

## Legislation Updates may affect all bicyclists

by Tim Bustos, FBA Executive Director

There have been many times over the years when I've tried to get my fellow cyclists involved with bicycle advocacy, and my efforts were simply met with an indifferent reply such as "Oh, I don't care about that – I just want to ride." I understand the basic sentiment, because we'd all like to ride more! However, what many cyclists don't realize is that bicycle policies and programs at the state and federal level do affect us whether we choose to get involved or not.

Well-designed bicycle infrastructure just doesn't materialize; it is planned, developed, and funded by knowledgeable people at the local, state, and national level involved with policy making.

Moreover, good bicycle educational programs just don't materialize overnight either. These programs are carefully developed by cyclists who are willing to go the extra mile to help ensure that other cyclists drive their bicycles in the safest and most effective manner possible.

Unfortunately, many of these important programs have come under attack in recent

months from individuals and institutions that really don't want cyclists on the roadway – and they certainly don't want to make funding available to pay for it.

To bring everyone who's concerned up to date on what's happened recently – and what to expect in the months to come, I've prepared a (very) brief summary of legislative issues critical to cyclists in Florida.

### Federal Legislation

One of the most important pieces of legislation FBA is tracking is the Federal Transportation Bill. This is the bill that congress must pass to help ensure the continued funding of the U.S. transportation infrastructure – including bicycling and walking.

One of the most important components of this funding for bicyclists and pedestrians is the Transportation Enhancements (TE) program, one of the primary sources of funding for bicycle and pedestrian projects. However, due to the budget crisis, some hard line members of Congress would like to see the TE provisions stripped from the Transportation Bill.

This is a critical source of funding for bicycle and pedestrian projects, but an extremely small slice of the whole transportation pie – approximately 1-2% – so it would have very little impact on the remaining budget. This is also significant considering that biking and walking trips account for 12% of all trips.

As part of efforts to strip TE from the Transportation Bill, here are two myths we have already heard and you may hear repeated in the months ahead:

**Myth 1:** "Transportation Enhancements account for 10% of the entire Transportation Bill." No, TE accounts for only 1½ %.

**Myth 2:** "Our bridges are falling apart because we're spending our money on such things as bike lanes and sidewalks." Also untrue. Bridge maintenance is paid for under an entirely different account, and the amount available would not change whether TE is stripped from the Transportation Bill.

For now, we have a "stay of execution." The Transportation Bill passed September 15, but only with a six month extension. The good news is that it passed with a "clean extension," with TE intact, but there is already new legislation being introduced that



### What the well-dressed cyclist will wear this winter

Are YOU ready for the grim prospects of a chilly bicycle commute this winter? Some are forecasting record freezing temperatures. Others predict icy winds and mammoth snowfall. Or was that for northern Wisconsin?

If you are contemplating commuting by bicycle, now that the temperatures are somewhat more reasonable, check out the article on page 6 by The Gainesville Sun's Ron Cunningham. In it he justifies wearing the gear you see him in, above, and gives cogent answers to frequently asked questions about commuting on two wheels.



### New 'Forever' stamps to celebrate bicycling

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Central Florida Chapter...

## Bike/Walk Central Florida teams with MetroPlan Orlando and Winter Park Health Foundation to get Orlando off danger list

Brad Kuhn



**B**ike/Walk Central Florida, MetroPlan Orlando and the Winter Park Health Foundation have launched an 18-month education and enforcement program to help make Metro

Orlando safer for pedestrians.

Funding for the effort will be provided by MetroPlan Orlando and the Winter Park Health Foundation.

In 2010, there were 59 pedestrians killed in Orange, Seminole and Osceola counties. A 2011 study, *Dangerous by Design* identified the greater Orlando area as the nationwide leader in pedestrian fatalities over the past decade.

In response to findings in the report, the Bike/Walk Central Florida "Triple E" initiative will combine aggressive law Enforcement with Education and low-cost Engineering to get more drivers to yield to pedestrians in crosswalks, increase civility and create a more livable, walkable community.

"We all need to work together as a community to make our streets safe for children and families," said former Orange County Mayor Linda Chapin, co-chair of Bike/Walk Central Florida. "Our goal, quite simply, is to get Metro Orlando off that Top 10 list."

Bike/Walk Central Florida will conduct the study under the direction of the Center for Education and Research in Safety, a private consulting firm with more than 20 years experience and documented successes around the world, including Gainesville and St. Petersburg.

The Winter Park Health Foundation will provide \$108,250 of the project's \$150,000 budget, the balance of \$41,750 coming from MetroPlan Orlando, as part of the transportation planning organization's commitment to improving pedestrian safety.

Principal researchers Dr. Ron Van Houten and Dr. Louis Malenfant will work with MetroPlan Orlando, law enforcement agencies and traffic planners

to identify locations that would benefit from engineering improvements and enhanced enforcement.

The partnership will also include developing education and outreach materials.

"An effective safety program involves much more than just educating pedestrians," said FBA board member Mighk Wilson, who is a smart growth planner for MetroPlan Orlando.

"This three-prong approach reflects what is necessary to make our transportation system accessible and safe for those who drive, ride, and walk throughout our region."

Previous Triple E projects around the country have shown dramatic results, with the percentage of cars yielding to pedestrians in targeted crosswalks increasing from single digits to 80 percent, and up to 90 percent in some areas. Follow-up studies have shown the results to be sustainable over time, with enforcement and education being key.

"In all that it does, the Winter Park Health Foundation (WPHF) is dedicated to helping develop the healthiest community in the country, so it made perfect sense to lend our support to this collaborative project," said Lisa Portelli, WPHF Program Director.

"It is our hope that improved pedestrian safety will result in a community environment that helps people young and old to become more active, and stay that way."

Work on the project is expected to begin immediately. Data collection and enforcement are scheduled to start in January. A final report is expected in the second quarter of 2013. Outreach and education will begin in Orange County and expand to cover surrounding areas in future years, as resources permit.

### ASK A CYCLING ATTORNEY...

## To avoid a stopping violation, make sure your stop is 'visually' correct

by J. Steele Olmstead, Esq.

**Q**"Dear J. Steele: I was given a ticket for running a stop sign. The statute number I was charged with violating is 316.123(2)(a). I was locked into the pedals on my bike but I did stop, just briefly. I was doing 'track stop.' The nice beach cop wasn't impressed with my explanation. If she has video, I am not sure it will show my momentary stops."

— Darrel in Sanibel

**A**This is a copsaid/ridersaid dispute. My answer: "Stop at the stop sign." It's the law. We can't expect cops to enforce the laws against cars if we don't obey the laws for bicycles.

Now, keep in mind the statute says "stop" but it doesn't say *how long* you have to stop. And there you have the advantage. A momen-

tary stop, called commonly a "track stop" (track bike's stop), is STILL a stop.

There are two other legal concepts in these cop-said/ridersaid face offs: "impeachment" and "opportunity to observe."

Impeachment is attacking a witness' testimony by questions the witness' ability to have seen the event. A witness has to have an "opportunity to observe" to give testimony about an event or he can't testify.

The traffic cop has to be close, at the right angle and with no obstructions or distractions to testify about the stop.

An officer overcomes lack of "opportunity to observe" with visual cues. When a car/truck/motorcycle comes to a stop at a stop sign or light, the vehicle mass causes the front of the vehicle to "dip" down and up.

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

It's this upward movement the officers look for to judge a stop.

During 25 years sitting in traffic hearings I have heard lots of "creative" stories from drivers "how I really did stop judge." The dispositive question the judge asks is: "Officer/Deputy did you see the vehicle's front go down and up?" Without that visual cue the officer is too far away to really detect a stop.

With bicyclists law enforcement doesn't have that visual cue. There's no shocks, no "dip" so no visual cue. There really aren't any.

So how to avoid a ticket?...provide visual cues: Keep a foot unlocked from the pedals. When you come to a stop sign, slow down, put your foot down and out at the stop line.

Secondly, put your hand down, left hand/forearm down with open palm facing backwards. See?

Using these two visual cues, you obtain argument advantage.

The officer, judge or traffic court magistrate sees the video/visual cue of you, sticking your foot/hand out and indicating you are stopping. When the judge/magistrate asks you "Did you stop?"

Your know your answer. "Okay, she indicated she stopped, not guilty." (Or at least that's what should happen.)

If you have a question about your legal rights, write me on [FloridaBicycleLaw.com](http://FloridaBicycleLaw.com). I'll be happy to answer your questions.

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(I'm the one on the right at the Capitol with FBA's youngest lobbyist at Bike Summit 2010 →)

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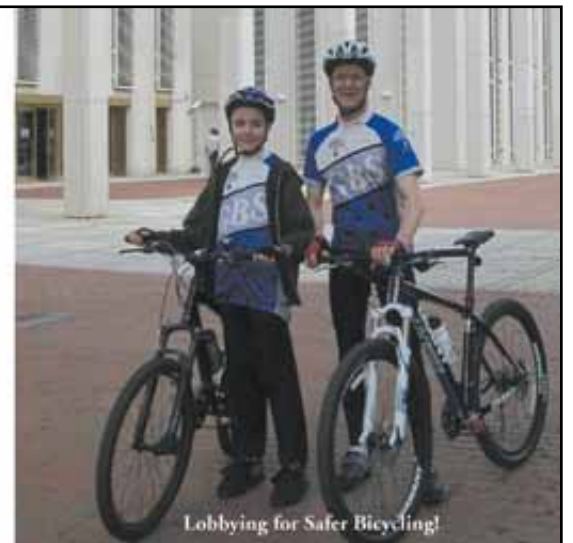
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- Membership includes a subscription to the *FBA Messenger*.

Guest Report: a primer on power politics, lobbying and advocacy...

## Government – how it works

by Earl Lang

**Y**ou think that the government works from the top down; that isn't the way it works. Let's pretend that you have a friend who is running for a state office. You work for his election because you and he are both interested in bicycling.

Joe is a good, honest and caring person, one you believe will do a great job looking out for bicycling interests.

Joe gets elected and you even get invited to the local celebration. You leave the party filled with hope, convinced that a new day is coming for your local community and those interests that you and Joe share. You love to ride and you anticipate better roads, sidewalks and legislation that will be a benefit to all riders.

Joe goes off to the capital, and you don't hear from him anymore. Well, you are sure that he is busy, but hasn't forgotten his promises.

What you don't know is that Joe is up to his ears in issues. Special interest groups, lobbyists and the fat cats who financed his campaign are bombarding him.

He has to sit on committees, attend sessions, make speeches, travel back and forth

from his home to the capital and somehow maintain a family life.

His staff works hard to smooth the way, but they need his attention and decisions on the issues. The business of government demands time and energy.

This flood of work overpowers him. With these pressures every day, some of the issues important to his constituents back home just slip to the back of his mind.

You wonder about good old Joe, what ever happened to him? Why isn't anything being done that you and he agreed were important?

You guess that his new job went to his head and he doesn't care, but you make an appointment to have a meet with him. During the meeting you remind Joe of his promises, and tell him that you are still vitally interested.

