

Reviewing the April 8 event.

## Florida Bike Summit brought advocacy to lawmakers' doorstep

by Laura Hallam, FBA Executive Director



Above: Kathryn Moore, Executive Director of the So. Fla. Bike Coalition (right), works the FBA booth. Below: Representative Adam Fetterman takes the podium.

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Members of FBA from around the state gathered with Bike Florida at the Capitol for the 2nd annual Florida Bike Summit.

Modeled after the highly successful National Bike Summit that recently



celebrated its 10th anniversary in Washington, DC, the Florida Bike Summit generated dozens of meetings to gain legisla-

please see **Fla. Summit**, page 5



## Lakeland: ProBike/ProWalk Florida city comes up with the right answers

by Herb Hiller

Yes, yes, yes and no.

Four answers to four questions you may be asking:

1. Shall I attend ProBike/ProWalk Florida in May?
2. Shall I come early and/or stay in Lakeland after the conference?
3. Is Lakeland not only the most beautiful mid-sized city in Florida but also, rare among cities of any size, year by year getting better?

Woman's Club, Lakeland Chamber of Commerce, fine houses and historical markers that celebrate the good sense of people who, starting 125 years ago, settled this railroad town.

I might add about those people who settled Lakeland that they also had the good fortune of having Publix headquarter its enterprise here, so that subsequent generations of Jenkins folk could endow gardens, children's play areas and everything else that makes



photos: Courtesy of Central Florida Visitor & Convention Bureau

4. Is there any way that you can grasp my enthusiasm for Lakeland without first going there yourself?

First case for enthusiasm: Retired Lakeland Mayor Tom Shaw will meet you at the Amtrak station on the north shore of Lake Mirror and carry your gear to his bed-and-breakfast on the south shore while you walk the half mile and let this City Beautiful-era lake surround captivate you.

Second case for enthusiasm: Tom will also transfer you (along with your gear) if you'd rather hold off your introduction to town till you can walk out the leaded glass front door of his house into lakeside Hollis Garden or out the kitchen door a block to Lake Morton to visit among the seasonal white pelicans, swans, ducks and the other feathered flocks that share the shore with the Lakeland Public Library, Polk Museum of Art, Lakeland

Lakeland not only Florida's most beautiful mid-sized city but also justifies all the accolades cast around by those who fall in love with it.

I've previously written about Lakeland's Lake-to-Lake Bikeway, its sociably central Munn Park, and the restoration of its landmark buildings, most arguably the Lakeland Terrace Hotel, as notable downtown as the unique Florida Southern College campus of Frank Lloyd Wright buildings and Bok Tower Gardens in Lake Wales on Polk County's far side.

You might also be hearing a lot more that's good about Lakeland and its neighboring towns because coming next are (a) Legoland at the former site of Cypress Gardens in Winter Haven (b) a futuristic university in

Please see **Pro-Lakeland**, Page 7

Lakeland, May 11-13...

## Register now for PBPW Florida

by Dan Moser, FBA Program Manager

**M**ore than likely anyone reading this knows by now that FBA's annual ProBike/ProWalk Florida Conference is coming May 11-13. We're looking forward to having another excellent event—this time in Lakeland, one of Florida's great towns for cycling, walking, and running.

There are also many interesting things to do in town and nearby, from experiencing the Frank Lloyd Wright architecture of Florida Southern College, to the unique and beautiful Hollis Gardens, to recently redeveloped downtown Lakeland, all of which are within walking or cycling distance of the Lakeland Center.

Nearby attractions, including Bok Gardens and Fantasy of Flight, are places you might consider visiting if you have motorized transportation to get you there.

But Lakeland proper has plenty of places to spend your time, especially since ProBike/ProWalk Florida will keep you plenty busy.

**Kevin Mills**, Vice President of Policy for Rails-to-Trails Conservancy, is one of our keynote speakers. He'll be putting in perspective how the various federal stimulus funds and other resource dollars impact the work we do, talk about the Active Transportation for America Report RTC developed, and cover the economic benefits of cycling and walking in rural, suburban, and urban communities.



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Kevin's experience and expertise will undoubtedly make for an interesting and useful presentation.

Our other keynote is **Dr. Bob Chauncey**, a dynamic and entertaining speaker, who will share his insight into the economics of bicycling and walking, something he's focused on for many years.

Prior to his current roles as bike/ped advocacy consultant and college professor, Bob was the Senior Program Manager for the National Center for Bicycling and Walking, where he spearheaded efforts such as the Walkable Communities Workshops program and various safe routes to school initiatives.

Bob also coauthored publications that are valuable resources to both bike/ped professionals and advocates. But be forewarned: Bob's showman/thespian background is sure to surprise.

If you haven't yet registered, please do so now! For complete conference information, and to register, visit [www.floridabicycle.org/probikeprowalk](http://www.floridabicycle.org/probikeprowalk). In the meantime, here's a listing of conference sessions (subject to change, of course), which include many that will offer AICP credit:

**Opening Plenary** includes state and national updates and keynote speakers Bob Chauncey and Kevin Mills

Luncheon includes **FBA general membership meeting and annual awards presentations**

#### General Sessions:

Hillsborough County 9-1-1 Trailways Addressing Program

Bicycle Law Enforcement Program

Trails and Economic Development

Connecting Advocacy to Public Policy: Case of the 3,000-mile-long Bike-Ped East Coast Greenway and Institutions of Florida Policy and Opportunity

University Planning for Multimodal Transportation

Conserve by Bicycle and Pedestrian Phase II Study

Impacts of a Local Bike Industry: Case Studies from Portland, OR, and Other Communities

Evaluating and Planning for Safe Routes to School

Safe Routes to School "Walking School Buses and Bicycle Trains"

Sidepath LOS Model and Modifications to the Ped and Bike LOS Models

Promoting Bicycling Using Inexpensive Techniques

Guiding Metropolitan Growth through Development Economics

Louisville Bike Plan

Pedestrian Road Safety Audits: A Walk Through Tools, Techniques, and Troubles Faced by Pedestrians

The Benefits of the Florida School Crossing Guard Program to the Child, Family and Community

An Analysis of Florida Physical Education Teacher's Knowledge of Bicycle Laws and Safety Beliefs: Results of a Pilot Study

"This Biking Stinks, But I Gotta Eat!" The World of the Captive Cyclist

Tampa's Fletcher Avenue: Turning the Great Wall of Misadventures into a Pedestrian Safety and Economically Enriched Zone

City of Winter Haven Multimodal Infrastructure Access Plan

Lakeland's Road Diet Program

Targeted Countermeasures for Pedestrian Safety

Latest and Greatest in the 2010 Plans Preparation Manual and Design Standards

Wider Outside Lane Study – or Do women riding pink bikes get more room when being passed?

US Bicycle Routes

#### Mobile Sessions:

(Conducted by City of Lakeland and Polk County Staff Members):

Tour of Hollis Gardens & Common Grounds Park

Lakeland's Downtown Redevelopment

Polk County's Multi-Use Trails

#### Special Session:

4-hour Workshop for FTBSEP Regional Trainers & LAB LCIs (Conducted by Dan Connaughton and Preston Tyree)

#### Special Input Session:

Florida's 2060 Plan (Hosted by FDOT)



Advocating a  
bicycle-friendly Florida

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

Individual	\$25
Family	\$35
Student/living lightly	\$15
Bicycle Club	\$100
Corporate/Agency	\$100

Higher donations are greatly appreciated! See membership categories, below.

**Make check payable and mail to:**

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

**FBA's Blog is on the website**

[www.floridabicycle.org](http://www.floridabicycle.org)

**Messenger Deadlines**

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

Inquiries and submissions:  
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Membership includes a subscription to the *FBA Messenger*.

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

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President's message...

**Tell me a story***David Henderson*

There are lots of ways to sell the idea of making Florida more bicycle-friendly. We know we have the facts on our side:

- ❑ 30% of Floridians don't drive, either because they are too young, too old, not allowed or choose not to.

- ❑ Two-thirds of Florida adults are overweight or obese, partly because they do not get enough physical activity each day.
- ❑ Florida is the state most vulnerable to sea level rise from global warming that is caused by greenhouse gases from human activity.
- ❑ Information on good places to bicycle is one of the most frequent requests of Florida visitors.

But some people are motivated by personal stories:

- ❑ The family that is able to make ends meet with a single car because the kids ride to school and one parent combines biking and transit to get to work.
  - ❑ The retiree that is able to live independently because she prevents disease and improves her quality of life through regular physical activity.
  - ❑ The immigrant that has come to Florida but chooses not to drive in order to save money to send his children to college.
  - ❑ The community that has enhanced its economic base by attracting recreational tourists with a good trail project and by holding an annual cycling event.
  - ❑ The cancer survivor that dedicates her life to raising money for treatment and research by participating in charity rides.
- Facts and stories are both valid ways of communicating. Knowing your audience is the key to choosing the best way to be heard and get your point across.

FBA delivered these messages and more to legislators and state officials at this year's Florida Bike Summit held April 8.

For the second year FBA members were at the Capital to fight for your rights and make sure bicycling is part of Florida's future.

