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Spring 2008

Advocating a bicycle-friendly Florida

Messenger



www.floridabicycle.org

OFFICIAL NEWSLETTER OF THE FLORIDA BICYCLE ASSOCIATION, INC.

Wilson hands over FBA board presidency to David Henderson



Mighk Wilson

At its January board meeting FBA directors gave a hearty "Thank you!" to outgoing FBA president Mighk Wilson for tireless service to the association since October 2003 as president and as a board member since FBA's

rebirth in 1998.

Mighk will continue to serve FBA as a member of the board.

A native of Coral Gables, new president David Henderson works as the Bicycle/Pedestrian Coordinator for the Miami-Dade MPO.

He is a regular bike commuter and utilitarian cyclist who dabbles in touring and mountain biking. David has a BA in Economics from Indiana University and a Masters in Urban and Regional Planning from the University of Miami.



David Henderson

He is a member of the Everglades Bike Club and Adventure Cycling. He hopes to see the FBA become a leader in public policy and in service to bicyclists.



Raphael Clemente

Board member Raphael Clemente moved up to vice president, replacing long-time board member Dan Moser, of Fort Myers.

Dan also will remain on the board.

An avid utilitarian and recreational cyclist,

Raphael Clemente has been in love with cycling since the first ride.

After getting lost in car culture for a little while as a teenager, he found his way back to bicycling after a girlfriend totaled his car in 1988.

"That is definitely one of the most significant events in my life" says Clemente.

"I was 19, couldn't afford to replace my car and had to ride my bicycle everywhere. I didn't think so at the time, but looking back

Please see **Board**, page 3

Appeals court issues opinion on A1A bike lane issue

The continuing saga of the A1A issue in Palm Beach County hit a high note recently in Tallahassee when attorney advocates had their day in court.

For you who came in late:

Since 2004 controversy has pitted cyclists against Palm Beach County homeowners along a stretch of the highway slated for improvement by FDOT.

According to bike lane advocates, FDOT, contrary to statutes and its own standards, bowed to well-financed pressure not to widen stretches of A1A through some areas where adjacent homeowners had landscaped property encroaching the right-of-way.

As reported in our Summer 2005 *Messenger* (Vol. 8, No. 3) FBA studied the issue, talked with Palm Beach county residents and representatives, consulted with attorneys and met with FDOT executives.

The result was a position paper calling for FDOT to adhere to its own standards. FBA, however, felt legal action would be most effective if initiated by cyclists in Palm Beach County.

Bruce Rosenzweig, the Boca Raton Bicycle Club and others took up the cause with legal assistance from local cycling attorney Jeffrey Lynne, of Akerman Senterfitt, and support from the League of American Bicyclists.

The matter came to an informal hearing on December 11, 2006.

On February 26, 2007, the hearing officer filed an order concluding that bike lane advocated did not have proper standing to challenge FDOT's decision not to require bicycle lanes.

Advocates challenged the FDOT final order in the First District Court of Appeal. The Court filed its opinion March 25, 2008, concluding that cyclists did have standing to challenge FDOT's interpretation of its statutory discretion.

"We are delighted that the Court has vindicated our position," said Andy Clarke, President of the League of American Bicyclists. "From this day forward, the

Please see **A1A update**, page 4

East Coast Greenway makes Florida waves

by Herb Hiller

[Editor's note: The East Coast Greenway is a proposed 3,000 mile traffic-free path from Calais, Maine to Key West. According to the East Coast Greenway Alliance, nearly 20 percent is now on those traffic-free paths, with the rest mapped out on interim roads.]

If year one of momentum for the East Coast Greenway Alliance in Florida was what the Chinese might call The Year of the Roller Coaster, year two might one day be referenced as The Year of the Serenely Ascending Platform.

In American metaphor, maybe it's a rookie year of inconsistent home runs and strikeouts giving way to a sophomore stanza of steadily meeting the ball.