The meeting is great, Joe is still the friend he always was, still interested in your issues and promises to have his staff get right on it.

You get a form letter thanking you for your interest and another year goes by, but nothing changes.

What to do? Do you spend your time, make another appointment or do you give up and go away? Joe has gotten savvy; he has learned that you *will* eventually go away. You might ask: "Why would he do that?"

*FBA President David Henderson (at far right) has temporarily fled the country (he'll be back). In David's absence, FBA Board member Earl Lang steps up to the keyboard.*



Because:

1. You are only one voice.
2. You are only one vote.
3. You can't exert continual pressure on him like the lobbyists and bureaucrats.
4. He knows that you will eventually get tired and go away.

Is this it? No, there are ways to make the government listen and react in favor of your interests.

1. Your local bicycle club
2. Your Florida Bicycle Association
3. The League of American Bicyclists.

These three work because they have *power through numbers*. Your local Bicycle Club needs you and a committee dedicated to advocacy.

A club advocacy committee would keep members informed, and connect with wider organizations and sources of information and action. This committee should be working with both the Florida Bicycle Association and the League of American Bicyclists.

The FBA and LAB are professional advocacy organizations with the ability to apply the pressure of their combined membership (voters) and use some of their modest funds to fight for you.

You can help by doing these things:

1. Become an advocate by simply talking to anyone who will listen. Show them the advantages of bicycling for themselves, and the community.
2. Join your local bicycle club. Work and volunteer to keep you local club going. Your dues and donations, just like your voice, are multiplied by joining with others.
3. Join the FBA and the LAB; your dues will support the work of the volunteers who give their time and energy. Large groups give strength – the strength of the dollar and the strength of the ballot box.

Now that you know how it works, you can be part of the solution or you can sit and complain.

Call your local bicycle club, the Florida Bicycle Association and the League of American Bicyclists today. They will be glad to hear from you and offer you ways to make that difference.



photo by John Moran (www.JohnMoranPhoto.com)

*Bicyclists tour Ravine Gardens State Park in Palatka. Water from the St. Johns River carved the ravine thousands of years ago and the federal Works Progress Administration in 1933 transformed it into dramatic formal gardens.*

*A stop at the gardens is a must on the Palatka leg of the St. Johns River-to-Sea Loop trail. A part of the East Coast Greenway Alliance, which leads the effort to create a bike trail from Maine to Key West, the Loop traverses 260 miles through Putnam, St. Johns, Flagler, Volusia and Brevard counties.*

*Bike Florida led an inaugural tour of the Loop back in November, 2008, and plans more tours for 2012 and special events for 2013, Florida's 500th anniversary of Ponce de Leon's discovery of "La Florida" for Spain.*

*You also can ride the Loop on your own. Florida's Office of Greenways and Trails and Bike Florida have plenty of resources to get you on your way.*

## Stetson University Launches Bike Share Program

by Tyce Herrman, "Stetson Cycles"

On September 9, Stetson joined a growing movement of schools across the nation with the launch of our own bike share program.

The idea has been floating around for nearly a decade, but we've finally drummed up enough student initiative and institutional support (thanks to Prof. Paul Croce for support and guidance, Rachael Barkema for her tireless efforts in helping to secure the bikes, and countless volunteers that helped put them all together) to make the program a success.

The program works just like a library checkout. Students sign liability and usage forms at the Student Government office and ride away on a bright blue beach cruiser.

Each of the 20 bicycles comes with a U-Lock, helmet and light. Students are instructed on basic bicycle safety and proper usage.

It has been running for several weeks now and students are loving the program. We

have a wait-list 30 people deep. The administration loves it too, as it is taking cars off campus roads and thus requiring less parking.

As Stetson is anticipated to grow by almost 25% by 2015, we'll need more people to find different ways to get around campus – cars simply will not work.

We know that bicycling can transform a place and its people. The introduction of a cycling culture ushers in healthier, greener, and happier people.

The bike share program, though, is just a first step forward for us. We would love to see Main Street DeLand streaming with bicycles, not cars.

We envision a Stetson campus pulsing with bicycles, and driving being the "uncool" thing to do.

Basically, we're just working towards a community that simply loves bikes.



Executive Director's corner...

## Think globally – bike locally

**A**s we look forward to the needs of Florida bicyclists in the coming years, the concept of “acting locally” can’t be more relevant than it is now.

Yes, FBA is a statewide organization, but for anybody that’s been paying attention to state or national politics over the last year, it’s becoming more and more apparent that our greatest chance of success will come at the local level.

We need to pursue any project, and help any group – no matter how small – that can make cycling more enjoyable and safer in Florida.

By contributing to efforts at the local level, it will also help demonstrate that cyclists are willing to participate directly in effecting positive changes in your community.

Since I relocated the statewide office for FBA to DeLand earlier this year, I’ve noticed a growing awareness of bicycling in this community that has resulted from chipping away at smaller projects that will help increase accessibility and availability to cycling.

On the previous page of this issue, Tyce Herrman writes about the new bike share program initiated at Stetson University that will make bicycles more available to students who would otherwise drive a car for short trip.

Elsewhere in this issue, Ted Wendler, FBA board member, writes about his experiences on his first trash pick-up day for a two-mile-long section of State Road 44 in DeLand.

The Florida Bicycle Association recently adopted this corridor as part of the Florida Department of Transportation’s “Adopt-a-Highway” program.

Highway 44 is a main east/west artery in Central Florida, and the western entrance to the City of DeLand, so FBA gets a lot of visibility, cyclists get a more scenic road to ride on, and everybody benefits.

Also new over the last six months is the DeLand Bicycle Advisory Committee (BAC). This committee is innovative in the sense that it’s not part of local government in the way that most BACs are.

Instead, this committee is actually sponsored by the DeLand Area Chamber of commerce.

The reason is simple – the DeLand Chamber realizes the economic impact of bicycling through the sales and rentals of bikes in the DeLand area, and they realize the tremendous potential there is for eco-tourism in western Volusia County.

Located mid-way between the St. Johns River basin and the Atlantic Ocean, there have been several large bike tours that have come through DeLand in recent years, including those led by FBA’s sister organization, Bike Florida.

The scenery throughout this region is off the “beaten path,” yet stunning. There are miles of beautiful and well-developed bike trails that run through hammocks, wetlands, and forests – and wildlife is abundant.

To help promote cycling in this region, and to help improve conditions for all road users, the Chamber’s BAC makes non-

binding recommendations to local government, contributes to bicycle education efforts in the area, and plans “fun rides” for the community for individuals and families that otherwise would never consider longer rides.

Remember: today’s casual bike riders could be tomorrow’s club cyclists and tri-athletes, but we have

to start making cycling more appealing first.

There are still untold numbers of people out there who still have an irrational fear of spandex!

These are just a few of the many efforts, both large and small, that are currently being undertaken to help improve conditions for cycling in the DeLand area.

I’m writing about them here because I’m hoping it will encourage other cyclists across the state to get involved in your own communities.

Check and see if there’s already a bicycle advisory committee in your own area.

Tim Bustos



If one currently doesn’t exist, consider starting one of your own (if you’re unsure, there is a list of statewide contacts in each issue of the *Messenger* to help find you out who you should talk to).

Consider participating in FDOT’s Adopt-a-Highway program by finding out if there is a corridor in your community that is available.

Aside from helping to beautify your own community, having the name of your local bike club up in bold letters next to the roadway helps remind motorists that yes, we do contribute to enhancing our streets and highways, and we do belong there.

Consider taking one of FBA’s “Cycling Savvy” classes or, better yet, consider becoming a Cycling Savvy instructor so you can teach classes of your own.

Please consider getting involved. For every cyclist I hear sing the praises of cycling in Florida, I also hear from those that grumble about the status of bicycling in our state.

Whether it’s a concern for safety, or the perceived lack of good bicycle facilities – make it happen. Don’t wait for state or national government to do things for you – be the change you want to see...and do it locally.

Margaret Mead, the famed anthropologist, is often quoted as saying “Never doubt that a small group of

thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has.”

Happy tailwinds – and be careful out there!

**There are still untold numbers of people out there who still have an irrational fear of spandex!**

**‘Never doubt that a small group of thoughtful, committed citizens can change the world...’**

– Margaret Mead

**Contributing to efforts at the local level will also help demonstrate that cyclists are willing to participate in effecting positive changes in your community.**

### Welcome New/Rejoining Members! continued from page 3

Rick Dean	Pam Maxwell
James Dwight	Greg Maxwell
Dennis Eaton	Amy Miley
John Fahnestock	Thomas Montgomery
John Fricano	Robin Moran
Robert Fuentes	Moya Nelson
Samuel Gill	Marshall Reeves
Ricardo Gotay	Don Riordan
Vince Grillo	Steve Salvo
Bradley Guy	Lisa Saturday
Don Hemmenway	Mike Smith
Jason Horn	Nick Smith
James Horan	Keith Snodgrass
George Jenkins	Gary Stern
Jennifer Clark	Hayes Thomas
Jill Davies	Trevor Widick
Herb Jordan	Jay Williams
Joseph Keegan	Curt Worden
Brian Kennedy	Dietz Zach

### 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](http://www.bikeflorida.org).

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

FBA board member and former president **Mighk Wilson** blogs regularly at [www.mighkwilson.com](http://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://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](http://blogs.orlandosentinel.com/sports_thechaingang)

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.

# The joys of bike commuting in Florida

by Ron Cunningham

**M**emo to self: Pack a rain jacket. I thought of that the other day when I left the office at about 5:30 p.m. and headed to the bike rack for my cycle commute home. There was a steady rain; nothing especially threatening, but still, wet. On the other hand, riding in the rain isn't especially unpleasant at this time of the year. At worst, a minor inconvenience.

Listen, I have to tell you that when I began to cycle-commute to my job at The Gainesville Sun, nearly five years ago, it changed my life.

I calmed down. I began to take more notice of what was going on around me (always a plus for a journalist). I found that I was able to write entire editorials and columns in my head as I cruised through neighborhoods and cut across the campus of the University of Florida every day.

If you've never tried cycle-commuting, I highly recommend it. And I'm not the only one.

"Although more than half of the U.S. population lives within five miles of their workplace, lack of knowledge and incentive has deterred many from commuting by bike," says the League of American Bicyclists.

"Biking to work is fun, builds morale, encourages camaraderie and is a great way to get active in your community.

"Additionally, employers who promote biking to work have more active employees that are more alert, healthy and productive. Biking reduces your carbon footprint, reduces traffic congestion and saves money."

The other day, somebody asked me if the brutal summer heat bothers me on my daily commute.

"Oddly enough, it's not the Florida heat that bothers me," I replied. "But during the winter, when the morning temperatures occasionally dip down into the thirties, I do worry about my nose snapping off and my fingers going numb."

It's really all about dressing appropriately for the season. In the winter, a good rule of thumb is that if you're comfortable in the first mile, you're probably wearing too much.

You certainly don't want to be too cold, but sweating too much on the inside while it's freezing on the outside can be worse.

