

2011 Bicycle Summit coming up...

Summit is a 'Must-Attend' event

by Dan Moser, FBA Program Manager



If there was ever a time to get involved in advocating for a better bicycling environment in our state it's during Florida's upcoming legislative session.

The change of leadership among elected officials at the national and state levels seriously endangers the progress made in creating a more balanced transportation system.

Because of our new reality it is imperative that FBA members and others who support the move towards safer roads and more livable communities make clear to our elected representatives that we expect to continue in that direction.

And what better way to deliver this message than during the 2011 Florida Legislative Session, right where the decisions are made?

Of course, it's also a good idea to meet with your elected state representative and senator in their home district offices before coming to Tallahassee.

Folks, this is no Chicken Little scenario. The fact is that many of the programs, projects, and resources that are in place or were slated to be put there are in serious peril of being pulled back or eliminated.

Your voice and efforts are required if we expect to save the Office of Greenways and

Trails, funding for local and regional bike/ped projects, and bike/ped planner positions, to name just a few potential targets.

FBA implores you to please make plans to attend the 2011 Florida Bike Summit, being held on Thursday, March 24, 2011, at the State Capitol in Tallahassee.

FBA sets 2011 Legislative priorities

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

Please do this:

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

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

Safe Routes to School program...

Walk to school event draws Congressman Mica as keynote

by Stephan Harris, Bike/Ped Coordinator, Volusia County Transportation Planning Organization

Westside Elementary School in Daytona Beach hosted an event on October 22, 2010, to encourage more children to safely walk and bicycle to and from school as part of the Safe Routes to School Program and the Walking School Bus grant.

The event was organized by the Safe Routes to School Florida Network, a privately funded network advancing the federally funded Safe Routes to School Program in the United States.

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

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Congressman John Mica (R-FL 7th Dist.), ranking member of the U.S. House Transportation and Infrastructure Committee, was the keynote speaker at the Daytona Beach Westside Elementary School event celebrating Walk to School Month and the Safe Routes to school Program. Congressman Mica is shown with a "Walking to School Kit" donated to the school by FDOT District Five and converted to a Walking School Bus.

Santos trail system in jeopardy?

The Santos trail system, a major offroad multi-use system of the Cross Florida Greenway, is south of Ocala, off Hwy 441/301/25.

The Florida Horse Park, has a restricted lease on 500 acres of Greenway land between 475 and 475A, the section of the Santos trails just to the east of the Land Bridge Trailhead (east of I-75), aka the Barns Section, is attempting to restrict all other trails users (mountain bikers, hikers, and equestrians) from the land occupied by the horse park except for a 50-foot corridor or "buffer zone" around the horse park.

According to Santos advocate Rob Ern cyclists would essentially be forced out of some of the current trail in that area and their ability to use the newly built underpasses

under 475 and 475A (busy roadways) would be greatly hampered. The narrow corridor, according to Ern, would force four user groups (hikers, equestrians, wagons, mountain bikers) into a 50-foot wide corridor without adequate separation, increasing the danger for all users.

An acceptable solution, proposed by the Office of Greenways and Trails (the land manager), would create a 150-foot buffer around the horse park.

If this 150-foot buffer is accepted by the horse park, it would allow safe trails for mountain bikers, hikers, and equestrians on both sides of the horse park.

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Safe Routes To School Event

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Congressman Mica stated: "The Safe Routes to School Program is a great initiative that encourages kids to walk or bike to school. It is a win-win, benefitting the security of our students and making our roadways and bike paths safer for everyone."

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



After the ceremony, Congressman Mica joined Principal Winch, Chairman Bruno and others to walk a group of students a few blocks from the school and towards home. Over 200 children participated in the walk from school. Principal Winch (with Reb. Mica in picture, left), who walks a student home every Friday as part of her "Walk to Read with the Principal" program, walked one of her students the entire way home. The entire event was a resounding success.

Principal Winch received 50-60 books through other grant funding. She makes these books available to students who walk home. Each week one student is selected to walk home with the Principal, who reads a book of the student's choice on a topic that is currently being studied in the school.

Liability and risk management issues for cycling clubs

by Chris Burns

As a long time cyclist and attorney representing victims of cycling crashes, my mind and heart are always with the injured cyclist.

But frequently I am asked by cycling clubs how they can sponsor and operate rides without risking bankruptcy caused by an injured cyclist suing them. As an informed and dutiful member of your local cycling club, you should have a basic understanding of your club's potential legal liabilities and how the club can best manage these risks.

The term, "liability," is when the club becomes legally and financially responsible to another party. "Risk management" is identifying, monitoring and then minimizing the chances that some event causing liability to the club will occur.

The club will wish to protect itself and its officers from owing money to another person or party. Your club may want to have a member assigned and responsible to oversee the club's risk management on behalf of the club, just as the club has officers, members responsible for membership, and ride leaders.

Cycling clubs are engaged in many situations when they have potential liability - including when riders are injured during club-sponsored training rides. What if the club selects an unsafe route for the ride due to a dangerous road surface or too much traffic?

What if during a group ride, the club allows a cyclist to participate whose bicycle has no hand brakes (fixed gear)? What if some of the members ride without helmets? What if members ride in the weekly evening group ride without required lights?

Clubs may face liability at meetings and other social events as well. What if the location for the event has a slippery floor? Do you serve alcohol? The club or its officers may be liable for financial improprieties within the club.

The club may face potential liability to a cyclist who suffered injuries in the club's

special annual ride. What caused the crash? Was the course safe? When did the club inspect the course? Did road construction or road defects occur after the inspection? Is the course adequately supervised? Were medical personnel available? Were the aid stops adequately supplied with drinks?

Maybe the most important component of an effective risk management program is the use of a legally valid release.

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

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

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

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

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

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HAVE YOU BEEN INJURED WHILE CYCLING?

(I have. That's why I'll fight so hard for you.)

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

Your race for compensation begins here.

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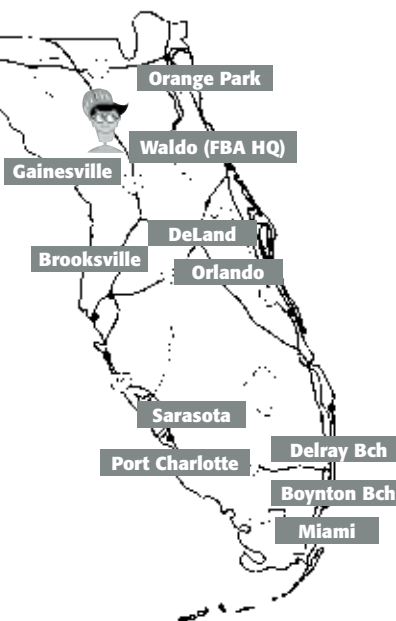
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Use the application form on the last page. Suggested contributions (tax deductible):

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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or join online at floridabicycle.org.

Visit FBA's Website

www.floridabicycle.org

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Stay up-to-date on bicycle issues with these statewide forums.

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

FBA's Blog is on the website

www.floridabicycle.org

Messenger Deadlines

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

Inquiries and submissions:
laura@floridabicycle.org

Membership Categories:

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Membership includes a subscription to the *FBA Messenger*.

President's report...

Group dynamics

Group Dynamics

FBA represents the interests of all types of bicyclists: fitness, student, racing, commuting, mountain, fund-raising, and all possible combinations thereof.