Even if you were not able to join us in Tallahassee you can still reach out to your state and local leaders and let them know that building a bike friendly Florida (or county or city) is important to you for lots of good reasons. What message will you use?

Congratulations to new League of American Bicyclists board member and Boca Raton resident Jeffrey Lynne. The LAB recognized Jeff's leadership skills, particularly on the SR A1A controversy in Palm Beach County.

He is also Board President of the new South Florida Bike Coalition.

Find out more about the SFBC at [www.sfbikecoalition.wordpress.com](http://www.sfbikecoalition.wordpress.com).

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**Breast Cancer Jerseys Ride Again**

Gainesville Cycling Club members Barb and Dave Thomas designed these great-looking pink jerseys to support research by the Florida Breast Cancer Foundation (Barb is a 4-year survivor).

Since 2007 their jerseys have been featured in fundraisers and rallies all over the U.S., from Crested Butte, CO, cattlemen tough enough to wear pink to a Gainesville gala.

Not just for cycling, the jerseys make great gifts for wearing to breast cancer awareness walks and other events.

Short-sleeved women's and men's jerseys are \$65, the women's sleeveless are \$60, and matching gloves are \$18 (plus shipping if applicable).

Once Barb places the order, it takes about 8 weeks for her to receive it, at which time she will notify you.

**For more information and to place an order, please contact Barb at [bnbbarb@aol.com](mailto:bnbbarb@aol.com) or 352-377-4427.**



All proceeds from sales support the Foundation's research and the CSCRB, a group of young scientists at U.F. who are helping to find a cure for triple negative breast cancer (TNBC), an aggressive and poorly understood subtype ([www.cscrb.org/CSCRB\\_main/Pink\\_Ribbon\\_Jersey](http://www.cscrb.org/CSCRB_main/Pink_Ribbon_Jersey)).



Fla. Summit report... (continued from page 1)

## Summit increased awareness, inspired FBA members

Laura Hallam

tors' support on pending legislation to enhance safe riding throughout the state.

Policy reform is a critical element of our program and change requires advocacy from Pensacola to Key West. A focus on Tallahassee and state policy is important for all of us, even those who remain focused on local issues, as many FBA members discovered.

"Florida has lots of natural advantages that could make it a leader in sustainable transportation and recreation—if we make the investment in safer roads, connected trails and communities that support transportation choices," said FBA Board President David Henderson.

Ken Bryan, director of Rails-to-Trails Conservancy's Florida Field Office, and Representative Julio Robaina announced the creation of the Florida Pedestrian/Bicycle Partnership Council, made up of state agencies, local governments and private groups to guide to the State agencies on bicycle and pedestrian policy and practice.

Based on responses to a survey administered last summer, FBA established a list of priority actions. The 2010 Summit agenda included the "Florida Ban on Texting While



Driving Law," House Bill 41/Senate Bill 448, and thanks to a relationship with the Florida chapter of ABATE (American Bikers Aimed Towards Education), "Increased fines for car drivers who cause serious injury or death of a motorcyclist, bicyclist or pedestrian, House Bill 875/Senate Bill 1918.

Advocates walked the halls of the Senate and House of Representatives meeting with

key leaders and their staff to encourage their support.

The result of this important event are primarily two-fold: increased awareness among lawmakers of your rights and concerns as a bicyclist, and inspired and educated FBA members who gained critical hands on experience in effectively advocating for better policies.

Left: FBA and other Summit attendees set up booths beside the Capitol Building in Tallahassee. Below: Representative James Bush addresses advocates from the Capitol steps.

Photos: Keri Caffrey



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

## Ask Geo @ FBikeLaw.org\*

George Martin

We are in the final stages of editing the first few modules of the Bicycle Law Enforcement Plan (BLEP). Upon completion, they will be forwarded to selected law enforcement officers and their agencies, and cycling groups for Beta testing.

They will cover topics such as:

- Traffic flow vs. safety
- When cyclists are *not* required to keep right
- When cyclists *are* required to keep right
- Unsafe conditions, both apparent (debris, etc.) and less so (intersections, door zones, etc.)
- Substandard-width lanes

The following are examples of the kinds of questions Ask Geo has received to date from cyclists, police officers and attorneys. These have been edited for space. See the full questions and answers and ask your own questions at [fbikelaw.org](http://fbikelaw.org).

**Q:** Ron asked: Is it correct that a vehicle in a two-lane roadway should not overtake another vehicle in the oncoming lane if there is bicycle traffic in that lane?

**A:** (See the February 25, 2010 post)

The law prohibits passing if a vehicle (bicycle) in the roadway is approaching from the opposite direction in a two-lane roadway if the overtaking driver cannot return to the original lane in a timely manner.

### FS 316.082 – Passing Vehicles Proceeding in Opposite Directions

(2) Upon roadways having width for not more than one line of traffic in each direction, each driver shall give to the other at least one-half of the main-traveled portion of the roadway, as nearly as possible.

### FS 316.085 – Limitations on Overtaking, Passing, Changing Lanes and Changing Course

(1) No vehicle shall be driven to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless .... such left side is clearly visible and free of oncoming traffic. .... in the event the passing movement involves the use of a lane authorized for vehicles approaching in the opposite direction, before coming within 200 feet of any approaching vehicle.

A driver may not overtake and pass another vehicle if a bicyclist is closely approaching from the opposite direction in the roadway, but may do so if the cyclist is not in the roadway.

**Q:** James asked: Is it legal to ride a bike with a small motor on the roads in Florida?

**A:** (See the March 23, 2010 post)

Motorized bicycles are bicycles as defined in the statutes, and their operators have the same rights and duties as other bicycle operators.

### FS 316.003 – Definitions

(2) Bicycle – Every vehicle propelled solely by human power, and every motorized bicycle propelled by a combination of human power and an electric helper motor capable of propelling the vehicle at a speed of not more than 20 miles per hour on level ground upon which a person may ride, having two tandem wheels, and including any device generally recognized as a bicycle though equipped with two front or two rear wheels.

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

**Q:** Michael asked: An officer said we are required to use a sidewalk or bicycle path if one is available. I find no reference to this in state law. Is this fact?

**A:** (See the January 18, 2010 post)

First some definitions:

### FS 316.003 – Definitions

(2) Bicycle – Every vehicle propelled solely by human power ....

(42) Roadway – That portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the berm or shoulder ....

(47) Sidewalk – That portion of a street between the curbline, or the lateral line, of a roadway and the adjacent property lines, intended for use by pedestrians.

(63) Bicycle Path – Any road, path, or way that is open to bicycle travel, which road, path, or way is physically separated from motorized vehicular traffic by an open space or by a barrier ....

(75) Vehicle – Every device, in, upon, or by which any person or property is or may be transported or drawn upon a highway ....

The basic tenet of cyclists' use of the roadways is their treatment as operators of vehicles. Bicycles are vehicles. There are some restrictions, none of which apply in this case.

### 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.

Roadways are for the use of vehicles. Sidewalks are intended for the use of pedestrians.

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.

There is no state statute prohibiting their use by bicyclists. In some circumstances, a cyclist may choose to use them. There are hazards associated with the use of sidewalks and side-paths that cyclists should understand.

Local ordinances may prohibit bicyclists from using sidewalks. Local ordinances are allowed, but may not conflict with state statutes.

Bicyclists are never required to use a sidewalk or bicycle path.

**Q:** Michael also asked: There is a drawbridge on this road with a narrow sidewalk on both sides with a sign as you approach the bridge stating, "Walk Bicycles Across Bridge." Can the county restrict bicycle access like this?

**A:** (See the January 18, 2010 post)

continued on page 10

\*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.



National Bicycle Summit 2010

## Where were you?

by Earl Lang



Where were you? You missed a rewarding experience. I have attended three times and have come away every time renewed, re-invigorated and ready to step up my efforts for advocacy.

The first full day is for training and education. After those inspiring and informative sessions you come to the real reason for the National Bicycle Summit – a full day spent talking to your Members of Congress.

If you've never done it – YOU SHOULD!

Being able to sit down, one on one with your representative and senators, or their staff, and pitching bicycling in Washington, D.C., is an experience that is beyond imagination.

The first interview is a little intimidating but we are all paired up with another Team Florida participant who has done it before. By the 2nd or 3rd meeting you are pumped up and winging it on your own.



Kathryn Moore, Executive Director of the So. Fla. Bike Coalition chats with Congressman Bill Young's aide Matt Dickerson.

It is a real thrill to watch as they move from jaundiced "What does this one want?" to "Wow! I didn't know that bicycles were good for so many things."

You know that you have achieved the goal when you see that they "get it" and realize that bicycling is worthy of their time and effort. From our enthusiasm, they begin to look with favor on any bicycle legislation. When you talk with staff, it is great to hear them say with sincerity, "I will make sure that your Representative or Senator gets this message." You walk out of the office about 6 inches off the floor. What a great feeling, and one only a few ever get to experience.

Yes! That is what the trip to the National Bike Summit is about.

### How to make it possible

If attending the National Bike Summit is a problem cash wise, give your local bicycle clubs an opportunity to help you and bicycling advocacy.

Offer to give a talk on bicycle advocacy and



FBA Executive Director Laura Hallam and Gary Mendenhall, of J&B Importers, surround Representative Bill Posey, District 15, during the National Bike Summit held in Washington, DC.

include a short pitch on how the club can help you carry the message to Washington. Talk to bicycle shops and service organizations.