Advocacy, as any FBA devotee knows, does come with its ups and downs. Oh, Lord; deliver us unto consistent smooth effort!

Year two after the Alliance board convened in Jacksonville last March starts with the Greenway 150 paved off-road miles in Florida, with bi-state water taxi ready to make waves, and many sections that cry out for connection.

□ **Spring** debuts a new map-guide to Nassau, Duval and St. Johns counties that displays Greenway in place and connecting gaps together with natural and cultural sites and sights.

continued on page 5

PRO BIKE® PRO WALK FLORIDA

Don't miss the fourth annual PRO BIKE® PRO WALK FLORIDA CONFERENCE "Making Your Community Healthy, Safe and Green" Oct. 20-23, 2008 at the Hilton St. Petersburg Bayfront hotel.

The conference is a collaborative effort of many people and organizations involved with health, safety and the environment and is for anyone who wants to make their community healthier, safer, better functioning and more alive with people. Sessions will focus on ways to move your community forward through well-designed transportation projects. In addition to the educational sessions, participants will enjoy walking and biking tours, dynamic keynote speakers and vendor exhibits. This year, two fun events coincide with the conference: Sunday morning, Oct. 19, the **Share the Road Ride** hosted by the St Petersburg Bicycle Club; later, the **Bicycle Bash by the Bay**, staged by the SouthWest Florida United Bicycle Dealers coalition.

The green future of Florida depends on improving community planning and protecting public health, safety and the environment. This conference will bring people together who can promote change to achieve this goal.

Visit our website at
www.probikeprowalkflorida.com
for additional information.



Advocating a
bicycle-friendly Florida

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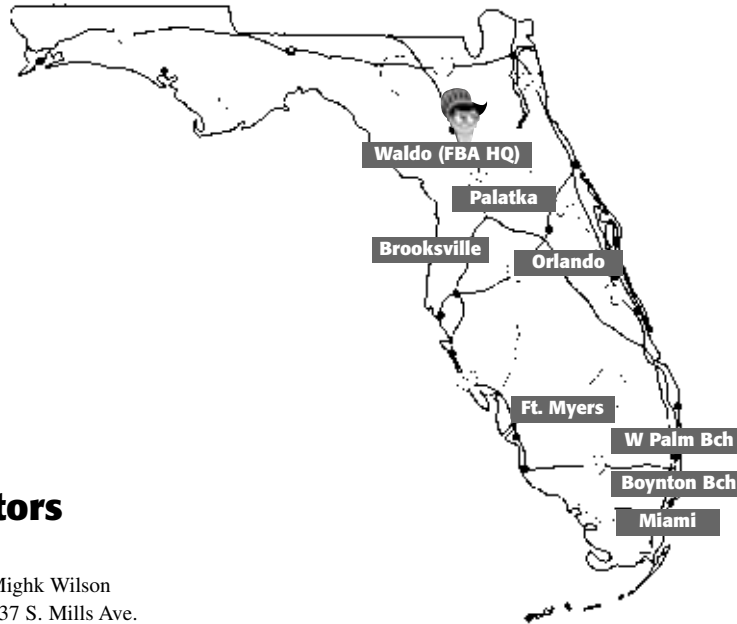
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Join FBA

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

Individual	\$25
Family	\$35
Student/living lightly	\$15
Bicycle Club	\$100
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Higher donations are greatly appreciated! See membership categories, below.

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Board elects new leaders *from page 1*

it was the best thing that could have happened.”

Raphael's passion for cycling manifested itself in racing and he spent a season in Europe and a couple of years as a domestic pro following the sport.

“It was a really hard way to get by but it sure was a great adventure. Sort of like running away and joining the circus, only harder.”

Duties as husband and father have dampened his racing activity, but not his passion for bicycling. He now commutes by bicycle daily to stay in shape.



Don Braverman

Don Braverman, of Boynton Beach, takes over the secretary position.

Don has trained for service on the FBA board of directors via his previous service stints with the Chicagoland

Bicycle Federation and the League of Illinois Bicyclists boards of directors.