No single type defines all cyclists. Unfortunately, each cyclist is sometimes held up as the representative of us all in eyes of the public (and media). Lately, some large group-training rides have generated concern by newspaper letter-writers and officials because they choose to shut down all other traffic and the aggressive behavior of some participants.

The actions of a few have led to much larger re-actions such as strict enforcement of traffic laws including Florida's new mandatory bike lane use law. The results include degraded relations between cyclists and law enforcement, and the diversion of scarce resources away from more serious traffic safety issues like drunk driving, aggressive driving, speeding and red-light running. Among cyclists it creates the impression that

the police are after "us" and that "we" need to fight back. People who do not ride get the impression that bicycling in Florida is a problem.

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

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

Changing Gears

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

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

Florida Bike Summit

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



David Henderson

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

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

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

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

Santos off-road trails in jeopardy? *continued from page 1*

Mountain bikers would then get to build new trail to replace that which would be lost if the horse park fences trail users out.

If the 150' buffer is provided it would be a fair compromise that cyclists and other user groups could live with, according to Ern.

The horse park, initially at odds with the Office of Greenways and Trails proposal,

wanted to limit all other users to the 50-foot corridor even though, according to Ern, it doesn't need that land, and had been offered compensating acreage to the north of their current parcel.

Early in December the Ocala Mountain Bike Association (OMBA), the Office of Greenways and Trails, Florida Horse Park

(FHP) and other equestrian groups met to discuss potential compromises.

At the meeting a consensus was built that a 150-foot buffer could be created along the north, west and east sides of the FHP-leased property, and that along the south boundary, due to existing improvements, this buffer could vary between 75 and 150 feet as necessary.

The FHP representative was to report to the FHP board, and a decision was to be made as to whether or not they were willing to accept the compromise. Due to the holidays, and as of this writing, a decision was yet to be communicated...and could go either way.

Ern suggests all mountain bikers e-mail the Florida Horse Park executive director regarding this issue. A sample e-mail is as follows:

"I am a mountain biker and use the Santos trail system. The Florida Horse Park's attempts to limit other users to a 50' corridor between CR475 and CR475A is dangerous, unacceptable, and unfair. I urge you to change your position, cooperate with other user groups, and agree to the 150' corridor recommended by the Office of Greenways and Trails. If the horse park does not do so, I will support OMBA and other interested mountain biking organizations and other user groups in all appropriate efforts they undertake to protect the rights of all trail users."

You can send this e-mail to the horse park's executive director, CJ Marcello, at cjmarcello@flhorsepark.com. Ern also recommends you copy it to the following:

Jena Brooks, Office of Greenways and Trails, jena.b.brooks@dep.state.fl.us

Mickey Thomason, Office of Greenways and Trails, mickey.thomason@dep.state.fl.us

Jay Levenstein, Dept. of Agriculture, Levensj@doacs.state.fl.us

Rob Ern, VP, OMBA, robe2@embarqmail.com.

Letters to FBA

'Choosing the path' can reap health benefits

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

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

Personally, I feel extremely fortunate to live so close to the Seminole-Wekiva Trail and I utilize it extensively! It is a vital resource, pretty safe though not perfect, and soundly constructed.

When I took early retirement a couple years ago, I started cycling on that trail on my first day. Although I've been a dues paying member of the Florida Freewheelers for about 15 years, I'd become (like everyone else) overwhelmed with work and life in general. As a result, I'd become overweight plus was facing other health issues. I simply didn't have time to cycle any longer.

The Seminole-Wekiva Trail provided me with the instant outlet and focal point. I had to start out slowly because I'd become so sedentary, but little by little, I began to regain my stamina. As I persisted over a period of many, many months, I gradually lost about 75 pounds. In addition, my doctor took me off all of my prescribed medications. I cannot say enough about the benefits of bicycling. I've also seen these benefits present in other (and sometimes older) members of the Freewheelers. I believe that even my physician was a bit staggered by it all nor would he have ever believed it had I not been his patient.

I certainly think that bicycling needs to continue to be promoted both as a recreational activity and alternative mode of commuting. I now own six bikes and have converted one of them into a "Grocery Getter." I cannot tell you how much money I've saved (gasoline/wear and tear) by using it.

I don't know where we'd all be if it were not for organizations like the Florida Bicycle Association and the Florida Freewheelers.

Many thanks!

PS: I strongly advocate taking a bicycle safety classe. I took Effective Cycling (now called Traffic Skills 101) several years ago and still have my certificate. Good class!

— Phil Ingram, Altamonte Springs

FBA – 2010 in review

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

Developed a team of officers around the state to act as the Officer Advisory Panel.

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

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

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

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

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Executive Director's report...

At the turning point



We are at the turning point of our culture, the turning point of transportation too. We will have to try new ways to get about.

Affordability and health will guarantee this shortly, now for some.

Imagine if everyone that had a trip under 30,000 feet used a bike. Imagine over 50% of the car traffic would vanish as well as the effects of it. 29,035 feet is Mt. Everest and the near end of the breathable atmosphere if you ride straight up.

BE your own Everest in your town. We can do it, we should do it and you can help by helping FBA make a difference.

1. Make plans to attend the 3rd Annual Florida Bike Summit in Tallahassee 3/24/11.

2. Get to know your elected officials. There are many new faces as a result of the November elections at the local, state and federal level. Make an appointment to meet with them in their district office. Let them know you're a resource regarding cycling issues. Ask them to notify you when bicycle, trails or liability issues are placed on the city and/or county agenda.

3. Get involved at the local area to make your community better for biking and walking. Many city and county bicycle and pedestrian organizations need citizen advocates on their boards. Go to page ____ for a list of statewide contacts to help you get started.

4. Contact FBA and tell us you'd like to attend a bicycle safety education class, would like us to schedule a class for your club or business, or need a speaker for your next bike or civic club meeting.

5. Consider designating your United Way contributions to FBA. Ask your employer to be a corporate member or if you own a business, consider a corporate level membership. Many employers have a matching gift program.

6. Purchase a Share the Road license plate.

7. Invite a friend, co-worker, or elected official for a bike ride. You already know how fun, relaxing, healthy and good for the environment bicycling can be, so how about sharing this activity with someone new to bicycling. As more people ride, cycling becomes more normal, accepted and respected on our roads and trails.

8. Ask your friends to join FBA.

9. Help make Florida the safest and most enjoyable place to ride bikes. Your membership provides the resources we need to

Laura Hallam



expand our mission, protect our interests in Tallahassee and Washington and educate people of all ages about the benefits of bicycling.

It's been a great ride

After nearly ten years as FBA's first fulltime executive director, it's time to say farewell. Retirement will provide more time for riding my bike on Florida's roads and trails.

I plan to stay involved as a volunteer and look forward to seeing you at special events and in Tallahassee for the Summit.

Major thanks to a terrific board of directors who've mentored me every step of the way. Special thanks to Mighk and Carol Wilson and Tina Russo. You're the best!