Anyone or any group involved in health and fitness are candidates to help you carry the message. I have managed to receive financing for all three of my trips. You just have to take the initiative and time to promote it.

### Alan Snel's point of view

I had great experiences at the Summit, including making connections about bicycling with the congressmen's aides.

In one case, Randy Myhre, owner of Oliver's Cycle Sports in new Tampa, and I met legislative assistant Paolo Mastrangelo for Congress-woman Kosmas.

Randy opened up with, "With a nice Italian name like Paolo, you must be a bicyclist."

Indeed, Paolo was a bicyclist and said his boss, Kosmas, was a bicyclist, too -- and we were off and running with our pitch.

We also pointed out Florida especially needs help because our state is number one in the U.S. in bicyclist fatalities. That hit Paolo hard. Paolo said he went to college in Sarasota and suffered a great loss when a friend died on a bicycle.

Making connections comes in all ways. In Rep. Ginny Brown-Waite's office, legislative assistant Kate Troller loved talking bikes with Randy and I because her dad back in Cincinnati was a bicycling fanatic and even her grandparents in Florida rode bikes. We used that connection to lean on Kate to tell her boss to support our bicycle agenda.



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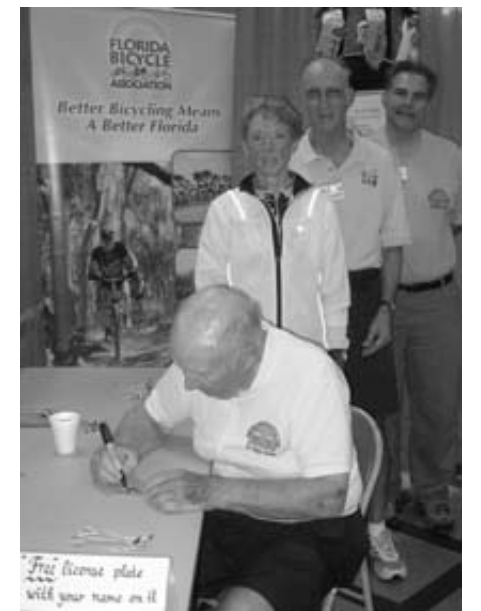
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## FBA visits The Villages

Professional calligrapher Jim Olson (Sumter Landing Bicycle Club member) personalized Share the Road mini license plates at an FBA booth set up during a recent event at The Villages. Jim went through at least 200 before his supply was depleted. Other visitors to the booth include Villages Bicycle Club members Marge Kopp, club president Bob Kopp, and League Cycling Instructor Jack Logomarsino who also taught a bicycle safety session. The Villages has two bicycle clubs and due to continued expansion in this 55+ community, a third club is in the making to meet the bicycle demands of Florida's Fountain of Youth.



ProBike/ProWalk 2010 conference venue...

# Small-town values not forgotten in Lakeland

*continued from page 1*

Auburndale, and (c) a stop on the new Bullet Train that will connect Tampa with Orlando.

Those who keep coming will find Lakeland also a city of neighborhoods, some 15 distinctly recognized and most of these historical. Shaw House is in the Munn Park Historic District; the Lake Morton Bed & Breakfast, in the Lake Morton Historic District.

"By far most wonderful about Lakeland are the people," says Lake Morton B&B owner Mary Ann Zender. "They'll open the door for you. They'll let you into a lane of traffic. Even if we don't know each other, we wave."

Mary Ann is also on the city historic preservation board.

"We're not a police board," she says. "We work with those who want to modify their houses according to their historical standards."

A final case for enthusiasm: the historic preservation board has newly cleared a house designed but never yet built by Frank Lloyd Wright for construction at the Florida Southern campus. By next year, that will become a visitor center.



Lakeland knows the answers for how to keep its city at the top of its class.



Places in addition to Hyatt Place to stay before or after the conference: Shaw House Bed & Breakfast, 605 E. Orange St., Lakeland 33801, 863/687-7120, 4 guest rooms, all with private bath; nightly rates start under \$100 and include full breakfast; <http://shaws-bandb.20fr.com/> . . . Lake Morton Bed & Breakfast, 817 South Blvd., Lakeland 33801, 863/688-6788, 4 guest rooms, all with private bath and kitchen, rates \$80-\$90 include full breakfast; <http://www.lakemortonbandb.com/> . . . Lakeland

Terrace Hotel, 329 E. Main St., Lakeland 33801, 888/644-8400, 863/688-0800, 88 guest rooms/suites, all with private bath, \$100+. Full service Terrace Grill on premises; <http://www.terracehotel.com>.

For further information about Lakeland, Lakeland Chamber of Commerce, [www.lakelandchamber.com](http://www.lakelandchamber.com), or Central Florida Visitors & Convention Bureau, [www.visitcentralflorida.org](http://www.visitcentralflorida.org).

— *Herb Hiller lives in DeLand and has long written about one-of-a-kind Florida.*



photos: Courtesy of Central Florida Visitors & Convention Bureau

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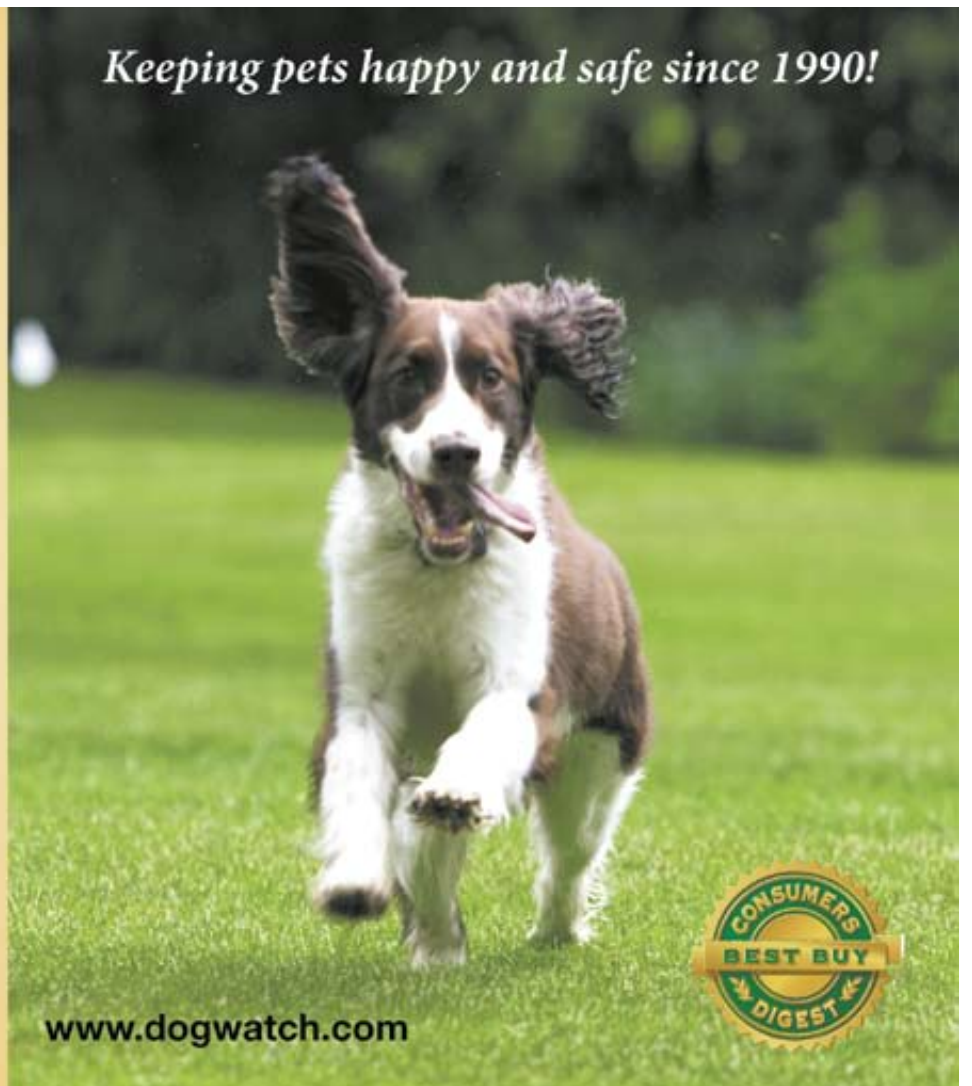
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Another excuse to go cycling...

## Bicycling and birding

by Eric Draper

**B**irding is part of my job with Florida Audubon and gives me an excuse for getting outdoors to experience nature with other people.

Bicycling, however, is my passion. One I like to do, the other I live to do.

I've asked myself how to combine these activities. The answer greets me almost every time I get on a bike. When riding, I am an opportunity birder and see more interesting birds than when searching. I am alert and attentive and notice so much of what is going on around me. My riding companions have gotten used to me shouting out names of birds I am excited to see—"Redhead!" I'll cry out or "Pileated!"

So imagine the thrill of watching from just meters away one of nature's most sudden and surprising spectacles—a red-tailed hawk picking off a fat squirrel. This was allowed because I approached the prey with the same quick, determined silence as the hawk.