It's always a good idea to consider dressing in layers that you can peel off as the day grows warmer.

Actually, as a committed cycle commuter I tend to get a lot of questions about this eccentric habit of mine. Questions like:

"What's wrong with you?"

"Are you crazy?"

"Why don't you grow up?"

All valid questions, to be sure. So let me be Mr. Bike Commuter Answer Person and dispense with some of the more frequently asked questions.

**Q** Why do you ride your bike to work?  
Oh, you know, to reduce my carbon footprint, save the world and generally feel superior to those guys who won't get out of their enormous pickup trucks except to buy a giant Slurpee.

Plus, I've saved thousands of dollars in gas bills and it keeps my weight down. But mostly I do it because I like riding my bike more

than I like driving. Sometimes my car sits in the driveway for two weeks before I have to crank it up.

**Q** But isn't it dangerous?  
A lot of people tell me they're afraid to ride in the streets. I've actually found this (Gainesville) to be a pretty bike-friendly town. By and large I've even found motorists to be fairly considerate.

In five years I've had one spill ... sand scattered across the road, and maybe a couple of close calls. As a personal philosophy I subscribe to the "Loony Tunes" theory of risk-management: You can spend your whole life studiously avoiding things that might cause you harm; and then one day you're walking down the street, minding your own business, and a big Acme safe falls on your head. So you might as well ride.

**Q** But you can't listen to the radio or play music? Doesn't it get boring after a while?

It's actually illegal in Florida to wear a stereo headset while riding a bicycle, plus it's not really a good idea. You really do need all those audio cues (sirens, screeching brakes) to help stay safe.

Besides, there's something to be said for introspection. I tend to write very well in my head during my daily rides. One day I spent the ride polishing up a speech I was about to give. Plus, I am given to humming and singing songs from my misspent youth: Leslie Gore was in my head the other day and she just wouldn't come out.

**Q** OK, so what's the downside of cycle-commuting?

Flat tires drive me crazy. There seems to be a lot of glass on the roads. And there seems to be an unwritten law that says it's always got to be the rear tire, so there's always a lot of grease involved.

Recently I bought thorn-proof tubes and kevlar-coated tire liners in my never-ending quest to possess the mythical flat-proof bike. I'll let you know how that works out.

**Q** How long is your commute and how long does it take?

It's just about 10 miles round-trip, and I can do it one-way in about 20 minutes if I have to. But I usually vary my route and try to ride between 12-13 miles.

Sometimes I'll take a couple of laps around Lake Alice, on the University of Florida campus, just to add distance. In the winter I like to loop by the dairy fields on the edge of town, where a lot of migrating sandhill cranes winter.

Usually on my way to work I like to swing by downtown, have a cup of tea and read the New York Times on my smart phone before continuing on to the office. It's a very nice way to start the day.

**Q** But don't you get to work hot and sweaty?

Yeah. My company provides me with showers and a locker. In turn I provide my company with a healthier, calmer and more productive worker. If there are no showers at

your workplace, maybe there's a nearby health club. Tell your boss that if he pays your dues, it'll save the company money on health care premiums.

**Q** What about rain?  
I've made an amazing discovery: That stuff wipes right off with a towel.

**Q** Yeah, but it gets dark pretty early in the winter. What do you do then?

I've got a white light on my handlebars, and a blinking red tail light. I wear light clothing and sometimes a reflector vest, and try to stay off the busier streets. Mostly I ride carefully and pay attention to what's going on around me.

**Q** But this is "Auto-America." Don't you feel like the Lone Ranger out there?

Not really. There are more of us out there than you might think. I usually see several other bike commuters on my daily trips.

You see cyclists pretty much everywhere in this college town, but there's always room for more. According to the advocacy group [Peopleforbikes.org](http://Peopleforbikes.org), the last time gas peaked above \$4 a gallon, in 2008, "bike riding increased 15 percent nationwide. Riding a bike for short trips is an instant fuel and money saver that also provides many other benefits for individuals and their communities."

The thing is, the more cyclists there are on the road, the safer cycling becomes for all of us. As research has shown, there is safety in numbers.

**Q** I'm tired of bicyclists who ride on the wrong side of the road, dart into traffic and ignore the red lights. Why should we have to put up with that?

Won't argue with you there. Frankly, I think police ought to be just as quick to ticket bad cyclists as bad drivers. All of us who use the roads have a responsibility to obey the rules of the road.

**Q** I wouldn't mind biking to work. But I need my car. I live too far away. I worry about accidents. It's just not practical for me. What if I have to go somewhere during the day? Won't people think I'm weird?

Oh give it a shot, you might surprise yourself. I thought about biking to work for years, and kept coming up with excuses for why I couldn't. Then one day I got out of my car and got on my bike and it changed my life. I wish I had those years back. Sure, it's not for everybody, but you really can't know if it's for you until you've tried it.

**Q** But what if I bike to work and Leslie Gore gets in my head and won't leave?

There is no known cure for that yet, though scientists are working on it.

*Ron Cunningham is editorial page editor of The Gainesville Sun and is on the board of directors of Bike Florida. Write him at [cunninr@gvillesun.com](mailto:cunninr@gvillesun.com).*

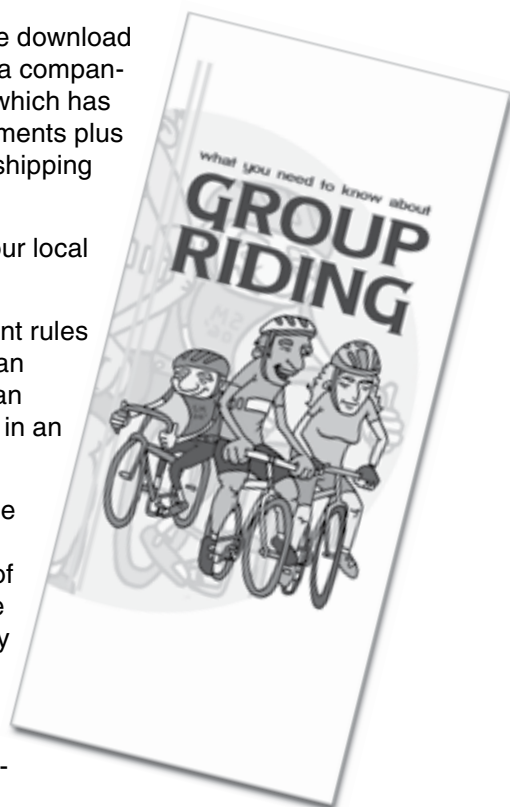
## 'Group Riding' brochure lays out rules for club rides

The brochure, available for free download (pdf) from the FBA Website is a companion to the Group Riding DVD, which has eight public service announcements plus narrative, for only \$5 to cover shipping and handling.

Get a bunch and share with your local TV stations.

The brochure gives 11 important rules for group cycling—rules that can mean the difference between an enjoyable, safe ride and a ride in an ambulance.

The report was prepared for the State Safety Office, Department of Transportation, State of Florida, in cooperation with the National Highway Traffic Safety Administration, U.S. Department of Transportation and/or Federal Highway Administration, U.S. Department of Transportation.



# And there we were

by Ted Wendler, FBA Adopt-A-Highway Crew Member

The Florida Bicycle Association recently adopted a stretch of highway in Volusia County that snakes through the western portion of the shining metropolis of DeLand. You'll be glad to know that State Road 44 between Stone St. and Grand Ave. is an orphan no more – all two miles of it. Paperwork was submitted several months ago, and once the suitability of placement was determined, signs were dedicated celebrating the event. The eastern Adopt-a-Highway sign went missing for a brief period, but was later found and relocated to a more appropriate position, where it now stands. Arrangements were made with the Florida Department of Transportation, and the specialized gear was procured; the crew-boss being decent enough to purchase pick-up tools for the entire crew.



A large orange sign indicated trash pick up ahead, while bright orange vests identified members of the crew. It was recommended that the crew walk against traffic, and avoid lingering eye contact with drivers of passing vehicles. One recent Saturday, bright and early, the clean-up crew beautified the half-mile section from the western FBA adopt-a-highway sign, to the gateway welcoming you to DeLand.

You will be relieved to know that there is a convenience store conveniently located across the street from each of these locations, so there will be no shortage of trash to pick up, now or in the future.

The speed limit on this little slice of heaven is a mere 55 miles per hour, but there were no pedestrians or cyclists present during the course of these activities.

There was a frightened looking rider on a moped using the narrow shoulder as his own personal highway, reminiscent of a bike lane, but he was not to be trifled with, and gave little indication of his desire to stop and chat about the mission of FBA.

The collected debris consisted mostly of empty ice bags, beer bottles/beer cans, 44 ounce Styrofoam cups, and those ubiquitous plastic shopping bags.

There was discussion among the crew about the wisdom of retrieving trash so casually discarded by others, thereby reinforcing the widely held belief that someone else always will pick it up – not to mention the crew's awareness that they were making motoring more enjoyable for the gener-

al public through their efforts, which seemed contrary to their core beliefs.

Some mild anger was directed towards this unfortunate dynamic, but the crew was reminded that the Indian in that commercial was crying tears of sadness, not tears of anger, and everyone got back to work because it was the right thing to do.

The highlight of the day was the crew-boss discovering cold, hard cash on the side of the road and treating the crew to an ice cream treat of their choosing on the way home.



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WordPress <http://floridabicycle.org/Wordpress>

## 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.

This month's feature was submitted by Patty Huff, whose bike took her on a 900+ miles tour of Ireland. Patty's story:

**Bicycling for the heart, mind and soul! That's what I love about long distance biking. For 12 years during the summer months, my husband and I have traveled around this country and abroad.**

This year we flew non-stop from Orlando to Dublin. We had no set plans or itinerary except making arrangements at our B&B to keep our bags in their shed until our return.

Leaving Dublin we bicycled along the Wicklow mountain range, southwest of Wexford to Arthurstown, where we followed the beautiful coastline to Dungarvan. Along the way, we encountered some very steep hills which helped prepare us for what was ahead.

We took the suggestion of a local, and biked north to Lismore with its famous castle before going to Cork. The beauty of the countryside with wildflowers growing alongside the roads and different shades of green was outstanding—like a patchwork in the pastures.

Biking in western Cork along the coast outside of Kinsale, Annestown, Clonakilty was incredibly beautiful, with fantastic views of the ocean.

Cattle and sheep were everywhere. We also found the people extremely friendly, going out of their way to stop and give us directions. We carried our camping gear in our panniers, but when it was raining, we would find B&Bs in quaint little towns.

There was always a great pub nearby for beer, food and music; in the morning, we were treated to a full breakfast before starting out on another adventuresome day.

Heading over to the Beara Peninsula, we biked on mountain roads with views of Bantry Bay on the south, and rock formations on the north.

We circled the entire coastline, which was absolutely stunning. We continued to Kenmare before climbing up to Killarney on a foggy and misty day, but the ride was beautiful going downhill all the way to the Dingle Peninsula.