Welcome New/Rejoining Members! continued from page 3

- | | |
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| Trace Armstrong | Evan Hughes, Jr. |
| Ed & Judy Gardner | Al Tillson |
| David Aldrich | Brenda Boring |
| Mike Hoggatt | John C. Makemson |
| Pam Owen & Angie Armstrong | Dr. Jay M. Zellner |
| Dan Wallace | Patrick Obrien |
| Collin Worth | Foolda Crow |
| Timothy Bulger II | Robert & Melinda Peale |
| Clayton Yark | Timothy & Elizabeth Whalen |
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| Robin Tucker | Barbara Lang |
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| Mike Pikula | Stephen & Margaret Dick Tocknell |
| Leo Belanger | AAA National Office |
| Dan Cober | CMF Sales, Inc, |
| Greg Knecht | George Van Houten |
| Pete Ensing | Frederick Marchman |
| Ashlei Stets | Nadia Ugas |
| James Reagan | Mack Cycle & Fitness |
| Ken Merz | Kenneth Hillier |

Hats off to George Martin



George Martin has provided many years of service to FBA as a volunteer and project director of the Bicycle Law Enforcement Program.

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

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



Due to personal reasons, George resigned from the Advisory Board and the Bicycle Law Enforcement Program in late 2010. George's leadership assistance will be greatly missed, but he will help with the transition to another project director. The "Ask Geo" portion of the www.flbikelaw.org site will remain the same as a legacy to George's many years of dedicated service in seeking solutions to problems of cycling in Florida.

Before joining the FBA staff, George retired as a Captain after 28 years of an exciting and rewarding career in the U.S. Coast Guard, with extensive experience in law enforcement and ship operations. He achieved a BS and MS from the University of Florida (Go Gators!), and graduated from the Naval War College. Since 2000, he has been involved in bicycle advocacy as president of the West Palm Beach Bicycle Club, Florida

Bicycle Association, Safe Bicycling Coalition of Palm Beach County, and Palm Beach County Sheriff's Office through a bicycle safety grant from the Florida Department of Transportation. George is a League Cycling Instructor residing in St. Augustine and will stay involved with local bicycle safety advocacy.

- | | | | | | |
|--------------------|--------------------------------|----------------------|-----------------------|---------------------|--------------------------------|
| Eddy Carrillo | Janine Callahan | Ken & Ginny Duffield | Mary Louise Hutton | Stanley Sanford | Sean & Angel |
| Matt Campbell | David Haynes & Barbara Blonder | Gene & Kathy Smith | Mary Williams | David A. Solomon | V&erGracht |
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| Peter H. Greaney | | Karl & Kikumi Gugel | Jim McIntosh | Vincent Hsu | |
| Freddy Muth | | | Howard Blank | | |

FBA's newest Lifetime member

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



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

Thank you Florida Freewheelers and Laura for your dedication to bicycle advocacy.

A single donation of \$2,000 or more or cumulative donations in excess of \$3,000 qualifies you for Lifetime member status.

Lifetime members and other generous levels of support as well as new/rejoining members are listed on page 3 of the *Messenger*. Some donors choose to be anonymous. Regardless of level of support, membership makes us stronger.

Central Florida Chapter...

Ring out 2010, ringing up successes

by Brad Kuhn

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

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

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

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

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

2. Improve the built environment by increasing connectivity and encouraging Orange and Seminole county lawmakers to adopt "complete streets" policies to accommodate the shared use of roads by pedestrians, cyclists and alternative transportation.

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

Promoting healthy lifestyles

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

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

Complete Streets/Connectivity

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

Our board is fortunate to include three nationally recognized transportation planners

and consultants: Billy Hattaway, Jamie Krzeminski and Malisa McCreedy.

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

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

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

Civility

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

This is a BIG challenge, and one we are addressing through a combination of cyclist/pedestrian education and monthly "Ride BIG" civility rides, held on the first Friday of every month, to show that bicycles are vehicles, and that bicyclists can operate safely and seamlessly within the normal flow of commuter traffic. We are working with

pedestrian advocate Bill Carpenter to develop a similar awareness of pedestrians and the importance of honoring crosswalks.



Next steps

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

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

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

2nd annual...

Bicycle Club leadership workshop

The second gathering of Florida Bicycle Club Leaders sponsored by FBA and Florida Freewheelers was a great success.

Held November 20 in conjunction with the 31st Horrible Hundred in Clermont, 32 representatives from 18 clubs and organizations had the opportunity to share ideas and discuss ways to further the bicycle movement throughout Florida.

Participants provided a 2-minute commercial about their club/organization including membership size, region served, recent successes and challenges.

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

and introduced speakers for the following topics::

- 2011 Legislative Strategies
- Florida Bike Summit 3/24/11, Tallahassee
- Bicycle Law Enforcement Program, www.flbikelaw.org
- Educational Initiatives: Cycling Savvy Curriculum
- FBA Chapter updates: Jeff Hohlstein, FBA First Coast Chapter
Brad Kuhn, Central Florida Chapter d/b/a Bike Walk Central Florida
- Florida Bicycle Touring Calendar: Roger Pierce

Selected Liability and Risk Management Issues for Cycling Clubs: Christopher Burns, Terrell Hogan Law Firm
Following the meeting, attendees were invited to a VIP Hour at The Cycling Hub in Clermont.

Participating clubs/organizations:

- Caloosa Riders Bicycle Club
- Capital City Cyclists
- Cystic Fibrosis Foundation
- Daytona Beach Bicycle Club
- Eastside Cycle Club
- Everglades Bicycle Club
- Florida Bicycle Association
- Florida Freewheelers
- Gainesville Cycling Club
- Highlands Pedalers
- Lake County PAL (Police Activities League)

North Florida Bicycle Club
Polk Area Bicycle Association
Seminole Heights Bicycle Club
St. Petersburg Bicycle Club
Terrell Hogan Law Firm
Treasure Coast Cycling Association
zMotion

Special thanks to Florida Freewheelers president Sharon Wolfson and HH director Laura Reynolds for providing complimentary ride registrations to participants (one per club).

If you are interested in attending the 2011 workshop, please contact FBA now so we can begin developing discussion topics for the 3rd annual Florida Bicycle Club Leadership Workshop on November 19. The Horrible Hundred follows on November 20.

Liability issues

continued from page 2

Once you have formulated an excellent release, you will need to decide how to use it. Your attorney should give you advice.

You have options. You might wish to have each club member sign a release in conjunction with renewing his/her membership.

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

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

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

If the participant only speaks Spanish and not English, the release must be translated. The participant must have mental capacity to understand the release language. There are other related issues.

The club should purchase liability insurance. This is critically important. It may allow an injured cyclist to be compensated, but still not result in the club having to pay the victim.

There are insurance companies that specialize in insurance for "silent sports" such as

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

To say another word about written releases, most insurance agencies or insurers require the club to use a release in order to qualify for insurance.

Do you think insurance costs too much? Consider and compare the cost of a lawyer – as much as \$375 per hour or more!

The club will have to hire its own attorney to fight a liability lawsuit, if it doesn't have liability insurance. With insurance, the insurance company will not only have coverage for the claim, but will also provide an attorney to defend the club.

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

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

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

Cycling Savvy grad tells his tale...

Just like riding a bike

by John Alexander

The old expression, “Just like Riding a Bike,” is often used to describe something that comes second nature and should be easy to do. It implies that we know everything about an activity and can take off where we left off.

That couldn't be farther from the truth when it actually comes to “driving” a bike — we can always learn more and continually improve our skills.

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

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

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

At the beginning of this year I finally followed through and dropped 30 pounds by using a treadmill, which also prompted me to dust off the bike and begin riding. Portions of the Cross Seminole Trail run near my house and I began to take advantage of the fun of short rides.

All went well until I ventured off to another part of the “trail” — really a sidewalk — and experienced my first crash. An approach



to a narrow bridge over a creek consisted of a 90 degree left turn, immediately followed by a 90 degree right turn — after a downhill approach.