Picture a confused black vulture interpreted from its road kill being chased down a canopy road as it looks with increasing desperation for an escape through the trees. These are my own safaris.

It was from a bicycle that I recognized my first swallow-tailed kite. On a humid summer day I had been dropped by the group and slowed near a creek to anticipate the hill ahead. There swooping, gliding and snatching dragonflies was the sleekest bird I had ever seen. It was as though the bird enjoyed flight as much as I enjoyed the descent after a steep climb. If a bike frame were designed and painted for such agility and beauty in flight, it would be my next purchase.

Bicycling allows me to cover so much terrain and with a clear range of vision so the variety of habitat is only limited by my legs. Roadside brush and trees are favorite haunts for songbirds. One of my most memorable experiences was a pair of indigo buntings in a tumbling aerial duel right beside the road.

My favorite rides have favorite birds. Ospreys nest and hunt from the powerlines that lace through a nearby park. Soaring eagles are often around. And there are rafts of ducks on nearby lakes through the winter months. On coming home I can see buffleheads in the pond near my house. In the summer there might be little blue herons.



photos: Eric Draper

out of the woods and to see a tree littered with the white masses of ibis and egrets?

Now you might think I would bike and bird intentionally. And I have done that, hanging some binoculars around my neck. But I really love nature's unplanned gifts. Like the time I was treated to the dusk return of cormorants to their roosts. Their gliding patterns made me think I am not the only one who likes loops.

Birds are not all that I have seen on two wheels. Coyotes, foxes and bobcats have crossed my path and deer have leaped close enough to make me brake. Friends talk about the huge alligators on a lakeside trail. I've seen too many snakes, skinks, tortoises and turtles to count.

Cycling is for me a way to get out and see the world in a different way. Florida has 83,000 miles of roads and 497 bird species. I probably won't get down every pretty road and trail in our beautiful state, and I may not see every species of bird. But I know I will see more if I do both.

— Eric Draper is Policy Director for Audubon of Florida  
[www.AudubonofFlorida.org](http://www.AudubonofFlorida.org).

# ROADS LESS TRAVELED...

Polk County offers endless opportunities for extreme family fun. Cyclists can pedal along rolling country roads or attack our off-road trails. Enjoy high-energy excitement with roller coasters and water skiing, or try your hand at bass fishing and golf. Experience award-winning theatres and museums, celebrate nature with an airboat ride or a relaxing walk in one of our beautiful gardens. Central Florida Lakes District offers you the vacation value you deserve.

For more information and a free guide to Central Florida Lakes District call 800/828-7655, code FB or log on to [www.visitcentralflorida.org](http://www.visitcentralflorida.org).

Bike/Walk Central Florida

## FBA Central Florida Chapter announces board, plans

by Brad Kuhn, Chapter Executive Director

**G**reetings from the streets of Central Florida, where we are moving forward at the speed of life. We're here to tell you that walking in Orange and Seminole counties is fun.

Most of our streets aren't as mean as the so-called experts would have you believe—and we're going to take a serious stab at fixing those that are.

We spent the first quarter dotting our I's, crossing our T's, and sometimes crossing our eyes. But I'm happy to report that we have lined up an all-star board with the passion, planning ability, and political heft to deliver on our vision of a community where families walk and bike because it's fun, where kids walk or ride their bikes to school, where roads are designed with the needs of all users in mind, and adventure is just around the corner at a neighborhood mountain bike park or interconnected network of recreational trails.

This is not a dream. Most of these initiatives are already underway or in the pipeline. Our goal is to move them forward with a combination of advocacy, elbow grease, and smart, sustainable public policy. You can fol-

low our progress on our website: [www.bike-walkcentralflorida.org](http://www.bike-walkcentralflorida.org).

Our chapter is co-chaired by former Orange County **Mayor Linda Chapin**, and attorney **Hal Downing**, former General Counsel to the FBA. Confirmed board members include a who's who of local planners, advocates, communicators and attorneys, including:

- **Thomas Katheder**, Vice President at Walt Disney Parks and Resorts
- **Jamie Krzeminski**, a Senior Transportation Engineer with HDR, Inc.
- **Jody Lazar**, community advocate
- **G. Brock Magruder, Jr., M.D.**, eye surgeon, cycling advocate
- **Malisa McCreedy**, Parks and Recreation Planning Manager, City of Orlando
- **David Overfield**, Environmental Director, Orange County Health Department
- **Jon Rawlson**, Senior Advisor with Baker & Hostetler
- **Billy Hattaway**, Transportation Planner with Vanasse Hangen Brustlin, Inc.

In addition to the board, which will meet quarterly, we will have a team of advisors with interest and/or expertise in specific sub-

ject areas, who will work with board members on specific task forces. Our plan is to combine fun programs and events with serious public policy and social marketing to improve our streets and bike/ped facilities and get more people walking/riding for fun and fitness.

Bike/Walk Central Florida, serving Orange and Seminole counties, is funded by a generous grant from the **Winter Park Health Foundation**, and is the second local chapter of the Florida Bicycle Association and the first to have a paid part-time executive director.

### Your humble Executive Director:

I am a long-time resident of Orange County, a professional journalist, author, and media consultant. I have worked for The Wall Street Journal, The Orlando Sentinel, Orlando Business Journal and various business trade publications. I hold a journalism degree from the University of Nebraska-Lincoln and an MBA from the Crummer Graduate School of Business at Rollins College.

In April, we plan to bring the board and advisors together for a half-day symposium



where we will brief them on the status quo, and assign tasks and deadlines. By the third quarter we hope to be fully operational, holding events and making a difference in the community.

We are proud to be a part of the Florida Bicycle Association and we look forward to bringing you news of our progress in future issues of the *FBA Messenger*.

### ASK THE CYCLING ATTORNEY...

## If I get hit, I'll just call you

by Steele Olmstead, Esq.

**Y**eah,... you're right.... you can hire a lawyer if you're hit....

I hear on a regular basis of the complaints from car drivers about road cyclists being "obnoxious" or "aggressive" or "jerks" or "thinking they own the road."

I hear these and, when I get a chance, I explain in a polite manner that we do "own the road" just like the complainer does.

But, I wonder what the actual situation from the cyclist perspective was in which she or he reacted to cause this flustered motorist to complain.

Of course being a personal injury lawyer, I have concern for the cyclist safety in the situation. So many times fellow cyclists say: "If I get hit, I'll just call you."

Let me point out the problems with that... and why you should never adopt consider that as a perspective.

In my last "ask a lawyer" column I pointed out that a crash between a bicycle and a car is the difference between a dent and a trip to the hospital.

Put an additional way "between dent and death."

A claim for personal injury after a crash includes (from the standard automobile injury complaint): "bodily injury and resulting pain and suffering, disability, disfigurement, mental anguish, loss of capacity for the enjoyment of life, expense of hospitalization, medical and nursing care and treatment, loss of earnings, loss of ability to earn money, and aggravation of a preexisting injury or disease."

Mighty long list, eh? Think about that. This is not some abstract possibility for a cyclist.

This is what your body and your life will be put through if a crash occurs. All the items on that list are elements you actually lose in a bike crash.

My clients start thinking about these the minute they are hit and don't stop thinking of them until years—years my friends—later.

Is it worth it if you get a big money judgment using me, Chris or another cycling lawyer? Well, in a phrase, and not to put too fine a point on it: "hell no!"

Here's why: What if the motorist who hits you is one of the many uninsured or under insured folks on the road?

Your average cyclist ER visit is about \$2,000. Without a helmet, they send you on a chopper: \$13,000. (Yes, those chopper rides

are \$13,000) and you get a hospital visit of around \$50,000.00 with CT scans, MRIs, ICP (Intra cranial pressure monitors- yes they drill a hole in your head and put in a monitor.)

THEN comes the surgeries, casts that itch and itch, shots, pills that make you sick, months of painful rehab, crutches that chafe your arm pits... are you seeing the picture my darlings?

If the car has zero insurance, you are on the hook. Everybody got uninsured motorist coverage on your auto policy? I hope so. The number of uninsured cars is increasing.

To sum up our only philosophy in the saddle should be this: "There is no way I will take chances under any circumstances whatsoever." From the lips of my injured cyclist clients I tell you this: Be safe out there, be very safe.

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## Cycling heralds Florida's first ecotourism year—maybe decade

by Herb Hiller

Knowledge is power, let me tell you a story that will pump up your cycling in general and along the St. Johns River-to-Sea Loop in particular. Florida has entered into its ecotourism year or (fanfare, please), the "Florida Year of Ecotourism."

This announcement in the *FBA Messenger* will likely be the first and only place where you will hear about this.

I will explain in a moment why I myself might second-guess what I tell you, but first things first.

March 27th, initiatives that for years had otherwise developed on their own started coming off each other. Bike Florida rolled out its 17th annual mass spring ride. The Florida Wildflower Foundation celebrated its fourth annual wildflower festival. Both events took place in downtown DeLand, the hub of the River of Lakes Heritage Corridor and River of Lakes Scenic Highway.