He, and his wife, Marianne Coulton, moved to Florida in 2001 from Evanston, Illinois where Don was an active member of the bicycle community.

He served on the Evanston Bicycle Club's board for six years, serving two years as president.

Don is a member of the League of American Bicyclists and has worked with the League's Bicycle Friendly Community effort. Past vice president of the Boca Raton



Steve Diez

Bicycle Club, he now serves as chair of the club's advocacy committee.

Steve Diez of Brooksville, continues as board treasurer.

Steve is the Bike/Ped Coordinator

President's message...

No magic bullet

Bicycle advocates around the state are excited by the First District Court of Appeal's decision in *Rosenzweig*

et al. v FDOT [see story, page 1] because it gives them a new tool to create a more bike-friendly Florida.

In that decision the court affirmed the existing statute that requires bicycle and pedestrian ways be established in the development of state transportation facilities and that any affected bicyclist has the right to challenge FDOT if it does not include bike facilities in a roadway project.

Mr. Rosenzweig, the Boca Raton Bicycle Club, and the League of American Bicyclists deserve our gratitude for standing up for the right of citizens to challenge agency decisions; however, this decision is no magic bullet

that will automatically lead to a bike-friendly state.

Bicycle advisory committees, clubs, bike shops and advocates still need to get involved with the decision-makers in their communities, preferably in an

This vision will not come about because a court in Tallahassee said it should. It will happen because the community comes together

advisory role during planning rather than as an adversary in a court proceeding.

A bike-friendly Florida will have miles of facilities but also bike parking, education programs, enforcement of traffic safety laws, and events to

David Henderson



encourage all Floridians to choose to ride.

This vision will not come about because a court in Tallahassee said it should. It will happen because the community comes together to let elected officials know that bicycling can help reduce greenhouse gas emissions, can help prevent diseases associated with lack of physical activity and is incredibly popular with residents and visitors.

Democracy works. Having the courts remind the state of its responsibilities for building complete streets is fantastic but making support for bicycling part of our values is the real way to build complete communities.



Linda Crider

for Hernando County as part of his duties with the Hernando County MPO.

Former board member and president, Linda Crider rejoins the board. Dr. Crider is a research associate at the University of Florida

Dept. of Urban and Regional Planning. She also coordinates the FDOT statewide Traffic and Bicycle Safety Education Program and is executive director of Bike Florida, Inc.

Welcome New and Returning Members!

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Members Achieving 10-year Status this Quarter

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Bruce and Tricia Martin
Chris and Valerie Sands
Donna O'Neal and Linda Alexionok
Barry and Cynthia Hersh
Richard and Ann Ingram
Joseph and Margaret Mustion
Tom and Debbie Punzak
Patrick Donovan
James Nash
Daniel and Maria Moser
Rebecca Afonso
Lyndy Moore
Florida Freewheelers

New 5 Year Members this Quarter

Terrie Vacchiano
Steve Diez
Lee Tauck
Jeanne Hargrave

Be Active → Feel Great → Connect

Ride your bike...

- with your kids
- with your spouse
- with your friends
- to the park
- to the store
- to work

Be Safe...

- Ride with the flow of traffic
- Be visible
- Be predictable
- Obeey all traffic laws

www.getactiveorlando.com

A1A bike lane lawsuit update

continued from page 1

Florida DOT has very limited discretion in determining when NOT to accommodate bicyclists and pedestrians in roadway projects.”

That was the good news.

But the Court’s ruling did not prevent construction on parts of A1A to go ahead without provision for the bicycle lanes.

According to the Court opinion, although cyclists correctly interpreted section 335.065, Florida Statutes, they could only have challenged the FDOT order had it been issued after a *formal* hearing. Since advocates never requested a formal hearing, the Court was constrained to affirm the final order.

So cycling advocates won recognition that they had standing to contest FDOT’s decision not to put in bike lanes, but lost in this particular A1A case due to rules pertaining to informal and formal hearings.