There we met lots of hikers and cyclists, especially along the cliffs and narrow roads



Please send us your high-quality photo submissions, like this one from Patty Huff, for printing in the *FBA Messenger*. Accompany your photo with a short narrative that tells where and why the scene “resonated” with you.

of the Sleah Head. On the coast in Feohanagh, we found a wonderful guesthouse known for its outstanding seafood.

The next day was perfectly clear as we climbed up and over Conner's Pass (the highest route in Ireland). The narrow road down the mountain was only wide enough for one car; henceforth, our bicycles seemed to be the most nimble vehicle on the mountain.

All the way to the beaches of Tralee Bay, we were rewarded with miles and miles of downhill. On the advice of locals, we took a shortcut with a ferry across the River Shannon at Tarbert, and biked along the Shannon up to Ennis and Portumna before heading back west to Galway.

Again, on small rural roads, we biked to the little village of Cong, located on the Mayo-Galway border between Lough Mask and Lough Corrib. It became famous during the 1951 filming of “The Quiet Man” starring John Wayne and Maureen O'Hara. During

our only day off, we visited Ashford Castle, dating back to the 12th century.

It was once a shooting lodge, then purchased in 1865 by Sir Benjamin Lee Guinness. Later, the castle was expanded by Lord Ardilaun, and is now a luxury hotel. Other interesting sites included the Cong Abbey, and the “Monks' Fishing House,” where the monks designed a system with a hole in the floor, and a line going up to the monastery that would notify them with a bell when a fish was on the line.

It was raining as we biked up the hill leaving Cong, and headed up to the Connemara Mountains. However, the ride was beautiful as we passed the lakes to Cornamona, Maum, and Leenane.

In Leenane, which is a lovely village located on Killary Harbour, we found a great place to stop for lunch before going inland to Kylemore Abbey. We traveled along on the northwest coast to the small town of Cleggan, and the following day, we continued on to the far end of the northern peninsula to the beautiful village of Clifden, with its harbor full of active fishing vessels.

There was spectacular scenery as we biked the coast all the way to the charming village of Roundstone. In the western end, we always had the impressive “Twelve Bens (or Pins)” mountains on our left, with the Atlantic or bays on our right. Then, as we continued around Bertraghboy Bay to Glinsk and Carna, the scenery changed dramatically, reminding us of our bike trips through Montana, with wide open spaces and rugged mountain territory. Our final night in County Galway was in the vibrant young town of Barna, on Galway Bay.

With only a few days left to return to Dublin, we stayed on back roads through midland Ireland, with its lovely green rolling hills, all the way through Roscommon, Mullingar, and Carrickmarcross, then up to Dundalk on the east coast.

Our final two days of biking took us through the beautiful coastal towns of Blackrock, Annagassan, and Skerries, along a beautiful harbor and long sandy beaches, before arriving back at our B&B in Dublin.

Now that we have bicycles that are ready for long-distance traveling, we'll continue to find places to go each summer, but Ireland will remain one of our favorites.



Photo: Ingo Menting

Left: Lismore Castle in County Waterford, Ireland. (Éireophile alert! Historical trivia follows.) A monastery originally occupied the site in the early 7th century and Henry II, King of England stayed there in 1171. The 6th Duke of Devonshire (1790-1858) hired architect William Atkinson to rebuild the castle in Gothic style. Fred Astaire's sister, Adele, lived there from the early 1900s until her death in 1981. The castle became Northanger Abbey for the 2007 ITV drama of that name.

Bike Florida's March 2012 adventure...

## Ride back in time along the Forgotten Coast

by Ron Cuningham

In 1528, 300 Spanish soldiers marched north out of Tampa Bay in search of gold.

A couple hundred miles to the north and west later they found, not gold, but ill-tempered Apalachee warriors who were impressed with neither Spanish armor nor firearms.

Long story short: The Spanish ended up besieged, their backs against the sea. They slaughtered and ate their horses and used the hides to lash together escape rafts. "They were desperate to leave Florida," writes Andres Resendez, in his book "A Land So Strange.

Wanting only to leave behind this stretch of savage wilderness that would come to be known as Florida's Forgotten Coast, they pushed off for Texas...and further disaster.

The good news is that, nearly five centuries later, both the food and the spirit of hospitality on the Forgotten Coast have improved immeasurably. Even better news is that much of the strange and primitive natural beauty those first "tourists" encountered remains intact.

If your preconception of Florida consists largely of crowded beaches, condos, theme parks and high-rises, you haven't been to the Forgotten Coast. And if you prefer to do your touring on a bicycle, you have an opportunity next spring to experience a slice of Florida living of an altogether different flavor.

Bike Florida's Forgotten Coast Tour (March 24-30) is a fully supported event that will showcase panhandle Florida's tree-lined back roads, unspoiled coastline and charming small towns. Under the leadership of Bike Florida's new ride directors, Ken Foster and Becky Afonso, the tour promises a great route, exceptional food, and rare entertainment. Riders can cycle a total of 275 to 400 miles. Depending on their daily route choices, rides will stretch 40 to 60 miles per day.

The Forgotten Coast Tour will begin in Tallahassee, where you might want to take in the panorama from the observation gallery atop the 22-story Capitol Building. The ride will wind northwest to Quincy, a town of graceful antebellum homes where nearly a century ago canny local investors helped launch a small southern company that would grow into a global enterprise: Coca-Cola.

On the way, cyclists will visit Wakulla Springs State Park, one of the world's largest and deepest freshwater springs, where gators of considerable girth and weight doze in the sun on swampy banks among giant bald cypress trees.

From the springs, 30-foot-long river boats carry visitors down a crystal clear river in search of manatee, wading birds and other natural wonders.

At Blountstown, named for the Seminole chief who helped Andrew Jackson wrest Florida away from the Spanish, riders will cross the mighty Apalachicola River,

Florida's largest, and the source of the fresh water infusion that feeds the state's most prolific oyster beds in Apalachicola Bay. From there, the tour will turn south and head for the Forgotten Coast. En route, riders may find the small town of Wewahitchka a tongue-twister, but the Tupelo honey they produce there is much easier on the palate.

Bike Florida saves the best for last. The stretch of coastline between Mexico Beach and St. Marks is relatively undeveloped, breathtakingly beautiful and reminiscent of an earlier age of Florida tourism.

Cyclists can take advantage of a layover day in Apalachicola to visit either the trackless white sand beaches of Cape San Blas, on St. Joseph's Bay, or kick loose at a beach party on St. George Island.

It's a tough choice, and it's not made easier by the fact that the town of Apalachicola (the birthplace of air conditioning, without which Florida would not be habitable today) is worth a day's exploration in its own right.

There's more. Carrabelle is a charming coastal village that claims to be home to the "World's Smallest Police Station" (which bears an uncanny resemblance to a phone booth). And crossing the long low bridges that span the aquamarine waters of Apalachicola and Ochlockonee bays is a singular cycling experience.

And then there's the final night's tour party in Sopchoppy (no doubt you remember the "Visit Sopchoppy" sticker on Burt Reynolds'

beat-up suitcase in the 1976 movie "Nickelodeon"). Two words suffice to recommend this eclectic town tucked away on the banks of the Sopchoppy River: worm grunting (you'll see). And who knows? On a clear night, and if the moment is right, one might even catch the distant glow of the legendary "Wakulla volcano."

Finally, those besieged Spanish soldiers named their Forgotten Coast refuge the Bay of Horses, for obvious reasons. Today it is called St. Marks, a favorite destination for fishermen and seafood lovers alike. Nestled up against a tangle of low-lying wetlands that open up onto the Gulf of Mexico, the community hosts the San Marcos de Apalache Historic State Park—the site of old fortifications—and adjoins the St. Marks National Wildlife Refuge.

To close the tour loop, St. Marks connects cyclists directly to journey's end via the scenic 16-mile Tallahassee-St. Marks Historic Railroad State Trail; Florida's oldest paved rail-trail.

In short, Bike Florida's Forgotten Coast Tour promises an epic journey through the heart of a subtropical paradise that is the very definition of "off the beaten path." If only those hapless Spanish soldiers had arrived on two wheels...and after the invention of air-conditioning, of course. Check out Bike Florida's web site, <http://www.bikeflorida.org>, for registration details.

### Bike Florida 2012 Forgotten Coast Tour

Tallahassee, Quincy,  
Wewahitchka,  
Apalachicola (layover),  
Sopchoppy, Tallahassee

A week-long, fully supported tour showcasing scenic back roads and charming destinations. The tour takes cyclists around the Apalachicola 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 bicycle touring.

Daily average distance: 40-60 miles.

For more information visit the website or e-mail:

[springtour@bikeflorida.org](mailto:springtour@bikeflorida.org)

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## FBA Board begins critical strategic planning process *by Tim Bustos*

**A**re we simply a board with good intentions, or should we focus on being a well-intentioned board? That was one of the pivotal questions posed to the FBA Board of Directors when it met on September 24.

This was the first of what will be a series of meetings for the board as it initiates the process of developing a Five Year Strategic Plan.

Part board development and part strategic planning, this meeting was expertly facilitated by Donna M. O'Neal & Associates, with Donna O'Neal guiding the strategic planning component, and Linda Alexionok focusing on board development.

As part of the day's efforts, the board was challenged by going through a process of self-evaluation that included questions such as "What attributes should FBA board members possess? What skills should board members have? Should all board members be 'subject matter' experts (e.g. bike geeks), or should we have board members who are accountants, environmentalists, or experts in fund raising as well?"

The board then went through various exercises such as an "audit" of current expertise on the board to see what skills the board already has, versus what we thought we needed on the board.

The board then went into breakout sessions with the following task: "Picture our Future:

What does bicycling in Florida look like in five years through FBA's efforts?"

Board members were given flip charts and instructed to visually represent where they thought bicycling was going in Florida—or where it should go (Who knew we had so many artists in our midst?).

It was an engaging and interactive activity among board members to help them visualize how we thought bicycling should evolve in Florida over the next five years – and where we thought Florida bicyclists wanted us to take them.

Board members were then asked "What are your key Strengths, Weaknesses, Opportunities & Threats?" (SWOT), which turned out to be one of the most useful parts of the session.

### Critical priorities

As a result of the day's discussions, strategizing, and visioning, the following list of critical priorities was distilled to help guide the board in its next steps:

1. Consider monthly electronic conference meetings in addition to the board's regularly scheduled quarterly meetings (Note: Monthly conference calls have already been initiated since the September meeting).
2. Compile, review and act on materials brainstormed at the meeting.

*See Strategic on page 13*



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

## Ask Geo @ FBikeLaw.org\*

George Martin



### Right turn across sidewalk

**Q:** Guillermo asked: I made a right turn into commercial shopping area and out of nowhere an officer on a bike on the sidewalk almost hit my car. He said I was not looking for pedestrians' right of way. In reality, I did not see him. Who is at fault on this situation?

**A:** Bicyclists on the sidewalk have the same rights and duties as pedestrians.

*FS 316.2065 – Bicycle Regulations*

(10) A person propelling a vehicle by human power upon and along a sidewalk, or across a roadway upon and along a crosswalk, has all the rights and duties applicable to a pedestrian under the same circumstances.