The heritage corridor had already inspired the idea of the 260-mile, five-county St. Johns River-to-Sea Loop, and that in turn inspired a new focus on long-distance, so-

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It's a jungle out there.....or maybe it's Bike Florida. A not-so-typical campsite along the Bike Florida 2010 trail. Oh, my!

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

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called destination trails by the Florida Office of Greenways and Trails. Further result is a trails website by Visit Florida that launches this October and will greatly boost trails and trail vacationing in our state.

Other organizations central to the 27th included the West Volusia Tourism

Advertising Authority, Main Street DeLand, the Volusia County Agricultural Center, and the East Coast Greenway Alliance.

Benefits of the interplay certainly extend to regional wildflower seed growers, to local

*continued on page 12*

### Ask Geo@

*continued from page 5*

In a word, no.

See also the previous question about bicycles on sidewalks.

In addition to the right to use the roadways described in the post above, there are requirements about the types of signs that may be used on roadways. Just as the statutes require uniform traffic standards throughout the state, there are also regulations that require the use of certain traffic control devices.

#### **FS 316.003 – Definitions**

(23) Official Traffic Control Devices – All signs, signals, markings, and devices .... for the purpose of regulating, warning, or guiding traffic.

The Florida Department of Transportation is tasked with adopting such a system of uniform devices.

#### **FS 316.0745 – Uniform Signals and Devices**

Transportation shall adopt a uniform system of traffic control devices for use on the streets and highways of the state. The uniform system that the Department has adopted is the national Manual on Uniform Traffic Control Devices (MUTCD).

#### **MUTCD**

Section 1A.08 – Authority for Placement of Traffic Control Devices

*Traffic control devices .... shall be placed only as authorized by a public authority or the official having jurisdiction .... for the purpose of regulating, warning, or guiding traffic.*

All regulatory traffic control devices shall be supported by laws, ordinances, or regulations.

Counties (among others) are given the authority to place and maintain traffic control devices in their jurisdictions, but they must conform to the uniform system and be supported by laws, ordinances or regulations.

#### **FS 316.006 – Jurisdiction**

*Jurisdiction to control traffic is vested as follows:*

(3) Counties shall have the original jurisdiction over all streets and highways located within their boundaries, except all state roads .... And may place and maintain such traffic control devices which conform to the manual and specifications of the Department of Transportation ....

Unless there is a local ordinance requiring cyclists to leave the roadway to cross a bridge, there is no justification for such a sign.

Additionally, there is no sign in the MUTCD that says "Walk Bicycles Across Bridge," or anything similar. There appears to be no authority for the use of the sign in question.

# Selected State-wide Contacts

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

We ran out of room, so many contacts are not included. Go to [www.floridabicycle.org/statecontacts.htm](http://www.floridabicycle.org/statecontacts.htm) for the complete list.

AGENCY/FUNCTIONAL RESPONSIBILITY	NAME	TELEPHONE	E-MAIL
FDOT Central Office			
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	Carol Pulley	850.245.1757	carol.pulley@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
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@swfrc.org
Lee County DOT	Victoria Griffin	239.533.8580	vgriffin@leegov.com
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
District 2 Ped-Bike Coordinator	Holly Walker	904.360.5629	holly.walker@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
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## Bicycle Law Enforcement Program

## Two citations: nearly identical circumstances...opposite verdicts

by George Martin



Recently, a cyclist was cited for violation of the “keep right” provisions of FS 316.2065-Bicycle Regulations.

It was upheld in traffic court.

It was similar to another citation about a year ago in another jurisdiction. Both cases were nearly identical in the circumstances and the evidence presented by the bicyclists to the court.

The cases are notable because one cyclist was found guilty and the other the case was dismissed. There were some differences in the situations.

Both cyclists were advised to write to the department, retain counsel, and file a motion to dismiss before the court date. The cyclist who was found guilty chose to proceed without counsel.

The other retained counsel and filed a motion to dismiss, which was decided in his favor before the court date.

I believe that the time and proper setting of a pre-trial motion will enable full exploration of the circumstances, facilitating a better decision.

The environment in traffic court is not conducive to thorough examination of the laws and circumstances of a case.

In the upheld case, there was an allegation of rude and disrespectful conduct on the part of the cyclist.

Although the cyclist denies such behavior, my uninformed opinion is that those allegations affected both the decision to award the citation and the court case.

We should know that is not a positive way to impress an officer or the court, and should never be a part of our roadway interactions.

There were some minor differences in the circumstances.

One was a multi-lane roadway and the other was a roadway with one lane in each direction, which should have no bearing.

Both lanes were less than 12 feet wide. Both met the substandard-width lane, unsafe condition exception to the “keep right” provisions of FS 316.2065 (5)(a)3.

Some of the statements allegedly made by officers in both cases stress the need for education about the laws. The statements were reported by the cyclists and I have no way of verifying some of them. My guess is that they were accurate since I have heard other such reports that I know to be true.

In both cases, the officer indicated that the cyclist could not impede traffic. The statute about impeding traffic applies only to motor vehicles.

### FS 316.183 – Unlawful Speed

(5) No person shall drive a motor vehicle at such a slow speed as to impede or block the normal and reasonable movement of traffic.

In the case in which the cyclist was found guilty, the officer indicated in court that there was a sidewalk that the cyclist could have been using, indicating ignorance of the rights of cyclists as operators of vehicles and the additional hazards of cyclists riding on sidewalks.

The cyclist read the substandard-width provision in the statutes, and a quote from the Department of Transportation about a wide curb lane being a minimum of 14 feet wide with narrower lanes being not wide enough for a motor vehicle to safely pass a bicycle within the same lane.

The officer stated that virtually all lanes in that city are less than 14 feet wide and cyclists would be able to ride in the center of the lane everywhere, which seems to imply that since that community has narrow roadways, Florida law does not apply.

About 90% (my estimate) of Florida roadways have lanes that are less than 14 feet wide. I believe that was the intent of the “unsafe conditions” language in the Bicycle Regulations that allows a cyclist to leave the right side of the roadway and become more visible, thereby encouraging safe and legal overtaking and passing by motorists.

The statutes reflect and should encourage safe cycling practices. In both cases, there is a lack of understanding of the principles of safe cycling, and that riding far right in a narrow lane encourages motorists to illegally and dangerously attempt to pass within the lane with oncoming traffic or conflicting traf-

fic in the adjacent lane. It is troubling that such similar cases could be decided so differently. That does not bode well for education and enforcement of the laws about bicycling.

This is the second such case in that community that has resulted in a guilty verdict. In neither case did the judge state how narrow a lane must be to be substandard-width, and therefore entitled to treatment as an unsafe condition under that provision of FS 316.2065, nor recognize cyclists’ discretion to do as the statutes say, avoid unsafe conditions.

Florida is among those states with the very highest casualties, and some communities, including that with the upheld citations, have been repeatedly identified as those with “Mean Streets” in 2004 and more recently, “Dangerous By Design”. We know from studying crash reports that a significant number of crashes result from cyclists riding too far right when they are not required to do so by law. Cyclists need law enforcement and the courts to support their legal right to protect themselves from common crashes.

If the image—and reality—of Florida as having the most dangerous communities in the U.S. is to change, we must begin by concern for safety over traffic flow.

The uniform understanding and application of the laws about bicycling in Florida will come from implementation of FBA’s Bicycle Law Enforcement Program.

## 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. \$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.

## Florida’s eco-tourism year

continued from page 10

lodgings and to main street retailers. The entire regional community surely strengthens when people gather from near and far for activities centered at the regional heart.

Mainstream tourism for the most part organizes differently from this. Hotels, airlines and rental cars drive what we call tourism. People focused on putting heads in beds organize often inauthentic events. Indeed, mainstream tourism doesn’t even include as tourists people who don’t stay at least night away from home.

Ecotourism takes a different approach. Ecotourism asks, How can we use the presence of outsiders, temporarily among us at leisure, to benefit local priorities? Ecotourism recognizes the desire we all share to look beyond where we live for enjoyment and knowledge.

So, for example, if you’re a farmer looking to raise a new cost efficient and sustainable crop, might you not want to know about relatively high yield and profitable native wildflower seed? Wouldn’t you want people to come learn about what you do and then go home extolling the utility and beauty of wildflowers? Do ecotourists not become virtual bees, pollinating beauty and a conserving way of life?

Ecotourism – especially bicycle touring -- focuses on energy resourceful travel. Moreover, the more we ride at leisure the

better we feel, and the better that bicycling makes us feel, the more likely we are to consider our bikes for getting to and from work. Then, the more likely we are to call for bikes on buses, bikes on trains and for showers in the workplace. SunRail will reach West Volusia in 2014. Advocates will become more empowered.

For at least some, however, the notion of a Florida Year of Ecotourism might bring to mind turn-of-the-19th century Coconut Grove. There, Ralph Munroe had organized sultan-comfortable tents at a vacation compound he called Camp Biscayne. His guests helped locals harvest sponges and otherwise learn about ecological lifestyles that their visitors’ presence helped sustain. Soon came Kirk Munroe (no relation to Ralph), who up north had founded the League of American Wheelmen and, in the Grove, made bicycling familiar.

If bicycling helped center the first Florida ecotourism decade in Coconut Grove, maybe cycling will also help West Volusia start the second.