FBA immediate past president Mighk Wilson wrote in a recent blog that “the news is mostly very good.”

“The key point [in the 1st DCA opinion] is ‘demonstrated’,” wrote Wilson. “The Department must now demonstrate that a particular project cannot include bike lanes and/or sidewalks, due to reasons of safety, excessive cost, or an absence of need.

“The Court also made clear that cyclists and pedestrians clearly have legal standing in such matters,” Wilson continued.

“Cycling and pedestrian advocates must still be watchful on projects, but now have a much stronger hand to force FDOT to prove any of those three conditions.

“Indeed, FDOT procedures have long required that Districts record any variation from the requirement to provide bicycle and pedestrian facilities; now the Court says FDOT must do so as well.”

FBA advisory board attorney Hal Downing agrees that lessons learned from this exercise should be applied to any future disputes.

“These are the things that will be needed the next time we want to challenge the FDOT’s decision not to incorporate bike lanes,” said Downing. “In that spirit, we should make the most of what is beneficial from the case: the FDOT has now been told that the statute means what it plainly says and the FDOT can only use three reasons why not to incorporate bike lanes in new projects.

“Now, we just have to figure out how to monitor, or to teach local cyclists to monitor, all future FDOT projects.”

According to attorney Jeffrey Lynne, the 1st DCA did throw cycling advocates a bone, declaring that a conflict of law exists that, should advocates wish to pursue the issue, is a question for higher appeal.

“We are discussing our options for appeal and legal clarification with our extraordinary legal team of Akerman Senterfitt and Silverman Cosgrove & Sammataro,” said LAB’s Andy Clarke.

Discussion is on-going to determine whether bike lane advocates will pursue the procedural matter up to the Florida Supreme Court.

Bill to allow bikes through unresponsive traffic signals gets a green light from Missouri Senate

A bill just OK’d by the Missouri senate if passed would allow bicycles and motorcycles to treat unresponsive traffic signals as stop signs.

The *Missouri Bicycle News*, an Internet newsletter of the Missouri Bicycle Federation, reports that Senate Bill 761 carries two provisions that address inequities faced by cyclists.

The so-called “Dead red for bicycles” provision, says the *News*, “will allow motorcyclists or bicyclists who come to a traffic signal that will not change for them, to proceed through the signal, when safe, without any

danger of receiving a traffic ticket.”

According to the website, the provision “will also help put pressure on DOTs and public works departments to fix these traffic signals so that they properly recognize and activate for bicycles and motorcycles.”

The bill, says the *News*, is part of an omnibus transportation bill that covers many issues. As of this printing, no word is available on how the Missouri House of Representatives will receive the bill.

You can stay up-to-date on this at <http://mobikefed.org>.

‘Bicycle Bash’ and ‘Share the Road Ride’ to coincide with Pro Bike® Pro Walk Florida conference

South West Florida Bicycle United Dealers (SWFBUD) announced that its 3rd annual afternoon Bicycle Bash by the Bay on Oct. 19 at Vinoy Park in St. Petersburg will include the Share the Road Ride, a popular organized morning ride put on by the St. Petersburg Bicycle Club.

SWFBUD, an alliance of seven Tampa Bay area bicycle stores united behind bicycle advocacy, moved the bicycle festival a week earlier this year to tap into the week of the FBA-sponsored Pro Bike® Pro Walk Florida conference, coming to St. Petersburg Oct. 20-23. SWFBUD holds the Bicycle Bash by the Bay annually to promote and celebrate bicycling as a healthy lifestyle and an effective mode of transportation.

Cyclist goes to court on ‘obstructing traffic’ charge for taking the left lane...before turning left

Pinellas County bicycle commuter and advocate Chip Haynes (*FBA Messenger* Vol. 3, No. 4, Winter 2000) reports that fellow cyclist Charles Brown was ticketed for obstructing traffic by making a left turn.

“He was in [the left turn lane] for 1,900 feet,” writes Haynes.