If the driver is crossing a sidewalk while entering the roadway from a driveway, there is a specific statute that requires the driver to yield to pedestrians (bicyclists) on the sidewalk.

*FS 316.125 – Vehicle Entering Highway from Private Road or Driveway or Emerging from Alley, Driveway or Building*

(2) The driver of a vehicle emerging from an alley, building, private road or driveway within a business or residence district shall stop the vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across the alley, building entrance, road or driveway, or in the event there is no sidewalk area, shall stop at the point nearest the street to be entered where the driver has a view of approaching traffic thereon and shall yield to all vehicles and pedestrians which are so close thereto as to constitute an immediate hazard.

The statutes about drivers crossing a sidewalk while entering a driveway from another roadway are less specific, but also require drivers to yield to pedestrians (bicyclists) on the sidewalk or crosswalk.

A crosswalk can be marked or unmarked, and is the connection of the sidewalk across the roadway, which in this case is the driveway.

Drivers must yield to pedestrians (bicyclists) in or approaching a crosswalk.

*FS 316.130 – Pedestrians; Traffic Regulations*  
(7)(c) When traffic control signals are not in place or in operation and there is no signage indicating otherwise, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so

closely from the opposite half of the roadway as to be in danger.

Additionally, there are two statutes that require due care to avoid colliding with pedestrians or bicyclists.

*FS 316.130 – Pedestrian; Traffic Regulations*  
(15) Notwithstanding other provisions of this chapter, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian or any person propelling a human-powered vehicle ....

*FS 316.185 – Special Hazards*  
The fact that the speed of a vehicle is lower than the prescribed limits shall not relieve the driver from the duty to decrease speed .... when special hazards exist or may exist with respect to pedestrians or other traffic or by reason of weather or other roadway conditions, and speed shall be decreased as may be necessary to avoid colliding with any person, vehicle, or other conveyance on or entering the street in compliance with legal requirements and the duty of all persons to use due care.

### Riding on bike path not required

**Q:** Jim asked: A bike shop employee told us that we cannot ride on the roadway and we must ride on the pathway that is a large sidewalk/paved area. If there is a designated bike path with symbol and signage am I to ride there? Otherwise, as is the case here, we should ride on the road, right?

**A:** Even if the area is marked and signed or otherwise designated as a bike path, cyclists are never required to use a bicycle path or a sidewalk. Cyclists may use a paved shoulder, sidewalk (Unless prohibited by local ordinance), or a bike path if they so desire, but it is not required. A bike path is not a bike lane, which is a portion of the roadway marked for the use of bicyclists. Use of a marked bike lane by cyclists riding in the roadway is mandatory under some circumstances.

You should ask anyone who thinks otherwise to show you the statute that requires it. They will not be able to do so. Please see this and the other posts related to sidewalks, bike paths and bike lanes:

*FS 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.

There is no state statute requiring a cyclist to be off the roadway and to use a paved shoulder, a paved sidewalk or a bicycle path.

## 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:

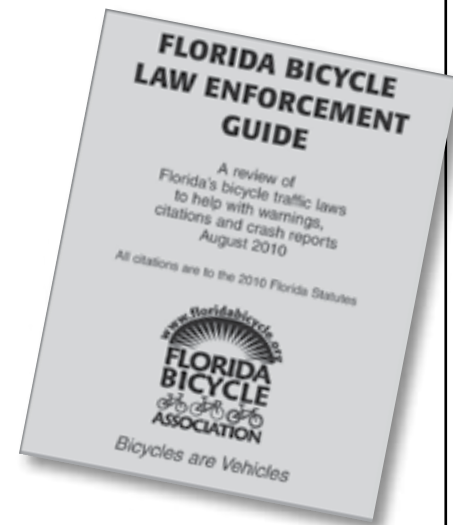
- \* when passing another vehicle
- \* when preparing for a left turn



\* 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](http://www.floridabicycle.org)



\*Florida Statute 316.2065(5)(a)3.

As a part of the Bicycle Law Enforcement Program, a website exists to provide a place to ask questions about the laws. This is a continuing series that addresses some of the questions and provide 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 the 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.



# Selected State-wide Contacts

Here's who to call about your bicycle/pedestrian/transportation concerns.  
Go to [www.floridabicycle.org/statecontacts.htm](http://www.floridabicycle.org/statecontacts.htm) for the complete, up-to-date list.

AGENCY/FUNCTIONAL RESPONSIBILITY	NAME	TELEPHONE	E-MAIL
<b>FDOT Central Office</b>			
State Safety Officer	Marianne Trussell	850.245.1500	marianne.trussell@dot.state.fl.us
State Pedestrian & Bicycle Coordinator	Dennis Scott	850.245.1527	dennis.scott@dot.state.fl.us
State SRTS Coordinator	Pat Pieratte	850.245.1529	pat.pieratte@dot.state.fl.us
Asst. Pedestrian-Bicycle Coordinator	Dwight Kingsbury	850.245.1520	dwight.kingsbury@dot.state.fl.us
Florida School Crossing Guard Program Administrator	Providance Nagy	850.245.1757	providance.nagy@dot.state.fl.us
Ped-bike traffic safety grants	Ralph Salvas	850.245.1526	ralph.salvas@dot.state.fl.us
ADA Coordinator	Dean Perkins	850.414.4359	dean.perkins@dot.state.fl.us
Roadway Design	Mary Anne Koos	850.414.4321	maryanne.koos@dot.state.fl.us
<b>District 1</b>			
District 1 Ped-Bike Coordinator	Sarita Taylor	863.519.2216	sarita.taylor@dot.state.fl.us
District 1 Safety Prgm Manager	Michael Kautz	863.519.2522	michael.kautz@dot.state.fl.us
District 1 CTSP Coordinator	Debra Stallings	863.519.2347	debra.stallings@dot.state.fl.us
Charlotte County MPO	Gary Harrell	941.639.4676	harrell@ccmpo.com
Collier County Community Development/dvlpmnt review	Russ Muller	239.403.2462	russmuller@colliergov.net
Lee County MPO	Ron Gogoi	239.338.2550x239	rgogoi@swfpc.org
Lee County DOT	Mike Tisch	239.533.8580	MTisch@leegov.com
Lee County Injury Prevention	Dan Moser	239.334.6417	dmoser@bikewalklee.org
Manatee County	Sharon Tarman	941.749.3070	sharon.tarman@co.manatee.fl.us
Polk County TPO	Ryan Kordek	863.534.6558	ryankordek@polk-county.net
Sarasota County	Irene Maiolo	941.816.0891	imaiolo@scgov.net
<b>District 2</b>			
District 2 Ped-Bike Coordinator	Jennifer Graham	904.360.5636	jennifer.graham@dot.state.fl.us
District 2 Safety Engineer	Scott Lent	904.360.5629	scott.lent@dot.state.fl.us
District 2 CTST Coordinator	Andrea Atran	904.360.5416	andrea.atran@dot.state.fl.us
City of Gainesville Transportation Services/Bike-Ped Coordinator	Dekova Batey	352.334.5074	bateydt@cityofgainesville.org
First Coast MPO	Elizabeth DeJesus	904.306.7505	edejesus@fcmmpo.com
Duval County Health Dept/Injury Prevention	Stephen McCloskey	904.630.3300x2308	stephen_mccloskey@doh.state.fl.us
<b>District 3</b>			
District 3 Ped-Bike Coordinator	Zena Riley	850.415.9656	zena.riley@dot.state.fl.us
District 3 Safety Prgm Manager	Jonathan Harris	850.415.9516	jonathan.harris@dot.state.fl.us
District 3 CTST Coordinator-West	Barbara Lee	850.415.9231	barbara.lee@dot.state.fl.us
District 3 CTST Coordinator-East	Stanley Rudd	850-415-9488	stanley.rudd@dot.state.fl.us
Panhandle MPOs (West Fla RPC)	Brian Youpatoff	800.332.7976x224	brian.youpatoff@wfrpc.org
Capital Region Transportation Planning Agency (MPO)		850.891.6801	
<b>District 4</b>			
District 4 Ped-Bike Coordinator	John-Mark Palacios	954.777.4318	john-mark.palacios@dot.state.fl.us
District 4 Safety Prgm Manager	Gilbert Soles	954.777.4358	gilbert.soles@dot.state.fl.us
District 4 CTSP Coordinator	Carmen Pullins	954.777.4361	carmen.pullins@dot.state.fl.us
City of Boca Raton Municipal Services Engineering/transportation analyst	Joy Puerta	561.416.3410	jpuerta@ci.boca-raton.fl.us
City of Boca Raton PD/traffic safety educ	Lori Wheeler	561.620.6056	lwheeler@ci.boca-raton.fl.us
Broward MPO/Special Projects & Bicycle Coordinator	Mark Horowitz	954.357.6641	horowitzm@browardmpo.org
City of Delray Beach Parking Mgmt	Scott Aronson	561.243.7286	aronson@ci.delray-beach.fl.us
Indian River County MPO	Phil Matson		pmatson@ircgov.com
Martin County MPO	Beth Beltran	772-288-5484	bbeltran@martin.fl.us
Palm Beach County MPO/Bike-Ped-Greenways Coordinator	Bret Baronak	561.684.4163	bbaronak@co.palm-beach.fl.us
<b>District 5</b>			
District 5 Ped-Bike Coordinator	Joan Carter	386.943.5335	joan.carter@dot.state.fl.us
District 5 Safety Engineer	Anthony Nosse	386.943.5334	anthony.nosse@dot.state.fl.us
District 5 CTST Coordinator	Barry Wall	904.943.5324	barry.wall@dot.state.fl.us
Space Coast MPO Transportation/Bike-Ped-Trails Prgm Coordinator	Barbara Meyer	321.690.6890	barbara.meyer@brevardcounty.us
Space Coast MPO Transportation/traffic safety education	Kim Smith	321.690.6890	kim.smith@brevardcounty.us
Lake-Sumter MPO/Transportation Coordinator	Michael Woods	352.315.0170	mwoods@lakesumtermpo.com
Metroplan Orlando (MPO)/Bike-Ped Coordinator, Smart Growth Planner	Mighk Wilson	407.481.5672x318	mwilson@metroplanorlando.com
City of Orlando Ped-Bike Coordinator	Cristina Cruz	407.246.3347	cristina.cruz@cityoforlando.net
City of Orlando Bike Coordinator/Planner	Charles Brown	407.246.3325	charles.brown@cityoforlando.net
Seminole County Public Works/Principal Engr	David Martin	407.665.5610	dmartin02@seminolecountyfl.gov
Volusia County MPO/Bike-Ped Coordinator	Stephan Harris	386.226.0422x34	sharris@volusiatpo.org
<b>District 6</b>			
District 6 Ped-Bike Coordinator	Ken Jeffries	305.470.6736	ken.jeffries@dot.state.fl.us
District 6 Safety Engineer		305.470.5722	
District 6 CTST Coordinator	Carlos Sarmiento	305.470.5335	carlos.sarmiento@dot.state.fl.us
Miami-Dade County MPO	David Henderson	305.375.1647	davidh@miamidade.gov
Monroe County Planning	Townsley Schwab	305.289.2506	schwab-townsley@monroecounty-fl.gov
<b>District 7</b>			
District 7 Ped-Bike Coordinator	Lori Snively	813.975.6405	lori.snively@dot.state.fl.us
District 7 Safety Engineer	Peter Hsu	813.975.6251	ping.hsu@dot.state.fl.us
District 7 CTSP Coordinator	Jeanette Rouse	813.975.6256	jeanette.rouse@dot.state.fl.us
City of Clearwater/Bicycle-Pedestrian Coordinator	Felicia Leonard	727.562.4852	felicia.leonard@myclearwater.com
Hernando County MPO	Steve Diez	352.754.4057	stevend@co.hernando.fl.us
Hillsborough County MPO/Bike-Ped Coordinator	Gena Torres	813.273.3774x357	torresg@plancom.org
Hillsborough County Public Works/Engrg Tech, bicycle-pedestrian coordinator	Deborah Carreno	813.307.1852	carrenod@hillsboroughcounty.org
Hillsborough County Public Works/Manager, Bicycle, Ped & School Safety Prgrms	Gary Tait	813.307.1871	taitg@hillsboroughcounty.org
City of Pinellas Park/Planning	Ron Hull	727.541.0704	rhull@pinellas-park.com
Pinellas County MPO/Bike-Ped Coordinator	Brian Smith	727.464.8200	bsmith@co.pinellas.fl.us
City of St. Petersburg Transportation & Parking/bicycle-pedestrian coordinator	Cheryl Stacks	727.892.5328	cheryl.stacks@stpete.org
City of Tampa Public Works	Jan Washington	813.274.8303	jan.washington@ci.tampa.fl.us
City of Tampa/Parks & Rec Dept/Greenways & Trails Coordinator	Karla Price	813.274.5134	pr07@ci.tampa.fl.us