— Writer Herb Hiller is southeast region program consultant to the East Coast Greenway Alliance and serves on the FBA Advisory Board. He has been a Florida ecotourism leader.

Reflections on the book *Fighting Traffic* by Peter D. Norton (MIT Press, 2008)

## New frames for new ages (part 3)

by Mighk Wilson

**T**he automotive city took back much of the freedom it promised....  
 [When street users are free to use cars, the freedom of all street users (including motorists) to use anything else is diminished. A city rebuilt (socially and physically) to accommodate cars cannot give street users the good choices a truly free market can provide.]

— Peter Norton  
*The Use of Power*

If 1920s motordom had used today's dominant bicycle advocacy strategies, they would have said: "Give us a place to drive where we won't get in the way and harm others." But they knew that such a strategy would severely constrain their freedom.

What we can learn from their story? First and foremost is the need to reframe our streets back to their original concept of public space. Today, as in the 1920s, a "new age has dawned." The age of Climate Change and Peak Oil has begun; the Age of Sprawl has ended. In this new age, bicyclists slowing motorists is a good thing. It's an age for reclaiming the crosswalks, for building pedestrian-oriented streets (to counter freeways). It's an age for letting bicyclists drive in the safest possible manner, which often means in the middle of the lane. It's an age in which the definition of "efficiency" must change from speed to space, from speed to real energy conservation.

Building "walkable communities" and "complete streets" is a good effort — it provides incremental improvements for non-motorized travelers — but it's not enough. It doesn't change the frame. I watch the behavior on Orlando's supposedly pedestrian-friendly and cyclist-friendly streets and still see far too much "we own these roads" behavior by motorists. In the 1920s motorists changed the frame of what we today call "walkable communities" into motor-dominated cities. Only later did they rebuild our cities to accommodate the auto.

Motoring interests used every form of power available to them. They didn't have much in the way of numbers, but they had political connections, strong financial backing, and organization. They developed "moral" power by playing the "freedom" and "future" cards. Finally, after they had changed the rules of the game, they could use physical horsepower to intimidate with relative impunity.

Pedestrians today are the weakest street user group. Their little political strength is "bottom up;" their financial support is scant. Few people identify themselves as "pedestrians," so their organization is minimal except in places like New York City.

We bicyclists could be much stronger if we took full advantage of the forms of power we have at hand. Unlike pedestrians, we are quite well organized; we have the Alliance for Biking and Walking (formerly Thunderhead Alliance), the League of American Bicyclists, numerous state and local advocacy organizations, and still more local clubs, groups rides, and web forums.

(In a way we are even better organized than motorists; but then motorists have the entire culture behind them.)

Financial support is growing, but still miniscule compared to motoring interests. We try to use moral power (freedom, safety, environment, community), but the voice needs amplification (which takes money).

Commanding the lane is an expression of personal power combined with the power of expectation; you're telling the motorist you expect him to treat you as an equal. Critical Mass — like it or not — is an expression of physical power. (Motorist and law enforcement complaints that groups of bicyclists are occasionally "hogging the road" sound hysterically funny when one steps out from behind the current motorist-dominated frame.)

The bicycling movement needs a serious internal discussion on what types of power it can and should use, and how.

In an essay I wrote inspired by Malcolm Gladwell's book *Blink*, I quoted Harvard psychologist Mahzarin Banaji:

*"You don't choose to make positive associations with the dominant group, but you are required to. All around you, that group is being paired with good things. You open the newspaper and turn on the television, and you can't escape it."*

Before we can change the frame, we must move out from behind it ourselves as cyclists and pedestrians.

Bike and pedestrian advocates have been trying, and in some cases succeeding in passing laws in some states which would supposedly return some balance to our streets, but these laws are like mosquito bites on the back of an unharnessed elephant.

Does anyone have the slightest bit of evidence that the 3-foot passing law has changed anything? Has even one motorist (not involved in a crash) been cited for it?

Please understand I am not proposing a return to the pre-1920s laws or customs. Automobiles aren't going away too soon, and we need good order when such dangerous things are on our roads.

Indeed, for the most part our existing laws are quite good. The problems are the frame through which our laws are interpreted, and the general ignorance of them. When I explain the laws to those with suspended licenses attending the Alternative Transportation course, many have a hard time accepting them; they don't fit in the "proper frame."

### The Time is Now

There has never been a better time of opportunity for cycling and walking interests. We have a New Age. We offer healthy, economical, green, and enjoyable options. We represent real efficiency, by accomplishing many goals at once instead of mere transport.

We have the chairman of the House Committee on Transportation and Infrastructure on our side; Jim Oberstar is an

avid cyclist. President Obama reportedly "gets it" when it comes to cycling:

Stan Day, president of SRAM bicycle company, said Obama "gets it," referring to the role the bicycle can play in solving big problems like obesity and sustainability. *"He does his homework and he can connect the dots."*

— Momentum Magazine

Do Obama and Oberstar understand the necessity of changing the frame? Do public health and environmental leaders understand? It will take a strong coalition.

And the "opponent" is weaker than ever:

*"I don't think the car is sustainable as the primary form of personal transportation. It's not just about petroleum or global climate change. It's also about congestion and safety."*

— Larry Burns, head of research and development for General Motors, 2009

## The bicycling movement needs a serious internal discussion on what types of power it can and should use, and how.

In the 1920s many, if not most, pedestrians and transit riders aspired to become motorists.

Today many are finding the automobile to be as

much a burden as a tool of empowerment. It takes up about a quarter of their annual income, threatens the climate, continues to kill over 35 thousand Americans a year (just through crashes; that doesn't include air pollution), and driving is increasingly seen as a chore.

More and more I hear from people who wish they could become bicyclists. Ironically, becoming a bicyclist today is easier than becoming a motorist was in the 1920s. It's just seen as being difficult because the motor-centric frame says it is. The real task of cycling and walking advocates is to help more people — as Morpheus said in *The Matrix* — "take the red pill."\*\*

"You take the blue pill, the story ends; you wake up in your bed and believe whatever you want to believe. You take the red pill; you stay in Wonderland, and I show you how deep the rabbit hole goes."

"Taking the red pill" in part means trusting the power of our cultural norms. Salter-Mitchell also found that most motorists, even

though they see the streets as "belonging" to them, want to act safely when encountering cyclists and pedestrians. The problem is they often don't know what bicyclists and pedestrians are allowed and expected to do by law. So we'll keep handing out those little yellow books.\*\*\* Altering our culture's construct of what a street is for, of who "owns" them, is essential if we are to truly have multi-modal communities that support our environmental and social values and goals. Motorists got their Freedom in the 1920s by diminishing the Freedom of pedestrians and bicyclists; it's time to take it back.

\*\* Credit Keri Caffrey for this reference.

\*\*\* FBA's *Bicycle & Pedestrian Law Enforcement Guide*

### Hangtags and Stuffers...

... promote FBA and Share the Road license plates and help increase awareness of the fun, benefits and responsibilities of bicyclists.

Look for the tags in your local bicycle shop, or encourage your dealer to get some. Ask FBA how you can get the stuffers to use at your next bicycling event. **Contact: [laura@floridabicycle.org](mailto:laura@floridabicycle.org)**



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

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

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## Upcoming Bicycle Touring Events in Florida

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

### April

April 17-18 *Tallahassee*

#### Tour of Southern Rural Vistas

200 miles/200 km in two days. Start in Havana, FL, overnight in Albany, GA. Limited camping available. [www.cccyclists.org](http://www.cccyclists.org)

April 17 (Sat) *Amelia Island*

#### Katie Ride For Life

30/60/100km and a Century (100 miles). Nine barrier islands from Amelia through Ft. George islands. Pre-ride breakfast, special edition T-shirt. Short loop available for families and newer riders in Fort Clinch State Park. Special lodging rates available. Ride proceeds underwrite an organ donor educational program Start: 2500 Atlantic Ave. Rec center on Amelia Island. Call Vicki for details (904) 491-0811. [www.active.com/cycling/amelia-island-fl/katie-ride-for-life-2010](http://www.active.com/cycling/amelia-island-fl/katie-ride-for-life-2010)

April 17-18 *Homestead*

#### Bike MS: Zimmerman MS Bike Ride

Presented by Mack Cycle and Fitness Start: 7am, BankUnited Center at the University of Miami. 50/75/85/110/150 miles. Overnight: John Pennekamp Coral Reef State Park. Register online: [www.msbikeflorida.org](http://www.msbikeflorida.org)

April 17-22 *Live Oak*

#### Florida Bicycle Safari

A camping/motel ride. First three days at the Suwannee Fairgrounds in Live Oak Florida; the last three days are at the 4H Camp Cherry Lake. Six-day riders leave cars at fairgrounds (no charge) and return on Thursday. Registration opened in January.....six-day sells out quickly - only 250 spots; 3-day ride unlimited spots. Check in 3pm Friday 4/16. [www.floridabicyclesafari.com](http://www.floridabicyclesafari.com)

April 18 (Sun) *Clermont FL*

#### Breakaway to Sugarloaf

Clermont Waterfront Park. Scenic bike routes take cyclists up Lake County's famed Sugarloaf Mountain. <http://tri-florida.com/>

