



# Florida Bicycle Association Legislative Vision

## Protect FS 335.065

This law mandates FDOT provide bicyclist and pedestrian accommodation whenever feasible and is a key national example of a "Complete Streets" law. The 1<sup>st</sup> District Court of Appeal found it to be "unambiguous." FBA supports the current law and opposes any weakening or addition of unreasonable inflexibility.

## Bicycle & Pedestrian Performance Measures

FDOT Districts should have to meet performance measures for bicycling and walking, as they currently do for highways. As directed by the Legislature in 1999, the Department has already developed such measures; they merely need to be applied. Improving quality of service for pedestrians and bicyclists supports the states climate, energy, air quality, and health goals. Maintenance of bicyclist and pedestrian travel in work zones should also be an element of such performance measures.

## Bicyclist Access to Limited Access Highway Bridges

In some parts of Florida, limited access highway bridges are the only available routes across waterways. At least 15 states allow bicyclists on the paved shoulders of some or all of their limited access highways, and the safety record for such accommodation is very good.

## Oppose Mandatory Bicycle Lane Use

Bicyclists need the freedom to leave bike lanes for a variety of safety and practical reasons; not all can be foreseen through a statute. Making bicycle lane use mandatory would decrease cyclist safety without addressing our most pressing cycling safety problems. FBA is developing a curriculum to help officers effectively address the most significant cycling-related safety and traffic flow issues through existing statutes.

## Fill the Recklessness/Carelessness Gap

There is an enormous sentencing gap between traffic fatalities caused through recklessness and through carelessness. Drivers who cause deaths through carelessness are charged only with points and a modest fine. While such crimes do not justify imprisonment, stronger sentencing should be considered (as has been done in Oregon). Pedestrians and bicyclists are especially vulnerable to the impacts of careless drivers.

## Strengthen Law Against Harassment of Bicyclists

In 2008 South Carolina passed a law prohibiting motorists from harassing, taunting, or maliciously throwing objects at or in the direction of any person driving a bicycle. While throwing objects from vehicles has long been illegal in Florida, verbal threats and unnecessary horn use are significant deterrents for many novice cyclists. An environment of respectful sharing is long overdue for Florida's streets and highways.

## Expand Dori Slosberg Funding and Graduated Driver's License Program to Include Middle School Bicycle Safety Education

Teaching bicycling safety means teaching the rules of the road. A middle school student who learns and practices proper bicycling behavior will get years of relevant practice with traffic before getting behind the wheel of a motor vehicle.

## Provide State Funding for the Safe Paths to School program

Should federal Safe Routes to School funding be terminated, this program would be severely weakened. Florida in particular, having been developed during a more auto-oriented era, suffers especially from poor home-to-school walk and bike accommodation.

## Create a Bicycle Caucus in the Florida Legislature

A Bicycle Caucus will provide opportunities for legislators to socialize in a casual, healthy manner, and inspire ideas to improve the state of cycling in Florida. The U.S. Congressional Bicycle Caucus has over 180 members, including six from Florida.

## Re-establish the Florida Bicycle & Pedestrian Council

An advisory council with representatives from all relevant state agencies and user groups can "bridge the silos;" finding innovative opportunities and collaborations that might otherwise be missed.

## A History of Key Florida Bicycling Developments

- 1978: Start of year-round Florida bicycle touring in White Springs, Hamilton County.
- 1979: Gov. Bob Graham appoints advisory body – the Workshop on Wheels – to study the future of bicycling in Florida.
- 1980: Dan Burden – now a world-renown expert on bicycling and walkable communities – appointed to FDOT as first Florida Bicycle Coordinator.
- 1984: Legislature updates FS 335.065 requiring FDOT to provide bicyclist and pedestrian facilities wherever and whenever feasible.
- 1986: Florida's first bicycling advocacy group, the "Spokespeople," is formed.
- 1987: The original Florida Bicycle Association is founded.
- 1989: Florida Traffic & Bicycle Safety Education Program created; develops safety curriculums and training programs.
- 1993: Legislature creates the Office of Greenways and Trails.
- 1994: Bike Florida event initiated to raise funds for the Florida Traffic & Bicycle Safety Education Program.
- 1997: FDOT Pedestrian and Bicycle Procedure adopted; clarifies how the Dept. is to carry out FS 335.065.  
FBA is reborn in reaction to a tragic crash on 12/26/96 between a motorist and six bicyclists, in which two cyclists were killed.
- 1999: Florida creates the nation's first Share the Road specialty license plate; proceeds go to Bike Florida and the Florida Bicycle Association.  
The Legislature directs FDOT to develop Level of Service measures for bicycling and walking. These measures are completed in 2002. This innovation leads to changes in the national Highway Capacity Manual in 2008.  
Florida Bicycle 2000 report published.
- 2000: The Florida Bicycle Law Enforcement Guide was developed by FBA through a FDOT Safety Office grant for use by law enforcement officers. It is used as an example of effective law enforcement education by other state cycling organizations, and is later expanded to include pedestrian laws.
- 2003: FBA creates and distributes a customized Florida version of Bicycling Street Smarts: Riding Confidently, Legally and Safely; made possible by funding from the Florida Share the Road license plate program and the FDOT State Safety Office.  
Bike 'N Ped Driver Ed kits produced by Bike Florida, the Florida Traffic & Bicycle Safety Education Program, and Florida Technology Transfer Center to increase awareness among motorists about laws for bicyclists and pedestrians.
- 2005: FBA hosts the first Pro Bike/Pro Walk Florida conference in Tampa; conferences also held in St. Augustine, Orlando and St. Petersburg in later years.  
VisitFlorida creates a Florida Bicycling Trails brochure as a result of learning that information on bicycling routes is the top request from visitors.  
The Legislature directs FDOT to conduct a Bicycle Facilities Inventory for state highways.
- 2006: FBA creates Group Riding Ethics and the Law DVD, and develops the Alternative Transportation Education program to teach pedestrian and bicycle safety, practical bicycling, transit use, and other transportation strategies for those with suspended licenses.
- 2007: The Legislature directs FDOT to conduct a Conserve by Bike Study to determine how various improvements might shift more trips to bicycle. The second phase is under way.
- 2008: Florida is named Best Trails State in America for 2008 by American Trails.
- 2009: First Florida Bicycle Summit held in Tallahassee!