Regardless, the judge found Brown not guilty since the law does not specify a minimum or maximum time or distance a cyclist can take the left lane to make a turn.

For the interested, here is the wording in the Florida Statutes:

“§316.151. Required position and method of turning at intersections.

b) Left turn – The driver of a vehicle

intending to turn left at any intersection shall approach the intersection in the extreme left-hand lane lawfully available to traffic moving in the direction of travel of such vehicle, and, after entering the intersection, the left turn shall be made so as to leave the intersection in a lane lawfully available to traffic moving in such direction upon the roadway being entered.

“ A person riding a bicycle and intending to turn left in accordance with this section is entitled to the full use of the lane from which the turn may legally be made.

“ Whenever practicable the left turn shall be made in that portion of the intersection to the left of the center of the intersection.”

Taking the lane

Bicycle law in Florida, and most other states, requires cyclists to ride, with some exceptions, “as close as practicable to the right.” The word “practicable” has generated much debate among cyclists, and much heated debate between cyclists and law enforcement.

It’s one of those waffle words that leave much room for interpretation and whose definition depends a lot on a seemingly endless variety of circumstances.

FBA advisory board member for legal affairs, Hal Downing recently pointed readers of his weekly cycling email to an article in *VeloNews* (www.velonews.com/article/7289) that, according to attorney Downing, sheds some pretty good light on the subject.

The column, “Legally Speaking with Bob Mionske – Plowing through some touchy issues,” posted by Bob Mionske, JD on February 28, attempts to answer some questions posed by a Wisconsin reader/cyclist who was told by law enforcement officials that the “substandard width lane statute in Wisconsin [same as ours in Florida] does not allow [a cyclist] to take more of a lane than would normally be practicable” and that taking more of that lane would leave vehicles coming up from behind “no choice but to make an unsafe pass.”

The right side of the lane in most cases would seem to be a sensible place for a cyclist to ride. The controversy arises when those ignorant of the law, including enforcement officials, uniformly apply “as close as practicable” to all roads and all situations.

Attorney Mionske writes (and Fla. Statutes §316.2065(5) agrees) that when a lane is substandard width “you are not required to ride to the right...You can take the entire lane, because to do otherwise would, by statutory definition, be unsafe.”

Florida statutes and Department of Transportation standards add up to a lane width of 14 feet as “the minimum width that will allow passenger cars to safely pass bicyclists within a single lane.” (FDOT Manual of Uniform Minimum Standards)

So unless you ride on whopping 14-ft-wide lanes, repeating Mionske, regardless of how you feel about road position, “you are not required to ride to the right.”

Attorney Bob Mionske is the author of *Bicycling and the Law – Your Rights as a Cyclist*, a book that should be on the shelf of every active bicyclist (alongside FBA’s *Florida Bicycling Street Smarts* and *Florida Bicycle Law Enforcement Guide*, of course) — and in the reference library of every law enforcement agency.

You can find Mionski’s book on Amazon.com. *Florida Bicycling Street Smarts* is available from FBA at the website, as is a downloadable pdf copy of the *Florida Bicycle Law Enforcement Guide*.

Executive Director's report...

Greenways and Blueways

Laura Hallam

I recently spent two weeks traveling as a volunteer on the back-to-back Paddle Florida and Bike Florida tours.

There are definite distinctions between



One of the several bike trails along the Bike Florida 2008 route photo: Bike Florida

the events, participants and dynamics, but one common thread prevails: trails are relaxing, scenic and healthy. Trails allow you to see, smell, listen to and touch nature.

Paddle Florida celebrated its inaugural event with 150 participants paddling the Suwannee River Wilderness Trail from the Spirit of the Suwannee Music Park near Live Oak to Manatee Springs State Park near Chiefland.

Bike Florida Trail Link 2008 celebrated its 15th edition with 650 cyclists on a combination trail and road route from Clearwater to Fanning Springs.