April 18 (Sun) *Melbourne*

#### Space Coast Early Intervention Center "Cycle Jam"

100/62/33 mile ride options and a family fun ride. Start and finish at the Hilton Melbourne Rialto Place, 200 Rialto Place, Melbourne, FL. Registration: 6 am Start: 7:30 (Century), 7:45 (Metric Century), 8:00 (half metric), 8:30 (family ride). Event cost and T shirt guarantee is \$35 if registered by April 1, 2010. After April 1, and day of event registration cost is \$40. Event coordinator David Ryan, [sceic.cyclejam@gmail.com](mailto:sceic.cyclejam@gmail.com). [www.sceic.com/](http://www.sceic.com/)

April 24 (Sat) *Ozello*

#### Ozello Adventure Race

(near Crystal River/Homosassa) Events include: kayaking (1.5 miles), bicycling (7 miles) and running (2 miles). Individual or team entry. Kiwanis of Crystal River sponsoring. Barry Schwartz 352 795-4780. <http://bschwartz.net/OAR/>

April 24 (Sat) *Lakewood Ranch*

#### Tour de Ranch 2010

20/35/50/62/100 miles. Fee: \$30 for all ride lengths. Your contribution is 100% tax-deductible. Donate a new or used

bike in lieu of the \$30 donation. [www.tourderanch.us](http://www.tourderanch.us)

April 25 (Sun) *Venice*

**Sharky's 8th Ride the Beaches** Supporting: LIVESTRONG Lance Armstrong Foundation. 65/35/15 miles. Includes beach side breakfast, well stock rest stops, and BBQ lunch at Sharky's on the Pier. T-shirt for those who register before 4/15/10, waterbottle for the first 400. Registration and breakfast start at 7:00am. 1600 S. Harbor Dr. Venice Fl. Mail to Sharky's on the Pier, PO Box 267, Venice Fl 34285 Phone 941-488-1456. [www.sharkyonthepier.com/](http://www.sharkyonthepier.com/)

April 25 (Sun) *Jacksonville*

**Tour de Forts** North Florida Bicycle Club. 18/30/62/75/100 miles. Members \$25, non-members \$35, Day-of-ride registration without complementary T-shirt (\$45) begins 6:30 AM. Post-ride lunch. <http://nfbcc.us/Active.com> Online Registration

April 30 - May 2 *White Springs*

#### SBA Spring Festival

Ride the roads, walk the trails or canoe down the Suwannee River with friends and members of the SBA. 50 miles of off road trails. Saturday triple loop century. Events start Friday at 9 am with a 40+ mile road ride. Registration at 8 am Friday and Sunday and 7 am on Saturday. Bagels and oat meal will be served at 0700 at SBA Hq. Social on Friday, 6:00-7:30 pm. Saturday: Chocolate Obsession at the SBA club house from 7:30-9:00 pm. Stephen Foster State Park will have "Art in the Park" and "First Saturday Coffee House." Camp sites are on a first come first serve basis and registration fee is based on shared camp site. Local hotels available. [www.suwanneebike.org/sbf.htm](http://www.suwanneebike.org/sbf.htm)

### May

May 1-2 *Flagler Beach*

#### Cycle Flagler 7th Annual Rotary Scenic Highway Tour

40 mile FREE ride Saturday starting at the ocean in Flagler Beach. Registration : 8:30 a.m. Ride to western Flagler County and back to Flagler Beach. Saturday evening dessert social. Sunday 25/40/62/100 mile tours traveling scenic A1A and historical byways of Flagler County. Mass start at 8 a.m. from the Chamber of Commerce building, 20 Airport Rd, Palm Coast. Five rest stops. T-shirts for the first 300 registered cyclists for Sunday event. Picnic at ride end. Rotary Club of Flagler Beach, PO Box 2005, Flagler Beach, FL 32136. (386) 846-5493 (Kim). [www.cycleflagler.org](http://www.cycleflagler.org) Active.com Online Registration

May 1-2 *Punta Gorda*

#### Pedal and Play in Paradise

Supported bicycle rides and tours of varying lengths, and countless cool things to do in Punta Gorda. Registration fee for the event provides you with discounts to many of our local shops and restaurants! [www.pedalandplayinparadise.com](http://www.pedalandplayinparadise.com) Active.com Online Registration

May 2 (Sun) *Cocoa Beach*

#### Spacecoast Freewheelers 29th Cross Florida Bicycle Ride

Over 170 miles of quiet back roads to Linda Pedersen Park in Hernando County. Minimal support with only 4 unmanned SAG stops with energy drinks and water. You will need to depend on convenience stores for most of your food and hydration. See event website for full details about this ride. [www.spacecoastfreewheelers.com/xfl2010.htm](http://www.spacecoastfreewheelers.com/xfl2010.htm)

May 15 (Sat) *Gainesville*

#### Ride To Remember 4

Gainesville-Hawthorne Trail, or a road ride into the Ocala horse farm territory of 50/75/100 miles. A benefit for Elder-Care of Alachua County and Al'z Place, providing Alzheimer's Day Care. <http://gccfla.org/rtr/> Active.com Online Registration

May 15-16 *Lake Wales*

#### Bike MS: The Citrus Tour 2010

Bok Tower Gardens to Caribe Royale Resort. [http://bikeflc.nationalmssociety.org/site/PageServer?pagename=BIKE\\_FLC\\_homepage](http://bikeflc.nationalmssociety.org/site/PageServer?pagename=BIKE_FLC_homepage)

May 19 (Wed) *Sunrise*

#### Ride of Silence

12 miles at 14mph. Ride strives to HONOR those who have been injured or killed, to RAISE AWARENESS that we are here, to ask that we all SHARE THE ROAD. Starting at 6:30 pm from Markham Park 16001 W. State Rd. 84, Sunrise and riding through the City of Weston. FREE but you MUST SIGN RIDE WAIVER before the ride. Helmets required. (954)830-0098 (Celia) <http://rideofsilence.org>

May 22-23 *Jacksonville*

#### Tour de Cure 2010 - Jacksonville

Presented by the St. Augustine Independent Restaurant Association (SAIRA) to STOP diabetes! 4 different route options. For registration, volunteer or sponsor information, contact Kimberly A. Lewis, Tour Director at [klewis@diabetes.org](mailto:klewis@diabetes.org), 888-DIABETES x3061 or 904-730-7200 x3061 or visit <http://main.diabetes.org/jaxtour>. Shuttle service for 1-day riders back to the start line from St. Augustine Beach. Three departures on Saturday, May 22, on the hour at 2:30-3:30-4:30 pm. Luggage valet service to hotel, guarded parking at all venues, guarded bike storage Sat. night, Safety Escort Riders of Florida (SERF) motorcycle patrols, Taste of St. Augustine - Saturday night's celebration features a dinner smorgasbord courtesy of SAIRA, and San Sebastian Winery will be on hand to pour complementary local vintages. Required fundraising minimum is \$150 (does not include your registration fee). <http://main.diabetes.org/jaxtour>

May 22 (Sat) *Ocala*

#### Frank Polack Memorial Ride to Benefit Hospice

presented by Ocala Eye. Metric century (62 miles) 30 mile option available. Post-ride feast and FREE massages will be offered by FSMTA. Riders registered by Wednesday 5/13/10 are guaranteed a t-shirt. 8:00 am mass start at Hospice of Marion County Center for Education will be for both routes. Register via active.com or request a faxed registration form by calling Hospice of Marion County at (352) 854-

5218.Active.com Online Registration

### July

July 31 (Sat) *Panama City Beach*

#### Fuller Center Bicycle Adventure

Part of a 50 day, 50 person ride from Niagara Falls to New Orleans for the 5th anniversary of Hurricane Katrina. To raise money and awareness for the ongoing need for housing in New Orleans and around the world. The ride on July 31st will be about 56 miles and end in the Fort Walton Beach area. Fully supported. [www.fullercenter.org/bikeadventure](http://www.fullercenter.org/bikeadventure)

### September

September 18 (Sat) *Bartow*

#### Tour de Tow - Road Tour & Critérium

An on-road cycling tour along the scenic back roads of southern Polk County. Lunch served at finish. Watch the Florida Cup Race Criterium on Main Street. Racing will be going on for this exciting Cup Series into the night. The Road Tour will feature a 17 mile Family Fun Ride, 35 mile & 65 mile

ride. Tandem riders are welcome, just add \$15.00 for the extra rider. For info, please call ride coordinator, Trish at @863.640.1024. [www.bartowchamber.com/](http://www.bartowchamber.com/)

### October

October 17 (Sun) *Dade City*

#### Tampa Bay Freewheelers Hilly Hundred

18/34/63/100 miles through the challenging hills of Pasco and Hernando Counties. Pasco-Hernando Community College, 36727 Blanton Rd., Dade City, FL 33523. Registration and light breakfast snacks 6:30 am. Mass start 7:30 am. All ride routes close and support ends 3:00 pm sharp. <http://TBFreewheelers.com>

October 18-22 *Cross City*

#### Gulf Coast Highlight Tour

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

## Home buyers get unique perspective from two wheels

by Craig Anderson



When Realtor Matt Kolb helps clients find their next home, he brings along a small fleet of cruiser bikes for exploring the surrounding neighborhood. Kolb founded Pedal to Properties® to make house hunts more enjoyable and give clients better insight on neighborhood amenities.