I was going too fast and smacked into the sturdy guardrail, reinjuring a shoulder that I had just rehabbed from a torn rotator cuff. My garage door opener flew out of my basket and into the creek, but I stayed upright, though frustrated and discouraged.

An acquaintance put me in touch with Mighk Wilson as a result of that incident and I began to follow the work that he was doing to improve bike safety.

After reviewing the information on the Cycling Savvy Course, I decided to invest some time and energy into the program to

improve my skills and give myself more confidence.

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

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

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

I arrived a few minutes before the designated start time on the Saturday morning. I had checked my tire pressure the night before, so I was very surprised to discover that I had a flat tire when I removed my bike

from the car rack. One of my classmates, immediately sprang into action and patched the flat but it didn't hold. Mighk kindly loaned me a tube to use and informed me that the inner band on the wheel had deteriorated and was allowing the end of one of the spokes to pierce the tube.

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

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

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

We had ridden several miles criss-crossing that parking lot and next on the agenda was lunch. Only one thing was standing between us and a tasty burrito — navigating a busy street and turning right onto an even busier

See *Cycling Savvy* on page 10

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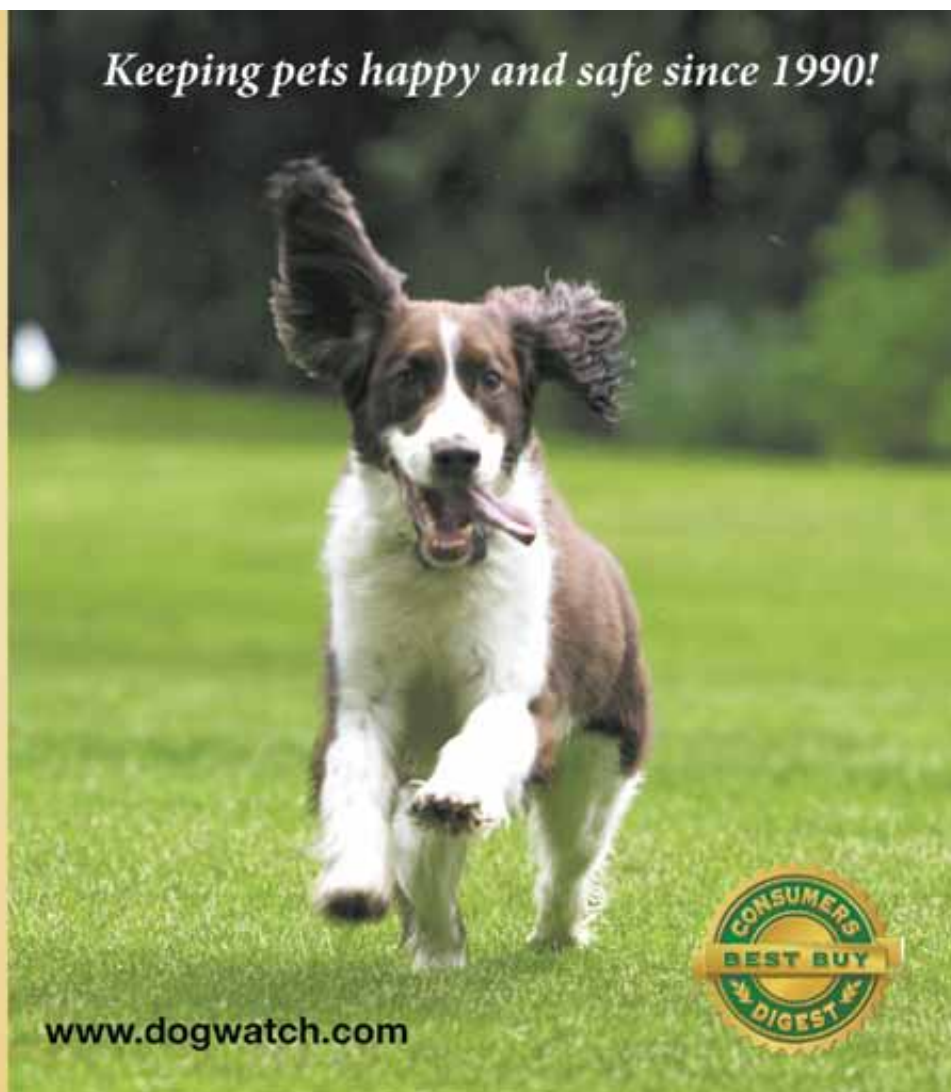
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Bicyclist profile...

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

by Linda Crider

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

It was Herb's vision in 1979 to approach Governor Bob Graham with a plan to create what became Florida's first Bicycle Plan, complete with a full time bike coordinator in the Department of Transportation.

He has been advocating for bicycling ever since. Most recently,

Herb's convincing VISIT FLORIDA to include "Trails" as one of the drawing cards for tourism, resulted in the recent unveiling of the VISIT FLORIDA TRAILS website, which according to VISIT FLORIDA, received over 10,000 page views in the first month ... high tech marketing concepts for a man soon to become 80 years of age. But age is of little consequence to Herb, unless of course it is associated with good wine, or literary works.

Case in Point. Herb, who three years ago, conceived of the idea of a five county - 260 mile "loop" of trails as part of the East Coast Greenway through five east coast Florida counties, joined forces with BIKE FLORIDA to create the "St. Johns River-to-Sea" loop tours. On the first few tours, he filled the role of planner, promoter, facilitator (including

arranging the signing of a memorandum of agreement by commissioners from the five counties to support the trail), public relations, press corps, and even "SAG" vehicle driver. But Herb wanted to see the Loop from the point of view of the bicyclist so he could better understand it and write about it.

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

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

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

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

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

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

friend Bob, whose eyes rolled when he lifted Herb's fully loaded steel frame bike off the rack of Herb's Honda Hybrid.

The mounting and dismounting of his bike was the biggest challenge for Herb. The seat height (because Herb is over 6 feet tall) required him to lift his leg high over the seat and top tube while balancing all his weight on his other foot, squeezing the brakes so that the bike would stay steady.

This Herb managed but not without significant strain...my breathing would only resume when I saw his right foot hit the ground and his torso balanced over the bike.

The memory of the act of bicycling, however, came back quickly. Once actually on the bike, Herb pedaled steadily in rhythmic cadence like an expert.

He seemed also to have a peripheral vision for what was around him and an aura that let cars know his intentions.

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

Herb was much more intent on conserving his energy for the experience of riding and observing than of worrying. That was my job. His was to record in his mind and on his little



pocket voice recorder, the wonder of seeing this part of Florida from the seat of a bicycle.

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

continued next page



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Herb Hiller on the road *from previous page*

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

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

Thank you Herb for continuing to teach me.

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



Above: Herb in bear country along the Springs to Springs trail. Previous page: Ever the communicator, Herb stops for a call.

ASK A CYCLING ATTORNEY...

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

by J. Steele Olmstead, Esq.



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

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

According to law, actually, the opposite is true: we can ride road or sidewalk.

Sometimes, these folks can be arbitrary or wrong in the application of the statues. So,

I’d like to offer the essential list of statutes and some suggestions to help you to be informed and help Officer Friendly be reasonable.

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

First- make sure you pull *waaaaay* over and where the exchange won’t be embarrassing for the officer.