Paddle Florida and Bike Florida share the same general concept: paddling or biking by day and camping at night. Meal plans, luggage service, evening entertainment, maps and snacks via rest stops are provided.

Participants have the opportunity to observe nature and experience places off the beaten path.

Your worries slip away as you begin the day in your kayak/canoe or on your bike. It's all about getting yourself ready and GOING!

I won't go into much more of Paddle Florida. See the story on page 9 by newsletter editor Randall Williams for more about his and his son's experience.

When Bike Florida executive director Linda Crider suggested a Trail Link concept several years ago I was quite skeptical.

I personally prefer riding on roads but enjoy the beauty of shared use trails from time to time.

I was concerned about putting a large number of people on a trail built to be enjoyed by all types of users, plus support efforts via SAG (support and gear) vehicles.

Fortunately, I was wrong. There was a natural stagger as riders left camp in the morning so traffic moved well.

This year, the event began on a Sunday, so most participants were busy with travel, setting up their camp and making sure their bikes were road- and trail-ready.

Some rode along the Pinellas Trail on Sunday; most didn't actually begin cycling until Monday when local trail traffic was minimal.

Throughout the week, cyclists enjoyed the Pinellas, Suncoast Parkway, Withlacoochie Bay, Withlacoochie State and Nature Coast trails. Participants from both Florida and out-of-state were equally impressed with Florida's trail system and plans to expand the network.

Trails — aquatic or land — offer the opportunity to enjoy nature with your family and friends. In many cases, they serve as a good transportation source especially at a time when oil prices and health issues continue to rise.

Trails bring communities together and encourage economic growth by bringing people to places they might not ordinarily visit.

Trails are a positive solution to health versus healthcare — both mental and physical.

It's about us, our recreation and transportation.

I hope to be involved with many more of both events.

Read more about trails in Herb Hiller's article (see page 1) about his efforts and initiatives with the East Coast Greenway Alliance, promoters of a multi-state trail system all the way from Maine to Key West.



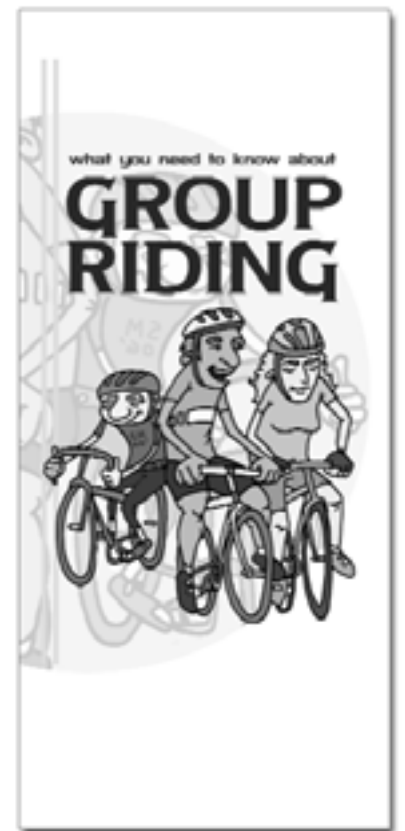
'Group Riding' brochure lays out rules for club rides

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

Get a bunch and share with your local TV stations.

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

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



Greenway makes Florida waves

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□ **Late spring**, posted signs will mark the Greenway congruent with the Overseas Heritage Trail through the Florida Keys. The first Florida kiosk for the Greenway is expected in Boca Raton by fall.

□ **November** promises a Bike Florida-led invitational tour of the newly developing 260-mile St. Johns River-to-the-Sea Loop through St. Johns, Flagler, Volusia, Brevard and Putnam counties, including Amtrak and two airport access points.

□ **Next January** a leadership group from Savannah next January will learn from four days of cycling northeast Florida trails how to quicken trails back home while also drawing attention to the growing off-road network through Nassau, Duval and St. Johns counties.

□ **Cue sheets** for the entire Florida route have been posted online (www.greenway.org).