"It definitely allowed us to feel the neighborhood out instead of riding by in a car [where you can't see as much]," said Kelley Cluzel, who recently worked with Kolb while buying a home with her husband Bill. "House buying is stressful, but the bike service makes it fun."

The bicycle approach offers a valuable perspective, stressed Kolb. They can more easily spot a neighborhood's good and bad points.

This fresh approach has led Kolb and his partner, Tim Majors, to dramatic success since the business opened in 2006. The company grew 200 percent over the past two years. Majors' focus has been on franchising. The service now operates in Boulder, CO, Charleston, SC, and Northampton, MA.

"If we don't open an office or two in Florida this year, I'll be shocked," said Majors. "We are talking with realtors in Orlando, Tampa/St. Pete, Key West, Naples, Miami, and several other cities."

Majors has also been busy building relationships with organizations that promote safe bikeways and green practices.

Majors, who first met Kolb on a bike tour for a home in Boulder, said the timing is right. "There is a growing trend in real estate among buyers and sellers for green practices, less carbon footprint and healthier lifestyles.

— Craig is a new FBA member and works with Pedal to Properties® through his company PCMS Consulting. If you'd like to reach him, call (954) 805-9952 or visit the website at [www.pedaltoproperties.com](http://www.pedaltoproperties.com).

Eco-tourism at its best...

## Is paddling Florida the state's newest growth industry?

by Bill Richards, Paddle Florida Director

Since our first Suwannee River event in March, 2008, Paddle Florida has set the standard for world class paddle touring in the state. So far we have introduced more than 350 paddlers from 22 states to the Suwannee River and, more recently, to the Peace River in Polk and Hardee counties.

Recently, Paddle Florida submitted a proposal to Florida's Department of Environmental Protection (DEP), whereby we would host events in each of Florida's five water management districts; with one each spring and fall on the Suwannee River, a total of six events from October through April each year. The DEP was impressed enough to offer its assistance in promoting these events.

What is Paddle Florida? Why do participants rave about the experience? Think of Bike Florida or the Safari on a river. The format is similar, but there is something more.

For over 12,000 years people have been traveling on Florida's rivers, sitting around campfires at night and playing music. Early

Floridians built communities on the rivers. We take pride in building a community on the river, if only for a week or a weekend.

Each morning, campers have breakfast, strike camp and load their gear onto a truck that is driven to the next overnight stop. The next campsite is made ready for their arrival that afternoon.

On the river, paddlers have a lunch stop and paddle at their own pace, with a group or alone, taking in the sights and sounds of Florida's best rivers. Dinner and evening program await at day's end.

We work diligently to provide a program mix of outstanding musical entertainment and informative lectures.

In addition to promoting nature-based tourism and driving visitation to Florida State Parks, Paddle Florida seeks to inform participants about water conservation and wildlife preservation.

Paddling in Florida is a growth industry; people from all around the globe come to paddle our pristine and wild rivers. Part of our mission is to promote the state as the international paddling mecca we know it is.

Our third Suwannee River Wilderness Trail adventure is in October. Over Christmas break we will host an event somewhere in the St. Johns River Water Management District (central Florida). In January, 2011, we'll again paddle the Peace River, followed by an event in the South Florida Water Management District over the President's Day weekend.

We will then move to the panhandle where another week long event will be held over spring break in March, followed by our fourth annual Spring Paddle Florida on the Suwannee River Wilderness Trail in April.

We are busy preparing for each of these events. Please visit [www.paddleflorida.org](http://www.paddleflorida.org) for updates, or call Bill Richards at 352.377.8342.

## After-dark cycling a contributor to 'deadliest state' honors?

by Dwight Kingsbury



Florida's deadliest state for walkers, cyclists," announced a recent headline in USA Today. The article wasted little time in assembling the usual suspects in its line-up: "torrid population growth," tourism, and climate.

One factor not mentioned, and seldom mentioned in other media coverage of the problem, is Florida's unusually large percentage of after-sunset cyclist fatalities.

The Sunshine State's after-sunset crash problem is probably due in part to one of the commonly recognized factors—climate.

However, the "perfect storm" combination of moderate year-round temperatures (even on winter evenings, when conditions for cyclists in most other states are often chilly at best), higher crash risks of nighttime riding (especially for cyclists without lights or reflectors), and development patterns that often make it necessary to use higher-speed roads to reach many or most destinations in urban areas—is seldom noted in "deadliest state" media coverage.

For many years, more cyclists have been fatally injured in traffic after sunset than during the daytime in Florida—usually about 60 percent of the annual cyclist fatality total. The national average percentage of after-

sunset cyclist fatalities (with Florida results excluded) is usually close to 45 percent.

Consider the only other state that regularly has more than a hundred fatally injured cyclists each year: California.

In 2008, according to NHTSA, 108 cyclists were killed in traffic crashes in California. Of these 108, 68 (63 percent) were killed in daytime crashes. In Florida, just 49 (39 percent) of the 125 cyclists fatally injured in traffic in 2008 were in daytime crashes; the rest were riding after sunset.

If no crashes occurred after sunset, California would have more cyclist fatalities than Florida. Florida would still have a higher cyclist fatality rate, relative to state population, but it would be much closer to California's rate—not more than twice California's rate, as at present!

A logical response to Florida's after-sunset bicycle crash problem would emphasize the use of reflectors, headlamps and tail lamps. Many cyclists who ride after dark are so equipped, or at least have lights.

Unfortunately, many more do not.

Although crash data on cyclist use of lights is sketchy, available evidence suggests that non-use of lights is probably one of the most common contributing factors in fatal cyclist crashes that occur after sunset.

**Nature-based Adventures**

October:  
Suwannee River Wilderness Trail

Christmas Break:  
St. Johns Water Management District

January 2011:  
Peace River

[www.paddleflorida.org](http://www.paddleflorida.org)

**Add your voice for the future of bicycling in Florida.**

**JOIN FBA TODAY**

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 Road I (formerly Effective Cycling) class  Yes  No; Approximate year taken: \_\_\_\_\_

I have taken a Road II 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 718, Waldo, FL 32694



## Earl Lang joins FBA Board of Directors

**M**

y wife, Karen, and I became Bicycle Shop Owners after living onboard our sailboat on the East Coast and the Bahamas for nearly four years.

We came from Ohio on the boat and enjoyed seeing all the sites, but eventually we came ashore in Punta Gorda and found that Ralph's Bicycle Shop was for sale.

From that start, Hurricane Charley helped us relocate, and eventually we opened a second bicycle shop in Port Charlotte.

I have always wanted to ride a bicycle across the country and my first long trip was to be from Philadelphia to Punta Gorda.

I didn't make it the whole way. Outside of Jacksonville I got hit by a truck and the trip ended there. I was only bruised and scraped, but I was mad, and that is what brought me to Bicycle Advocacy.

On this first trip I had begun to notice that in areas where there were "Share the Road" signs drivers treated me better than in other areas.

So, I began to press the state for more STR signs. Frustrated by the Florida DOT, I began working on Punta Gorda and Charlotte County with much better success. The coun-

ty is now installing STR signs were needed, and the City of Punta Gorda has been awarded "Bicycle Friendly" status by the League of American Bicyclists. I've found that advocacy for a good cause is much more rewarding and fruitful at the local level.

As I became more and more involved in advocacy, I found the Florida Bicycle Association, became a member and was invited to join them for the 2007 National Bicycle Summit.

I have attended three National Summits and recently joined the FBA Board of Directors.

Two years ago a local organization, TEAM Punta Gorda asked me if I would help them in promoting the city through bicycling.

From that conversation, TEAM now has a Spokes and Trails Committee working on developing trails in the city.

They have 15 miles of trails in various stages of completion and are working with Rails to Trails to establish trails along the Seminole Gulf Railroad right of way.

I am now chairman of the Bicycle Event Committee and we are planning a three-day event starting April 30, 2010.

"Pedal and Play in Paradise" will be a Bicycle Festival on Charlotte Harbor with activities for the whole family.

Events will range from a full Century Ride to Solomon's Castle, a Metric Century, and down to rides as short as five miles to see the sights of Punta Gorda.

All of this takes a lot of time away from the bicycle shop, but my wife Karen really manages the stores and knows the value of

advocacy and promoting bicycling. She agrees that the best promotions are ones that "make the pie bigger" and in doing so we all prosper.

Karen has organized an annual women's ride, called "Wheelin' Women" a weeklong event covering 350 to 400 miles in April.

No men allowed, the ladies do it all because, they want to stop "to smell the roses."

From retired and living the easy life on a sailboat to bicycle shop owners and advocates is a big jump.

I can only explain it by saying, "We failed at retirement," but we love what we are doing.

You can find more information on [www.acmebicycleshop.com](http://www.acmebicycleshop.com) and while there sign-up for our twice-monthly newsletter, "The Acme Advocate."

## STEP UP TO THE PLATE



Alan Snel did. He's one of the Southwest Florida Bicycle United Dealers (SWFBUD), a group of store owners and one attorney who advocate for bicyclists, promote cycling and act as watchdogs on cyclists' behalf.

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.

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