# Selected State-wide Contacts

Here's whom to call about your bicycle/pedestrian/transportation concerns. Go to [www.floridabicycle.org/statecontacts.htm](http://www.floridabicycle.org/statecontacts.htm) for the complete, up-to-date list.

AGENCY/FUNCTIONAL RESPONSIBILITY

NAME TELEPHONE E-MAIL

**Other state & federal agency staff**

**Florida Traffic Safety Education Program/Director**

Dan Connaughton 352.392.4042x1296 danc@hhp.ufl.edu

**FTBSEP assistant**

John Egberts 352.392.4042x1370 safety@hhp.ufl.edu

**FDEP Office of Greenways & Trails**

Jim Wood 850.245.2052 jim.m.wood@dep.state.fl.us

**FDOE Student Transportation/Director**

Charlie Hood 850.245.9924 charlie.hood@fldoe.org

**Florida Tech Transfer (T\*\*2) Center/Co-directors**

Janet Degner, Nina Barker 352.392.2371x227 jdegnd@ce.ufl.edu

**FHWA Fla Div Safety Engineer**

Hussein Sharifpour 850.942.9650x3024 hussein.sharifpour@fhwa.dot.gov

**Florida Pedestrian/Bicycling Safety resource Center**

Wanda Wilkerson 352.273-1680 mediacenter@ce.ufl.edu

**Other organizations**

**Bike Florida**

Hope Howland-Cook 352-224-8601 info@bikeflorida.org

**Rails-to-Trails Florida Office**

Ken Bryan 850.942.2379 rtcflorida@transact.org

**Epilepsy Foundation (Ped-Bike Safety Resource project)**

Susan Eddins 561.478.6515 seddins@efof.org

**FDOT Districts**

**District 1**

*Cities:* Bradenton, Fort Meyers, Naples, Sarasota

*Counties:* Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, Sarasota

**District 2**

*Cities:* Gainesville, Jacksonville, Lake City, St. Augustine

*Counties:* Alachua, Baker, Bradford, Clay, Columbia, Dixie, Duval, Gilchrist, Hamilton, Lafayette, Levy, Madison, Nassau, Putnam, St. Johns, Suwannee, Taylor, Union

**District 3**

*Cities:* Destin, Panama City, Pensacola, Tallahassee

*Counties:* Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa Rosa, Wakulla, Walton, Washington

**District 4**

*Cities:* Fort Lauderdale, Fort Pierce, Palm Beach, Stuart

*Counties:* Broward, Indian River, Martin, Palm Beach, St Lucie

**District 5**

*Cities:* Coco Beach, Daytona Beach, Kissimmee, Melborne, Ocala, Orlando

*Counties:* Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter, Volusia

**District 6**

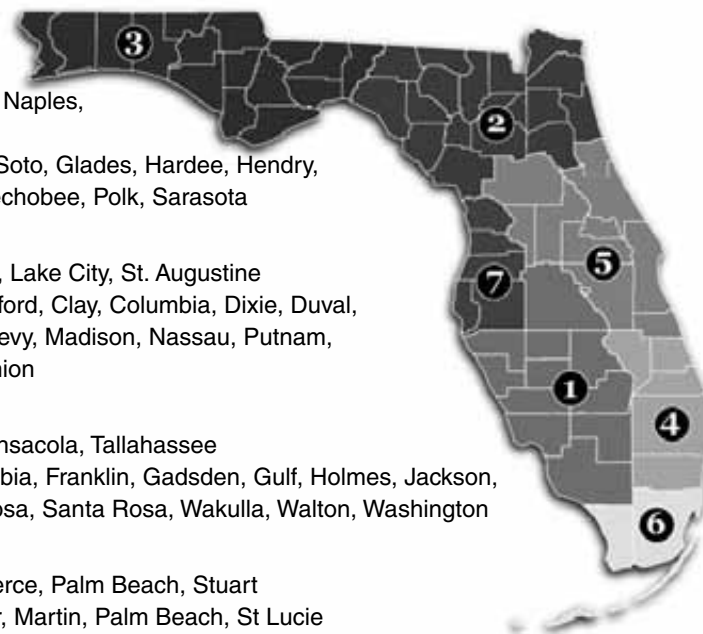
*Cities:* Key West, Miami

*Counties:* Miami-Dade, Monroe

**District 7**

*Cities:* Clearwater, St. Petersburg, Tampa

*Counties:* Citrus, Hernando, Hillsborough, Pasco, Pinellas



## Strategic plan to guide FBA action

*continued from page 10*

- 3. Review FBA's Mission and Vision Statements
- 4. Set a schedule for next steps and completion of the strategic plan
- 5. Identify a strategic plan format
- 8. Diversify the Board and Advisory Board
- 9. Begin to implement governance changes and board recruitment strategies.

Based on post meeting evaluations, most board members found the day's sessions very helpful, and they set the stage well for the next phase of actually putting all the pieces together as we work towards developing a meaningful strategic plan for the next five years.

However, this is not a one sided process – we want to hear from you, the FBA members.

Where would you like to see FBA be in five years? If you have any thoughts you would like to share, please send me an e-mail ([tim@floridabicycle.org](mailto:tim@floridabicycle.org)), or feel free to go to

6. Identify and engage other stakeholders who are crucial to achieving the plan. These include other organizations that have a vested interest in FBA's success, such as state and local government, educational institutions, the bike industry, and others.

7. Identify and analyze (cost-benefit analysis) the programs and services that FBA offers to its members

FBA's Facebook page and share your thoughts and visions.

The Florida Bicycle Association faces many challenges over the next five years.

These challenges include proposed changes in state laws that could affect all Florida bicyclists, reduced funding for bicyclist and motorist education programs, and desperately

needed funds to help improve the safety of our transportation network – improvements that would benefit all road users.

The Florida Bicycle Association's Five Year Strategic Plan will help us meet those challenges.

## Bed, Breakfast & Bike Florida

by Dale V. Lally, Jr.

This informative guide describes several dozen wonderful inns or B&Bs, with at least two rides originating from each inn or nearby.

Accommodations are described down to the smallest nuance; rides are illustrated by handy maps and detailed cue sheets. *Bed, Breakfast & Bike Florida* features one circular route and five interconnected cross-Florida routes covering areas from Pensacola in the panhandle to Key West in the southeastern part of the state.

**"Touring by B&B" is a great way to see more of Florida.**

An avid cyclist, Dale was a longtime member of the Broward County Bicycle Advisory Committee and was an FBA advisory board member. He passed away in mid-2004 while attending the Tour de France.

**Bed, Breakfast & Bike Florida**

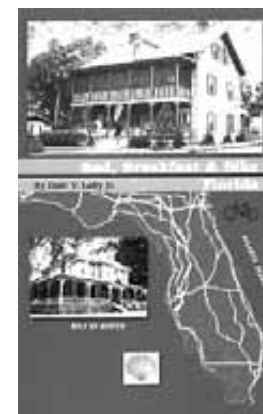
by Dale V. Lally Jr.

ISBN: 0-933855-24-9

208 pages, paperbound, \$16.95

Order from [www.anacus.com/bb.html](http://www.anacus.com/bb.html) or **Amazon.com**

Do you have a favorite B&B or inn you've encountered on a bicycle trip? Send us the details (or point us to a Web site) and we'll feature it in the *FBA Messenger*.



The mission of the Florida Bicycle Association (FBA) is to inspire and support people and communities to enjoy greater freedom and well-being through bicycling.

The Florida Bicycle Association was incorporated in 1997 for educational and charitable purposes. FBA is a nonprofit, tax-exempt corporation under Section 501(c)(3) of the Internal Revenue Code. Donations, including membership dues, are tax deductible. A copy of the current financial statements may be obtained by contacting FBA, P.O. Box 916715, Longwood, FL 32791.

To join FBA complete the form in this newsletter and send with your dues, or join online at [www.floridabicycle.org](http://www.floridabicycle.org).

The *Florida Bicycle Association Messenger* is published quarterly as a service to members and advocates for a bicycle-friendly Florida by the Florida Bicycle Association, P.O. Box 916715, Longwood, FL 32791.

[www.floridabicycle.org](http://www.floridabicycle.org); e-mail: [tim@floridabicycle.org](mailto:tim@floridabicycle.org); Phone: 850-238-5238

Membership in FBA includes a subscription to the *FBA Messenger*.