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

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

Fourth, know this right out the box: Florida Statutes section (“F.S”) 316. 2065(1) says bicycles are vehicles...period. Bikes are cars. The legal significance is this: If it applies to the car, it applies to the bicycle.

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

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

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

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

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

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

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

Just keep in mind when interacting with Deputy Fife: you do not have a sergeant who will back you up even if you’re wrong.

Never argue. If the officer is going to ticket you, he’s going to have to go to court and justify the citation. That might be time on his day off he won’t want to give.

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

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

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

LAW OFFICES OF J. STEELE OLMSTEAD, P. A.

J. STEELE OLMSTEAD, ESQ.

☞ Two-wheeled lawyer ☜

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

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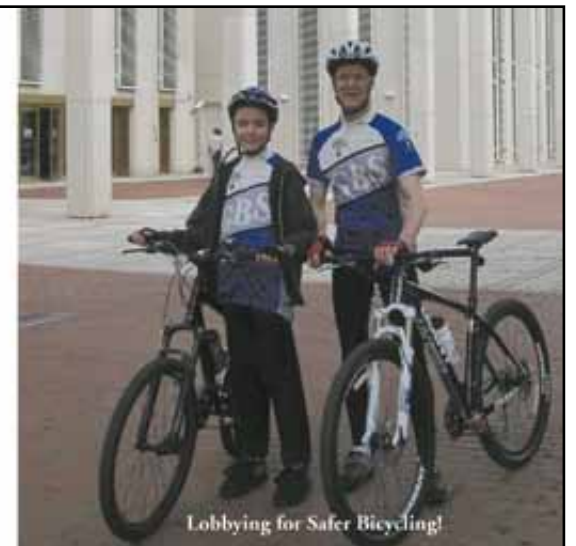
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Lobbying for Safer Bicycling!

Cycling Savvy course instills confidence

continued from page 9

one, crossing three lanes of traffic and executing a left-hand turn across another three.

My thoughts: ARE YOU CRAZY ?????

Between the faith that we'd placed in our instructors and the new found confidence that we had in our individual ability, the class ventured out and successfully and flawlessly completed that first "feature" as a group.

Collectively, we realized, "We can do this!" As with many of the other specific tasks that

we would face throughout the afternoon, our trainers mapped out the plan with colorful chalk on the pavement, explained both the hazards and the best approach that would ensure ease and safety. Getting the first exercise under our belt, followed by a collective "high five" was a glorious moment.

The afternoon was spent analyzing and facing down several other features. This experiential form of training was perfect for adult



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learners. We weren't being lectured to. We weren't being given some meaningless test. We were part of the learning process and the success of each individual in the class was just as important to us as our own small victories. We rode together between exercises, but were given the opportunity to personally experience each feature on our own. From riding through a round-a-bout to learning the proper way to cross diagonal railroad tracks, to seamlessly controlling a center lane to avoid traffic heading for an on-ramp, to navigating a particularly fearsome interchange (not once, not twice, but three times), each exercise brought us a new level of confidence.

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

One of the reasons I took the Cycling Savvy Course was that I had begun to feel uncomfortable riding on sidewalks to get to the trail in my area.

I learned that there were plenty of good reasons to feel that way — uneven and broken sections of sidewalk, the need to steer around pedestrians and other bikes, the possibility of a wheel getting caught between the sidewalk and deeply edged grass which could lead to a fall and the higher risk of being hit by a car.

I had feared that my balance was an issue. By going through the course, I had plenty of opportunities to disprove that assumption and build my skills.

As we were riding in a group at the end of the day, I was carrying on a great conversation with one of my classmates, Harry, about cruises that we had taken. It dawned on me that I was riding side by side with him just a shoulder width apart and tracking exactly one wheel length behind the rider in front of me — and I was perfectly relaxed, comfortable

and having a blast. This program helped me to realize the freedom and fun that comes with being in command of your own bike. I was a kid again!

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

This weekend I will be headed out for a Holiday Light ride — what better way to see the decorations?

I've begun to set new goals as well. After hearing about people taking 500 mile bike trips, I've begun logging my miles with "500" as my first target.

I might reach it by only pedaling 10 miles at a time, but I'll get there — with a smile on my face.

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

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

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

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

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

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

YOUR ROAD



Take it Back!

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Cycling Savvy

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CyclingSavvy.org

Selected State-wide Contacts

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

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

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	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
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	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
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	
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
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@lakesumtermmpo.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
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
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 Prgms	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
Other state & federal agency staff			
Florida Traffic Safety Education Program/Director	Dan Connaughton	352.392.4042x1296	danc@hnp.ufl.edu
FTBSEP assistant	John Egberts	352.392.4042x1370	safety@hnp.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	jdegn@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

2010 Florida Bicycle/Pedestrian Law Enforcement Guides are available

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

This handy booklet, updated annually 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

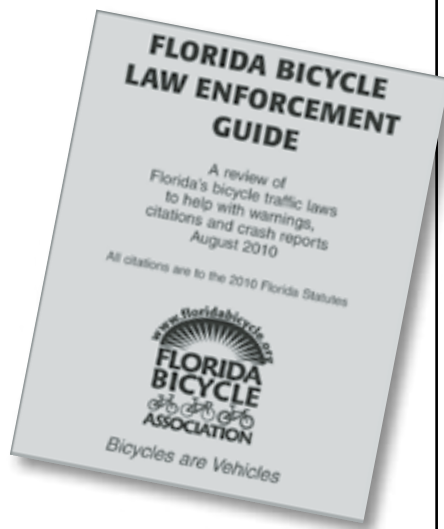


Bicycle lane symbol marking

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!

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



2010 program summary...

Bicycle Law Enforcement Program

by George Martin



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

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

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

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

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

Story boards were developed with narrative, quotes from the statutes, suggested video, animation, illustrations and still photos, and other information for five modules.

Animation and illustrations were developed and included in the posts on the website. They can be used in the modules as well.

One Module, number 2 above, was nearly fully completed, and with some minor changes, is a model for the remaining modules of the program.

Other topics to be developed (not in priority order) include:

- Causes of Bicyclists' Deaths and Injuries
- Lights, helmets, etc.
- Crash Investigation
- Bicycle Lanes and Paved shoulders
- Cyclists Riding Abreast
- Group Rides
- Officer Discretion
- Penalties for Motorists and Bicyclists
- Children and Bicycles
- Bicycle Paths
- Senior Officers Only
- Others as suggested and developed through the Officer Advisory Panel



A web site, Ask Geo at flbikelaw.org, was developed to answer questions

and discuss the statutes related to cycling. Officers and cyclists asked many questions and the statutes that applied were shown on the web site, along with an explanation about how they related to safe cycling practices. The materials generated for the answers to questions are sufficient to easily be transformed into training modules covering many of the topics above.

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

HB 971 and bike lanes

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

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

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

Except under any of the following situations:

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

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

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

continued on next page

HB 971

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

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

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

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

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

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

3. Door zone bike lanes

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

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

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

Is the cyclist preparing to turn left?

Is the cyclist passing another vehicle?

Is it unsafe to keep right and in a bike lane?

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

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

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

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

2010 in review

continued from page 4

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

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

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

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

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

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

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

□ Educated nearly 500 students in the Alternative Transportation Education Program bringing the five-year total since inception to 1942 students.

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

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

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

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

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

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

Taking on the Brooksville Classic

by Steve Diez, FBA Board Member

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

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

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

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

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

Day two was the road race along the picturesque roads of the Spring Lake area.

