ends April 16. Members $30, non-members $45, sign up for membership or renew, use code: Fla303. Late on-line registration without complimentary-T-shirt ends Wednesday April 25. Day-of-registration complimentary-T-shirt ($55) begins 6:30 AM. Ride includes county and coastal roads, ocean views, and support the Florida Citrus Belt Lodge, southwest and Fort Clinch St. Park. Late-night support, rest stops, fun activities and safety escorts, marked routes, maps and roving sags are provided, http://nfbc.org/
ClubExpress Update

Change is difficult, even when it’s meant to improve things. FBA staff can appreciate that truism as much as our members who have had to transition to our Club-Express system that we implemented at the beginning of 2013.

We’ve heard from a few folks who had problems when attempting to renew and we worked through them.

We also received a couple of complaints that the generic e-mails reminding them it’s time to renew were much too curt, so we have since edited all three reminders. For those who have yet to renew or join using the new system, here’s what the membership “Welcome” page (http://fbamembership.org) says:

FBA is now using a service called ClubExpress to maintain its membership database on-line. This allows us to accept payment for memberships via credit card from our web site, saving members from costly processing fees charged by third party providers.

It also allows us to offer more value added services for our members and streamlines the administration and growth of our association.

Membership dues can be paid by credit card accepted on this web site or you may opt to print an invoice and send us a check.

FAQ: How do I know if I’m in the database? I don’t have any information on my login ID.

If you are or have been an FBA member, we most likely have you in our on-line database. To find out, click on the login link above at top right and then click on the Forgot My Username/Password link.

Enter your name and e-mail address. If the system does not find you, it just may mean that we don’t have an e-mail address for you, or the one we have is incorrect.

Before creating a new member record, please contact the Membership Director first. If you give us a current email address, we can update your record and send you a password reset. Thanks for your help!

While it may appear complicated to use, it’s actually quite simple and completely secure, two features that convinced us to change to ClubExpress.

Granted, there was plenty of work on our end to learn to manage it and transfer all the existing data, but most of that has finally been completed. So please don’t fear renewing or joining through the system.

As we suggest, don’t hesitate to contact me (dan@floridabicycle.org; 239-334-6417) if you run into any problems while conducting your transaction.

We do appreciate and count on your support so we want to be sure we do everything we can to ensure you can easily and with confidence become and remain an FBA member.

When you get off your bike, go on FBA’s new website. Stay informed at www.floridabicycle.org

In Honor of America’s Healing Heroes

Honor Ride Tampa

Saturday, February 1st — 8:00 am
Tampa Convention Center, Sail Pavilion
333 South Franklin Street, Tampa, FL 33602

Three routes: 20, 38 & 68 miles

To register: ride2recovery.com and click on the Honor Ride Tampa or go to active.com and search for the Honor Ride Tampa

Registration includes: Cool goodie bag with tek shirt, finishing medal, fully stocked rest stops, SAG support and lunch!!!

For more information: ride2recovery.com
Call 1-818-888-7091 Ext. 3 or email: honorrideinfo@ride2recovery.com
Good News, Mr. Smith! The IRS now allows your employer to give you a tax-free reimbursement of up to $20 per month for reasonable bicycle related expenses as a qualified bicycle commuter.*

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

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

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

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