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## Upcoming Bicycle Touring Events in Florida

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

### October

#### October 22 (Sat) *Gainesville* **19th Annual Nationwide Santa Fe Century**

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

#### October 22-23 *Gainesville* **Gainesville Cycling Festival**

Two centuries in two days! (Or enjoy the shorter options for a weekend of bicycle touring.) See details in the listings for the Santa Fe Century and Horse Farm Hundred. Full info is available on the web site, along with an application. <http://gccfla.org/gcf/>

#### October 23 (Sun) *Flemington* **Horse Farm Tours**

The Horse Farm Tours start in Flemington on CR 329 (Interstate 75 CR 318 exit). Registration will be open till 9 am. If you want to start with a group, we'll send you off at 8:30 am. Otherwise, you can start whenever you wish. With 25/30/45 mile routes to choose from, there should be a distance to satisfy everyone in the family. The terrain that you will encounter as you wind through the horse farms is rolling. If you are from the coast, it will be a different challenge than just riding over the odd canal bridge. But many of you will want to make frequent stops to take in the scenery, and perhaps have a conversation with a horse. <http://gccfla.org/gcf/>

#### October 23 (Sun) *Gainesville* **31st Annual Horse Farm Hundred**

The Gainesville Cycling Club's tour through the picturesque horse farms of northern Marion County. The 102 mile ride (and a 55 mile option that doesn't get into horse farm territory) starts at 8:30 am at Lofton High School at 3000 East University Avenue. Bagels and muffins will be available before the start. <http://gccfla.org/gcf/>

#### October 29 (Sat) *Palm Harbor*

**Purrfect Howleen Ride4theAnimals**  
Benefits the Suncoast Animal League Cyclists can choose from four distance routes 0/31/62/100 miles, leaving from the Suncoast Animal League in Palm Harbor going north to Brooksville with an optional Ghost Tour available Friday night, Oct 28, in Brooksville. The ride is an out and back and will end with a grand celebration next to the animal shelter. Original artwork will be presented to top fundraisers and century riders will receive a commemorative event jersey. Cyclists will enjoy pre-ride snacks and drinks, well stocked pit stops and the support of a SAG driver. You will ride with Canada's national Tri-Athlete, Sharon Ingle and hear her inspiring story. Optional multi-day ride from St. Augustine available. [www.cycle4dreams.com](http://www.cycle4dreams.com)  
Active.com Online Registration

### November

#### November 5 (Sat) *Largo* **Ride to Defeat ALS**

62/25/5 mile routes. Start and finish at Walsingham Park in Largo (just north

of St. Pete and due west of Tampa). \$35 reg fee for metric century and 25-milers. Routes include coastal roads, scenic areas and paved trails. Rest stops every 4-10 miles. SAG support and ride marshals on the route. \$20 registration fee for 5-mile Family Fun Ride which stays on a paved trail. Breakfast and lunch included. Fundraising prizes & awards. Great cause. We're riding to defeat ALS, which is also known as Lou Gehrig's Disease. ALS Association Florida Chapter. 888-257-1717 x131. [ride@alsaf1.org](mailto:ride@alsaf1.org). <http://floridaridetodefeatals.org>

#### November 5-6 *Miami* **Dolphins Cycling Challenge**

A two-day tri-county charity cycling event coordinated by the Miami Dolphins Foundation to increase cancer awareness, encourage healthy hobbies, and raise funds for the University of Miami Sylvester Comprehensive Cancer Center. Registration Packet Pick Up available the week of October 31st at Sun Life Stadium in Miami Gardens. <http://www.ridedcc.org>

#### November 6 (Sun) *Dunnellon* **Boys & Girls Club/ Dwight Fitzgerald Memorial Ride**

Honors Dwight Fitzgerald, a local resident, friend, family man, cyclist. Proceeds from this event will go to the Boys & Girls Clubs of Marion County. Start at Rainbow Springs Park, with rides of 33, & 64 miles thru the hilly roads of western Marion & southern Levy counties. 7:00 am check in, 8:00 mass start. \$30 entry fee includes breakfast snacks, lunch, & early registrants will receive a ride t-shirt. Families are welcome to enjoy the park, swim, canoe & kayak. Entries post-marked by Oct 15 will be guaranteed a t-shirt. Call Blue Run Bicycles in Dunnellon @ 352-465-7538 for more info. Register online [www.bgcmc.org](http://www.bgcmc.org) to pay via Paypal. Entries may also be mailed to Blue Run Bicycles, 11352 N Williams St., Suite 310, Dunnellon, FL 34432. Please make checks payable to "Boys & Girls Clubs of Marion County" [www.bluerunbicycles.com/](http://www.bluerunbicycles.com/)

#### November 19-20 *Clermont* **Horrible Hundred**

32nd Annual. November 20. Two days, three routes and seven mountains makes this year's event another great adventure. Join the Florida Freewheelers in celebrating one of Florida's oldest continuous rides. Course options of 35/70/100 miles. Enjoy quiet country roads and true Southern hospitality while tackling Central Florida's "mountains". Early registration pick up and familiarization rides on Saturday, November 19 will be available. Cycling and Fitness Expo will run Saturday and Sunday, November 19-20. See the latest bikes and gear from major manufacturers. Start: Waterfront Park, Clermont, Florida. For more information and online registration go to the website. Registration opens mid August. [www.horrible-hundred.com/](http://www.horrible-hundred.com/)

#### November 21-25 *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 Watchee Springs, and see the Manatees

at Crystal River.  
[www.gulfcoasteventstours.com/](http://www.gulfcoasteventstours.com/)

### December

#### December 5-9 *Cross City* **Gulf Coast Highlight Tour**

Tour package consists of 5 days and four nights; cycling on Florida's beautiful Gulf Coast, other attractions include a visit to Historic Yulee Sugar Mill, see the Mermaids perform at Weeki Watchee Springs, and see the Manatees at Crystal River.  
[www.gulfcoasteventstours.com/](http://www.gulfcoasteventstours.com/)

#### December 9-11 *Sebring* **Highlands Bike Fest**

Co-hosted by the Highlands Pedalers bicycle club and the historic, bike friendly Kenilworth Lodge. Scenic, low traffic country roads of Central Florida. 57/37/20/12 miles on Friday; 100/62/51/33/22 on Saturday and 62/51/33/20 on Sunday. Meals include continental breakfast, buffet lunches, and on Saturday an ice cream social. Afternoon activity options include meeting friends, swimming pool, holiday shopping, winery, golf courses, riding stables, kayak tours, Hammock State Park, Archibald Biological Station, the Sebring International Raceway. [www.kenilworthlodge.com/packages/?id=35](http://www.kenilworthlodge.com/packages/?id=35)

#### December 9-12 *White Springs* **Secret Santa Open House & Cycling Weekend Road and off road riding**

The Suwannee Bicycle Association's memorable weekend of preholiday cycling activities and festivities at the Secret Santa Open House and Century Ride. Both on-road and off-road rides will be conducted each day. Secret Santa Open House is scheduled to coincide with White Springs Festival of Lights and the Christmas Parade. Saturday evening share in a great pot-luck dinner and participate in the secret santa gift exchange. <http://www.suwanneebike.org/>

#### December 9-11 *Sebring* **Highlands Bike Fest**

Get away from the pre-holiday bustle and enjoy a mini-vacation during the cooler fall weather. The 14th Annual "Highlands Bike Fest" co-hosted by the Highlands Pedalers bicycle club and the historic, bike friendly Kenilworth Lodge. Scenic, low traffic country roads and friendly motorists of Central Florida. 57/37/20/12 miles on Friday; 100/62/51/33/22 on Saturday and 62/51/33/20 on Sunday. Meals include continental breakfast, great buffet lunches, Saturday ice cream social. Afternoon activity options include: meeting friends, swimming pool, holiday shopping, winery, golf courses, riding stables, kayak tours, Hammock State Park, Archibald Biological Station, the Sebring International Raceway. [www.kenilworthlodge.com/packages/?id=35](http://www.kenilworthlodge.com/packages/?id=35)

#### December 10-11 *Lakeland* **2011 Florida Senior Games Cycling State Championships**

2011 Florida Senior Games State Championships, held December 10-11, 2011 in Lakeland, Florida. Athletes from AL, FL, GA, LA, MS and NC expected to attend. Florida residents must qualify at Local Senior Games in Florida. Competition for athletes 50+. For more information, contact Kevin Bryan at 866-354-2637 or

[Active.com](http://Active.com) Online Registration

### January

January 22 (Sun) *Cape Coral*  
**The 21st Annual Tour de Cape**  
Presented by the City of Cape Coral Parks & Recreation Department offers a 5K run on Sat. Jan. 21, and on Sun. Jan. 22 there are four cycling courses that travel through the City of Cape Coral, one of the largest cities in the state. The Tour de Cape offers a 15mi., 31mi, 62mi and 100mi. course. All courses are manned with support teams and rest stations throughout.

### February

February 4 (Sat) *Gainesville*  
**Gainesville Brevet Series: 300 km**  
Second in a series of four events required to qualify for Super Randonneur. 190 miles. Jim Wilson (352)373-0023. See website for details, rules, equipment advice, and recommended accommodations. <http://gccfla.org/brevet/brevets.html>

#### February 19 (Sun) *Boca Raton* **Tour of Boca**

Sponsored by the Boca Raton Bike Club and the City of Boca Raton and recreational services. 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 \$2.00. Rest stop midway through the ride. 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 (support vehicle). For more information, call Call 561 391 6109 or visit [www.bocabikeclub.org/](http://www.bocabikeclub.org/).

#### February 25 (Sat) *North Port* **Piggy's Revenge**

A free race/ride consisting of 60+ miles of off-road goodness in Sarasota County Florida. The big loop will connect three wilderness areas in the south end of the county. details at <http://piggysrevenge2012.blogspot.com>

### March

#### March 10 (Sat) *The Villages* **We Ride For Kids**

Ride The Villages for children  
<http://redsoxnation-villages.com/>

#### March 11 (Sun) *Boca Raton* **Tour of Boca**

RESCHEDULED from March 13, 2011 See February 19 listing for ride details. For more information, call Call 561 391 6109 or visit [www.bocabikeclub.org/](http://www.bocabikeclub.org/).