Wanting to support the effort I signed up for the Masters race (yes I qualify based on my age) thinking it could not be that bad.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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 718, Waldo, FL 32694.

www.floridabicycle.org; e-mail: laura@floridabicycle.org; Phone: 352-468-3430.

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

The *Messenger* accepts and welcomes your advertising! Please see the Website for rates and specifications or e-mail laura@floridabicycle.org. Publishers reserve the right to review advertising content and to reject advertising that, in the opinion of the Association, is neither in the best interest of FBA's members nor its goals and objectives. Although we carefully review articles and information submitted, FBA is not responsible for the information or opinions contained herein unless explicitly stated as official policy of FBA.

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. Ask your friends. Data are from an online calendar database maintained by Roger Pierce. To add an event to his (and our) calendar, e-mail to fbtc@piercepapes.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/.

January

January 23 (Sun) *Gainesville*
29th Battle of Olustee

A tradition for 29 years signifying the start of the Florida Racing Calendar, The Battle of Olustee will muster troops at 9:00 a.m. at the Holiday Inn corner of 441 and University avenue. It will head North on 441 then North on 121 at the Highway Patrol Station. Ride length 115 miles with one brief food stop at about 45 miles. Expect substantial acceleration with 40 hilly miles to go. No entry fee, no support. Bring lots of food, water, and attitude. Park in the Walmart parking lot on 441 (2649 N.W. 13th Street, 1.7 mile from start). **YOU WILL BE TOWED IF YOU PARK AT THE HOLIDAY INN.** Additional parking and route maps at the website. www.mapmyride.com/ride/united-states/fl/-gainesville/978209335003

January 23 (Sun) *Orlando*

5th Annual Tour de Orlando

A timed century (100 miles) and metric century (62 miles). Participants will have a MyLaps Pro Chip attached to their bike. Century riders must be able to complete the course in 9 hours or 11.1 mph average. More details and requirements at the website. www.epicsportsmarketing.com/events/tour-de-orlando-cycling

February

February 5 (Sat) *Gainesville*

Gainesville Brevet Series: 300 km

Second in a series of four events required to qualify for Paris-Brest-Paris in August. 190 miles. Jim Wilson (352)373-0023. See website for details, rules, equipment advice, and recommended accommodations. <http://gccfla.org/brevet/brevets.html>

February 12-13 *White Springs*

Suwannee Sweetheart Cycling

Weekend No, you certainly don't need a sweetheart to do this ride. But it's a "sweetheart" of a route. On Sunday, there will be rides of 25, 52, 62, and 100 miles. At 10:00 AM on Saturday, there will be a 12, 23 or 38 mile ride. <http://www.suwanneebike.org/sweetheart.htm> **Active.com** Online Registration

February 13 (Sun) *Boca Raton*

Tour of Boca

Come join the fun with the 2011 Tour of Boca rides, sponsored by the Boca Raton Bike Club and the City of Boca Raton and recreational services. Tour beautiful Boca Raton with a 15 mile, easy-paced, police escorted bicycle ride beginning at Patch Reef Park. Registration: 12:30 pm; Ride starts: 1:00 pm; Fee: \$2.00. SAG support. Information, 561-391-6109 or visit <http://www.bocabikeclub.org/>. www.bocabikeclub.org

February 14-18 *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

February 19-20 *Sebring*

Bike Sebring 12/24 Hours

The Rotary Club of Highlands County. Ultra cycling RAAM Qualifier, every

February at the Sebring International Raceway. Ride as many miles as you can in 12 or 24 hours. Mark Andrews (863)385-3936. www.bikesebring.org **Active.com** Online Registration

February 19 (Sat) *Hastings Flagler Estates*

Flagler Estates Country Cruise

Three rides, 45/15/5 miles. The 45 mile will have 4 comfort stops, starting and finishing in Flagler Estates, St Johns County. Very low traffic, excellent roads and no big heavy trucks, in Flagler Estates, for the 15 & the 5 mile rides. Money raised will be for school bags and supplies for the children of Flagler Estates and Hastings, next school year. www.feciafl.com

February 19 (Sat) *Palm Harbor*

Ride4theAnimals

Benefit the Suncoast Animal League Join us as we Ride 4 the Animals. Choose one of three great routes. Event in conjunction with the Annual Mutt March. Complimentary pancake breakfast from IHOP and after the Event Cyclists are welcome to enjoy the exclusive VIP tent and a fun day of activities. Raffles, Ride T-shirt, a complimentary beer truck beverage and snacks upon your return. Well stocked rest stops and SAG. All registration proceeds go to support the Suncoast Animal League. www.Ride4theAnimals.com **Active.com** Online Registration

February 27 (Sun) *West Palm Beach*

Pedal for PAL Cycling Tour

\$40 early, \$50 day of: 100/62/34 miles. Registration opens at 6:30 am at The Dreyfoos School of the Arts, 501 S. Sapodilla Ave. West Palm Beach. Mass start at 7:30 am. Well stocked rest stops, SAG service, t-shirts, and a picnic lunch at the end of the ride. Registrations received before February 20, 2011 include a t-shirt. Palm Beach County Sheriff's Office Cycling Team, 3228 Gun Club Road, West Palm Beach, Fl. 33406 (561)644-9278 www.pbso.org/pal **Active.com** Online Registration

March

March 5-6 *Gainesville*

Gainesville Brevet Series: 400 km

Third in a series of four events required to qualify for Paris-Brest-Paris in August. 250 miles. Jim Wilson (352)373-0023. See website for details, rules, equipment advice, and recommended accommodations. <http://gccfla.org/brevet/brevets.html>

March 6 (Sun) *Orlando*

American Diabetes Association, Tour De Cure

101/77/54/25/10 miles. Registration every hour starting at 6:30 am. Each ride starts within 1 hour of check-in time. Start/Finish at Lake Nona's UCF College of Medicine. Well-stocked rest stops every 15-20 miles, SAG service, breakfast and lunch included. \$150 minimum fundraising to ride and includes a Tour De Cure commemorative t-shirt. Contact Cesar Cesareo at ccesareo@diabetes.org or (407) 660-1926 ext. 3037. Benefit: The American Diabetes Association. <http://main.diabetes.org/tourdecurorlando>

March 6 (Sun) *Fort Myers*

Thirteenth Annual Royal Palm Classic 100/62/30/15 mile marked routes.

Registration opens at 7:00 am at Buckingham Park, 9800 Buckingham Rd near I-75 exit 136. 100 mile ride starts at 7:30. Rest stops, SAG, polar water bottle, lunch. Caloosa Riders. www.royalpalmlclassic.org **Active.com**

March 6 (Sun) *Pembroke Pines*

Southeast Florida Tour de Cure

Presented by Cleveland Clinic Florida 100/62/35/10 miles. Registration opens at 6 am at the Special Events Field at CB Smith Park. Rides start at 7, 8, 9 and 10 am respectively. All rides are fully supported with rest stops, mechanical, medical and SAG support. 10 mile ride is family-friendly with closed-course route. All participants receive commemorative tee shirt, pre-ride breakfast and post-ride lunch/celebration. Funds raised help the American Diabetes Association Stop Diabetes in South Florida. For more info, kdebeer@diabetes.org or 305.477.8999x3117. <http://main.diabetes.org/sfltour>

March 13 (Sun) *Lakewood Ranch Sarasota*

American Diabetes Association, Tour De Cure

101/62/35/18 miles. Check in for both centuries at 7 am. Check in for both short rides starts every hour beginning at 7:30 am. Each ride will start within 1/2 hour of each other beginning at 8 am. Start/Finish located on Main Street at Lakewood Ranch. Ride includes well stocked rest stops every 15-20 miles, stocked route with SAG service, breakfast and lunch included. \$150 minimum fundraising to ride and includes a Tour De Cure commemorative t-shirt. For more information contact Cesar Cesareo at ccesareo@diabetes.org or (407) 660-1926 ext. 3037. <http://main.diabetes.org/tourdecurarasota>

March 13 (Sun) *Boca Raton*

Tour of Boca

Come join the fun with the 2011 Tour of Boca rides, sponsored by the Boca Raton Bike Club and the City of Boca Raton and recreational services. Tour beautiful Boca Raton with a 15 mile, easy-paced, police escorted bicycle ride beginning at Patch Reef Park. Registration: 12:30 pm; Ride starts: 1:00 pm; Fee: \$2.00. SAG support. Information, 561-391-6109 or visit <http://www.bocabikeclub.org/>. www.bocabikeclub.org

March 14-18 *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

March 19 (Sat) *Tallahassee*

Matthew Beard Memorial Ride to the Sea

Ride begins at the Wakulla Station Trailhead on the St. Marks Trail in Woodville, south of in Tallahassee. This FREE event is intended to allow all levels of cyclists to ride to show their support of victims and survivors of DUI drivers. Riders will have support along the way, including snacks and drinks. The ride follows the St. Marks Bike Trail to the St. Marks River Park.

T-shirts for all finishers (limited supply). distance: 14 miles. Organized by the Florida State University Police Department and the Dori Slosberg Foundation. www.dorislosberg.org

March 26 (Sat) *Jacksonville*

Ride with Me for Autism 2011

Registration opens at 7:00 am (Rain or Shine). 7:00 am - 5:30 pm at Camp Milton, Jacksonville-Baldwin Rail Trail, 1175 Halsema Rd. North Jacksonville, FL 32221 Adults: \$25 plus \$100 minimum pledge to ride. (\$30.00 after 2/26/11). Children: \$10 12 and under (\$15.00 registration after 2/26/11). Family Pledge: \$25 for adult & \$10 per child plus a \$250 total family pledge. Team Pledge: \$25 for adult & \$100 per participating cyclist on the team. Routes from advanced to beginner: 62/29/10 mi. and a fun ride for the family. **Active.com** Online registration www.ridewithmeforautism.org

March 26 - April 1 *Gainesville*

Bike Florida 2011 "Florida's Eden"

A week long, fully supported bicycle camping tour through "Florida's Eden" with turquoise springs and rivers, rich forests, rolling pastures covered with wildflowers and through the hidden treasures of Florida's quaint towns and historic hamlets. You will also visit the city of Gainesville. www.bikeflorida.org **Active.com** Online Registration

March 26 (Sat) *Okeechobee*

Rotary's L.O.S.T Ride-Run-Walk

Ride, run, or walk the Okeechobee scenic trail, a segment of the Florida National Scenic Trail. Round-trip courses of 12/20/40/54 miles. Runners and walkers will follow a 5K course. All courses begin and end at Scott Driver Boat ramp. Proceeds will be to Okeechobee Rotary for local scholarships, Haiti missions and other charitable causes. www.OkeechobeeRotary.org

March 26 (Sat) *Vernon*

15th Annual Tour de Ranch Century

25/65/100+. This area of Northwest Florida is rolling hills and recently resurfaced roads and a favorite ride area for local cyclists year round. Rides start at 8 am with so be there early if you don't pre-register via Active.com. Routes are well marked, sag support provided, radio support on all three routes, and a hot meal after the ride. And More. Contact Henry Lawrence, 850-258-1276 or hnlbicycle@gmail.com for more information. <http://pccycling.org>

March 27 (Sun) *Plant City*

29th Annual Strawberry Century

Sponsored by Tampa Bay Freewheelers (TBF). Cycling tours of 20/38/62/100 miles. Hillsborough Community College, 1206 N. Park Rd., Plant City, FL 33563 (I-4 to exit 22). Registration 6:00 am. Hot breakfast 6:30 to 9:00 am. Mass start 7:30 am. Hot lunch 10:30 am to 3:00 pm. Support ends 3:00 pm sharp on all routes. Rest stops; SAG and mechanical support; long-sleeved T-shirt (guaranteed to pre-registered riders); reasonably-priced sports massage; vendor displays; camaraderie; strawberry shortcake; an ice cream stop; and door prizes. Online Registration \$30 (closes midnight March 15). Day-of-Ride Registration \$35. Register online

through Active.com link on TBF web site. Or call to register. (No mail-in registration.) 813-404-5721. www.TBFreewheelers.com/

April

April 8-10 *Chiefland*

Chiefland Spring Fest

Three fun-filled days riding on Florida's Gulf Coast Trails. All rides start in Chiefland. Choose from several options to these destinations - Trenton, Cross City, Cedar Key and Horse Shoe Beach. Phone: (727) 457-6994. www.chieflandbicyclefest.com

April 9-10 *Gainesville*

Gainesville Brevet Series: 600 km

Last in a series of four events required to qualify for Paris-Brest-Paris in August. 375 miles. Jim Wilson (352)373-0023. See website for details, rules, equipment advice, and recommended accommodations. <http://gccfla.org/brevet/brevets.html>

April 10 (Sun) *St Augustine*

Cystic Fibrosis Cycle for Life

A one day tour where cyclists will come together in support of a cure for Cystic Fibrosis. 30/60 mile route options. Start/finish at the World Golf Village. Fully supported, stocked rest stops, SAG vehicles and a great lunch catered by [Prep Chefs.com](http://PrepChefs.com). A minimum of \$165 donation to assist the Cystic Fibrosis Foundation. Early registration fee of \$10.00 until December 31 through our website. For more information contact: Elaine Fowler 904.733.3560 (office) 904.343.1435 (cellular) www.cff.org/Chapters/nfl

April 16-17 *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 in Havana, FL, overnight in Albany, GA. This is the classic 2-day supported ride with the same great food and newly improved accommodations. Baggage transport. Capital City Cyclists web site for more details: www.cccyclists.org

April 16 (Sat) *Amelia Island*

Katie Ride for Life

Help raise awareness and funds for organ donation as you cycle through beautiful Northeast Florida. 7/18/36/62/100 miles fully supported. The course has a reputation for being breathtaking, flat and scenic, taking riders along the many north Florida islands and waterways. 5K/10K walk for non-cycling members of your party. Visit www.katierideforlife.org for complete details. www.katierideforlife.org

April 17 (Sun) *Melbourne*

Space Coast Early Intervention

Center's 2nd Annual "Cycle Jam" 100/62/33 mile ride options and a family fun ride. Tour Brevard County rural and scenic roadways in this fully supported cycling event. Benefit: Space Coast Early Intervention Center children and their families, a nationally recognized inclusive therapeutic school and a valuable resource for families facing the challenges of raising a child with disability. Contact for information sceic.cyclejam@gmail.com or www.sceic.com

Just do it?

In a building that I manage, the old commercial refrigerator had become a master of the dark side of the force. When the compressor motor came on, which was often, it sounded like a small engine left running in the next room.