#### March 18 (Sun) *St. Augustine* **Cystic Fibrosis Cycle for Life**

Once again our ride festivities will begin and end at Ring 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. John's County on beautiful back country roads. 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 breakfast, a

catered lunch, music, pre and post ride massages will be available and a beer garden at the conclusion of the ride to celebrate your fund raising efforts. Contact Elaine Fowler Ride Director at 904.733.3560 for more information or email at [efowler@cff.org](mailto:efowler@cff.org). [www.cff.org/Chapters/nfl/](http://www.cff.org/Chapters/nfl/)

March 24-30 Tallahassee  
**Bike Florida Forgotten Coast Tour**  
A week-long tour of the Panhandle. See the ad and story on page 9. [www.bikeflorida.org](http://www.bikeflorida.org)

#### March 31 (Sat) *Jacksonville* **Ride with Me for Autism 2012**

Benefits those who struggle with Autism. Routes from advanced to beginner: INTRODUCING The Florida-Georgia Century, 62-mi, 29-mi, 10-mi, and a fun ride for the family. T-shirt, healthy breakfast and a hearty lunch included in the registration fee. Awards for the largest team, top team fundraisers and top individual fundraiser. Support and Gear "SAG" services, mechanical assistance and motorcycle escorts and a post ride celebration. [www.ridewithmeforautism.org](http://www.ridewithmeforautism.org)  
[Active.com](http://Active.com) Online Registration

### April

April 1 (Sun) *Bradenton*  
**American Diabetes Association's Tour de Cure Lakewood Ranch**  
Several different cycling routes available. 100 Mile Century Check-In 6:30 am Ride Start 7:30 am Rest Stop Closes 3:00 pm \*12.5 mph min pace 62 Mile Metric Century Check-In 7:30 am Ride Start 8:30 am Rest Stop Closes 3:00 pm \*9 mph min pace 35 Mile Ride Check-In 8:30 am Ride Start 9:30 am Rest Stop Closes 3:00 pm \*6 mph min pace 10 Mile Fun Ride Check-In 9:30 am Ride Start 10:30 am \*4 mph min pace Register at <http://diabetes.org/swfloridatour> Contact Melissa Brochu 813.885.5007 x 3358 [mbrochu@diabetes.org](mailto:mbrochu@diabetes.org). <http://diabetes.org/swfloridatour>  
[Active.com](http://Active.com) Online Registration

#### April 7-8 *Various* **Gainesville Cycling Club Fleche**

360 Km in 24 hours. Teams converge on common finish point for wild and crazy finishing celebration at 6AM Easter morning. <http://gccfla.org/brevet/>

#### April 14-15 *Tallahassee* **Tour of Southern Rural Vistas**

200 miles /200 km in two days. Now with a year of experience on the new upgraded route, TOSRV-South is better than ever. Start: Tallahassee at the State Capitol. Improved destination location in Albany, social events planned for Sat evening. Gentle rural vistas with law enforcement assistance at both ends. Classic 2-day supported ride with the same great food and newly improved accommodations. Baggage transported. Watch the Capital City Cyclists web site for more details: [www.cccyclists.org](http://www.cccyclists.org). We will have special surprises commemorating the 30th annual TOSRV. <http://cccyclists.org/>

# Legislation updates may affect all bicyclists

continued from page 1

could strip TE when Congress takes up the bill again in March.

Members and friends of FBA were instrumental in helping TE stay intact when it was in jeopardy at the end of September. Congress received more than 50,000 e-mails and letters in support of TE, so your support can and will make a difference. Please stay tuned to our e-mails, blogs, and Facebook page as we monitor this legislation for any potential threats. When you see a "call to action," please consider getting involved: send an e-mail, or make a call to your elected officials in support of keeping TE in the Transportation Bill!

### State Legislation

We are getting ready for the 2012 Florida legislative session, especially since it will be starting sooner than usual due to redistricting. FBA will continue with most of the legislative platform we pursued last year, including, but not limited to, the following:

Legislation that would increase penalties for motorists who cause collisions with bicyclists and pedestrians while distracted (e.g. texting). This is a factor in many collisions.

Legislation that would repeal the mandatory bike lane law, which puts cyclists at great peril when bike lanes are poorly designed, and/or too close to parked cars.

Removing restrictions on some bridges and limited access roadways. In some locations, there are few, if any, reasonable alternatives.

Additionally, we will be on the defensive this year with some legislation that has not been formally introduced yet, but could be.

For example, in the waning weeks of the legislative session last year, there was legislation introduced that would have dramatically changed the definition of a "bicycle" in the State of Florida, thereby putting bicyclists in peril at many levels.

We will endeavor to keep FBA members and all cyclists in Florida apprised of any changes, or proposed changes in legislation that could compromise our ability to ride safely and effectively throughout our great state.

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## Anti-harassment law goes into effect in LA

Compiled from multiple sources

**A** City of Los Angeles ordinance considered by some as the toughest in the nation went into effect September 5.

City Councilman Bill

Rosendahl, who sponsored the ordinance, acknowledged that it was "...not a cure, but...a crucial step in returning our streets to all users, and not just automobiles."

City Council unanimously passed the ordinance back in July. Violators are liable for treble damages, starting at \$1,000, plus attorney fees and court costs.

Punitive damages, where warranted, are also possible.

The law, formally known as Chapter IV, Article 5.10 of LA's Municipal Code (a.k.a.

"Los Angeles Ordinance No. 181817") allows cyclists to sue in civil court drivers who threaten cyclists verbally or physically harm or endanger riders.

Detractors lean on the Constitution's Freedom of Speech Amendment in defending a motorist's right to verbally abuse a bicyclist.

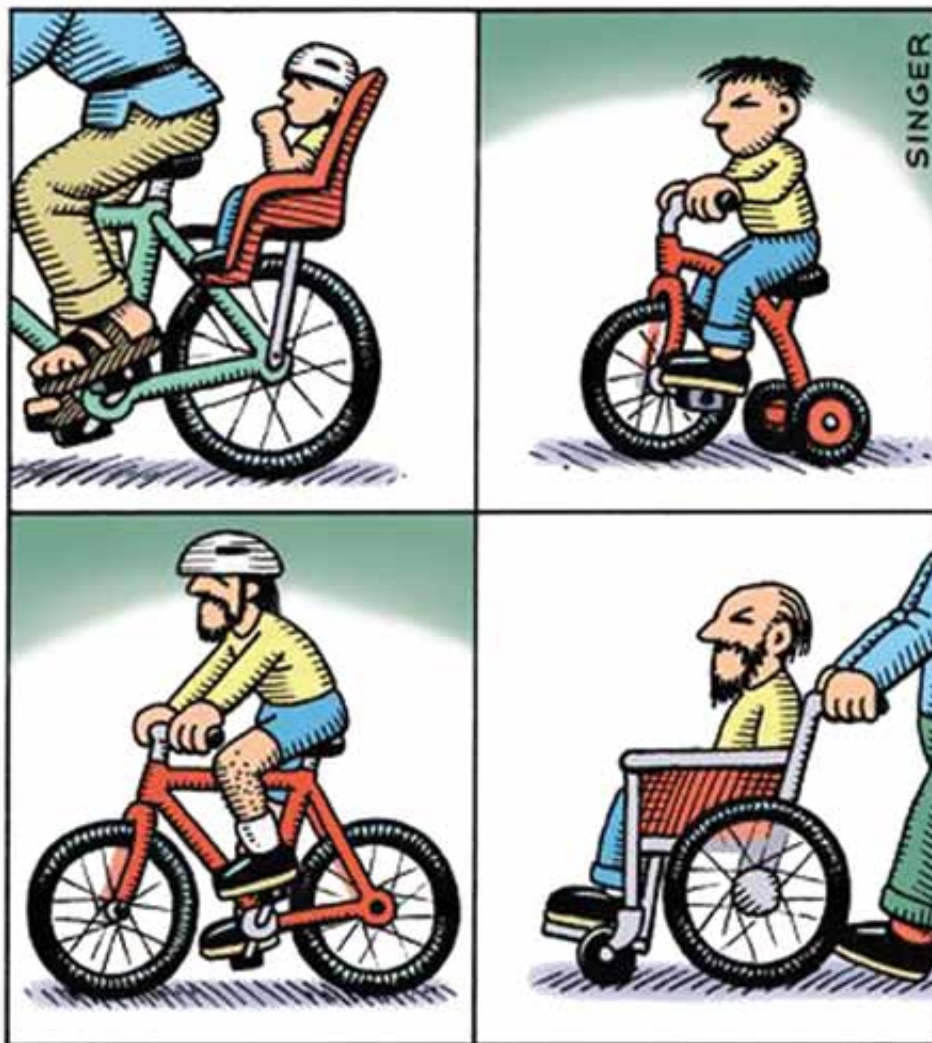
The ordinance does not, however, specifically outlaw verbal abuse, only activities such as physical assault, intentional distraction, attempt to force a cyclist off the road, or imply injury or threat of injury.

continued on page 16

NO EXIT

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## The Life Cycle



**JOIN FBA TODAY**

Add your voice for the future of bicycling in Florida.

Membership includes the FBA Messenger!

Name: \_\_\_\_\_ E-mail: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ County: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Tel (H) \_\_\_\_\_ (W) \_\_\_\_\_  
 Bike Club Affiliation(s): \_\_\_\_\_  
**Member Category:**  \$15/student/living lightly  \$25/individual  \$35/household  \$100/club/corporate/agency  
 Ride Preferences:  On-road  Off-road  Touring  Racing  Commuting  
 I have taken a Traffic Skills 101 or Road I (formerly Effective Cycling) class  Yes  No; Approximate year taken: \_\_\_\_\_  
 I am a League cycling Instructor (LCI)  Yes  No  
 May we contact you about volunteer opportunities?  Yes  No  
 List any special skills or interests: \_\_\_\_\_  
 Charge my  Visa  MasterCard  
 Card No: \_\_\_\_\_ Expires: \_\_\_\_\_  
 Signature: \_\_\_\_\_

Please make checks payable and mail to:  
**Florida Bicycle Association, Inc.**  
 P.O. Box 916715, Longwood, FL 32791

**LA harassment law**

*continued from page 15*

It is too soon to tell whether calling a careless cyclist a “#@%\*!! moron!” is considered by the courts to be distracting.

“Most retarded law ever. It’s a step too far,” wrote Dennis Romero, a blogger for the LA Weekly’s Crazytown blog.

“What we really need in Los Angeles is another reason to sue people,” wrote Romero.

But the new ordinance, according to LA bicycling attorney Ross Hirsch, is similar to

other civil rights laws – racial discrimination, employment discrimination are examples – enacted to protect a class of people whose rights have been “historically violated and very infrequently enforced.”

The “Cyclist Anti-harassment Law...is novel in its application to cyclists who the Legislature has recognized are legitimate road users whose responsible transportation choice should be encouraged – but are in need of additional protections because they are more vulnerable...” explains Hirsch, writing on <http://la.streetsblog.org> for Sept. 27.

Certain types of harassment are already on the books as criminal behavior. This law does not prevent criminal liability in addition to the civil remedies.

Here are the categories of behavior the law specifically addresses:

- Physical assault or attempt to assault
- Threat of physical injury
- Intentional injury or attempt to injure, threat of injury by words, vehicle or other object
- Intentional distraction or attempt to distract

Intentional forcing or attempt to force bicyclist off the road.

Contrary to complaints from critics, the new law, according to attorneys, is not a free pass to the courtroom.

Cyclists still need to show good cause, plus plenty of the usual backup – witness statements, evidence of damage or injury, license numbers, vehicle description and other such information normally required to present a winning case.

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[www.floridabicycle.org](http://www.floridabicycle.org) 850-238-5328

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*Sometimes ya gotta drive. But you don't have to be happy about it. You've got an attitude and you might as well share it. So while you're sharing the road, share the message as well. Get or renew your Share the Road plate. It's a cheap, and friendly, way to share your attitude on a daily basis.*

*Bike Florida and FBA share in promotion of and proceeds from sale of Share the Road specialty license plates. Income from the plates is earmarked specifically for education and awareness programs for bicycle and motorist safety.*

*Get your own Share the Road license plate at your county motor vehicle registration office. For a list of county offices, go to [www.dmvflorida.org/dmv-offices.shtml](http://www.dmvflorida.org/dmv-offices.shtml).*

**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.**

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*\*See Publication 15-B at [www.irs.gov](http://www.irs.gov) for more information.*