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

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

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

The cost impact was greater than just the monthly charge for kilowatt-hours. Most electric utilities now include a “demand

charge” for commercial customers that is based on the highest power load drawn in a 15-minute period in the month.

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

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

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

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

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

How the Share the Road specialty license plate came to be

by Henry Lawrence and T.J. Juskiewicz (originally printed in 1999)

In 1992, Michael Koenig, then vice president of the first FBA, had a revelation. The thought of a bumper sticker to encourage drivers to share the road turned into thoughts of producing a specialty license plate—something more permanent and purposeful, something to help raise money to get the word out to share the road with bicyclists. The tag initiative got off to an enthusiastic start, but soon went into hibernation.

Then in December 1996 [then FBA president] Linda Crider’s friend and coworker, Margaret Raynal, was killed while riding near Gainesville. Doug Hill also died that day and four other cyclists were critically injured. The driver of a pick up had run down

their paceline; Margaret and Doug bringing up the rear took the brunt of the hit.

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

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

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

Dwight Kingsbury

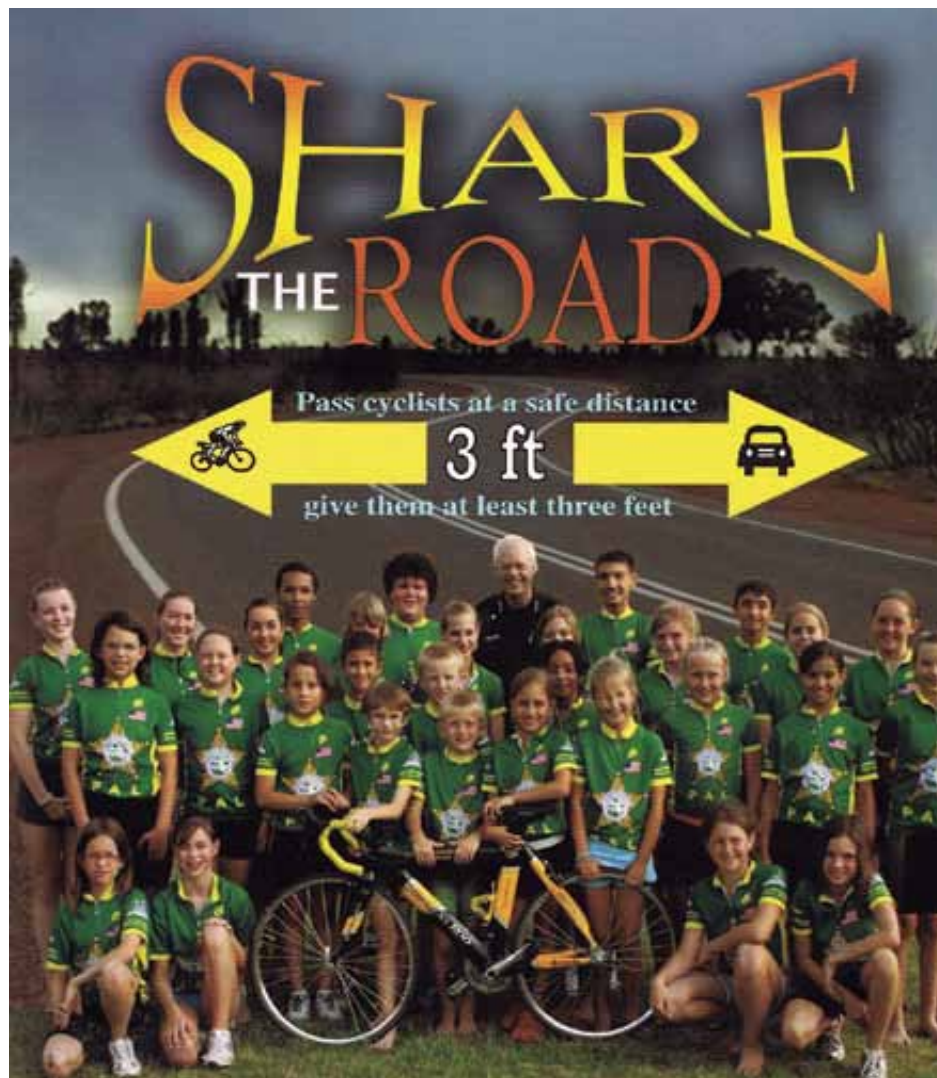


Not all the projects for greener living I’ve been involved in during the past year were so straightforward. September’s rain barrel water collection and redistribution project kept requiring new fittings and adjustments into December. My project to master more techniques for making left turns on arterials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

There’s more to such activities than Nike’s “Just do it.” To “just do it” is to step over the hump one resists stepping over, but there are

steps before, during, and after doing an activity that can make it easier to “just do it” the next time.

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



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 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 718, Waldo, FL 32694

Tracing the origin of the Share The Road specialty plate

(continued from page 15)

There would be hurdles: 10,000 signatures, \$30,000 up front, a marketing plan, and state's blessing in the form of a new law. Artwork was designed, petitions were drawn up and the campaign began.

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

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

At last a breakthrough!

Orlando's 700+ Florida Freewheelers, were the first to send in petitions. Executive director George Cheney had started the ball rolling. Kathy Holt, a former racer and bike shop owner and one of FBA's founding board members, collected over 700 signatures with husband Dave and friend Elizabeth. Henry Lawrence, Linda Crider, Dave Marshall and Charlie Leibold gathered hundreds of signatures. Thousands of bicyclists statewide sent in individual petitions.

Rep. Bob Casey (Gainesville) and Senator Donald Sullivan (St. Petersburg) agreed to sponsor bills in the House and Senate. The "Share The Road" specialty license plate was introduced in the 1999 legislative session and passed. In the House: 113 to 4. In the Senate:

38 to 1. On June 8, Gov. Jeb Bush signed the bill into law.

The battle was won! Actually it was only the beginning of another chapter in the tag's history. The new challenge: marketing the tag so it is widely purchased by motorists.

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

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

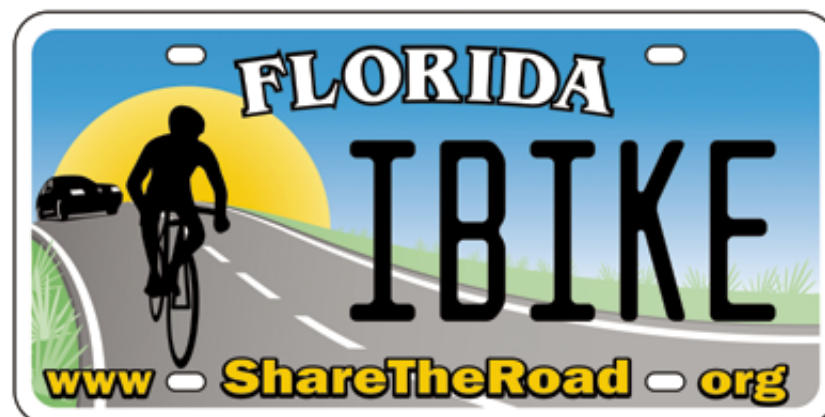
In the first full year of the Share the Road tag's availability, over 3,000 tags were sold, raising over \$50,000 of funding for bicycle safety education to create more bicycle friendly communities in Florida.

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

Florida was the first state to have a Share the Road specialty license plate. Some 15 states have since followed Florida's example through the help of FBA and Bike Florida.

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

Show 'em where you'd rather be



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 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.

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 for more information.