"There's already enough in place that it's like whiffs and clatter from a kitchen that promise dinner soon on the table," says Greenway Alliance Florida Committee Chairman Paul Haydt.

"In addition, the Greenway benefits more every day as Florida greens — as we try to reduce the carbon footprint in our lives, improve fitness, demand enjoyment of our conservation lands and save on runaway gas costs."

March auspiciously began with the Treasure Coast Regional Planning Council organizing a working group for the Greenway through Indian River, St. Lucie, Martin, and Palm Beach counties.

Indicative of the hardly-two-alike folks who "get" the Greenway, chief of the Fort Pierce CRA Jon Ward represented St. Lucie; chief of conservation lands Chuck Barrowclough, Martin, and MPO bike-ped coordinator Bret Baronak, Palm Beach.



The Greenway already runs fully north-south through Indian River (as it also does through Flagler, north beyond the Treasure Coast).

Treasure Coast RPC Growth Management Coordinator Kim Delaney volunteered to take charge. Her cohort gave thanks.

The mid-March meeting in Stuart preceded only by days meetings in Savannah and St. Augustine and, equally by days, followed meetings in Miami-Dade and Tallahassee advancing the cause of the 3,000-mile-long East Coast Greenway, which includes its longest section of 600 miles through Florida (with its priority trail ranking from Florida's Office of Greenways & Trails).

Later in spring, Dunedin CRA and Economic Development Director Bob Ironsmith will meet with Volusia leadership in Deltona to tie the Greenway to economic development.

Soon after comes expected start of the St. Marys River water taxi that will avoid miles of dangerous U.S. 17 in south Georgia and north Florida, while scenically connecting St. Marys with Fernandina Beach.

Together with OGT and Rails-to-Trails Conservancy, the Greenway has become a leading advocate for trails in the emerging second phase of Florida cycling advocacy that began 30 years ago when cyclists gained the okay to ride roads and has now moved beyond the needs of Florida's most competent riders to gaining off-road, multi-use trails for families and others less adventurous.

It's they, all indicators affirm, who will swell the ranks of Floridians willing to give up their cars for short commutes, for recreation and, joined by outsiders, for vacationing on high-quality Florida trails.



Another Greenway in the works...

Naples Pathways Coalition (NPC) continues to work toward realizing the River of Grass Greenway (ROGG), a proposed multi-use pathway across the Everglades paralleling Hwy 41.

Check out the website www.evergladesROGG.org. Maureen Bonness, maureenb@evergladesROGG.org, is contact.

Health Matters...Information and products to help you stay healthy.

In Japan, being a fat cat will cost you

by Louis P. Brady, MD

Japan Begins Compulsory Flab Check. Plans to curb the alarming rate of metabolic syndrome

2008---Japan's government has been so alarmed by the growing healthcare costs of expanding waistlines that starting this year, everyone over the age of 40 will have to be tested for Metabolic Syndrome*.

The new exams are part of a government effort to curb the spiraling medical costs--much of it attributed to the nation's growing obesity epidemic.

The Japanese Ministry of Health, Labor, and Welfare reports that health-care spending (Japan has a type of universal health care) rose 23 percent — \$320 billion US dollars.

By 2020, health-care will represent 11.5 percent of Japan's gross domestic product.

Because of the adoption of western foods, lack of exercise and an aging population, Japanese men are about 10 percent heavier than 30 years ago and women are 6.4 percent fatter.

The ministry estimates that 50 percent of men over age 40 and 20 percent of women will be diagnosed with metabolic syndrome.

For the men, a key measure is whether they have a waistline wider than 33.5 in.

Body mass, cholesterol, blood pressure,

blood sugar, and smoking are also taken into account.

What's more, Japanese companies will be required to cut the number of over-sized workers and dependents by 10 percent by 2012, and by 25 percent by 2015. Failing to do so will result in a surcharge of as much as 10 percent on a company's contributions to an elderly care fund.

Japanese waistlines are still a long way from those in the US, which has the fattest population among developed countries.

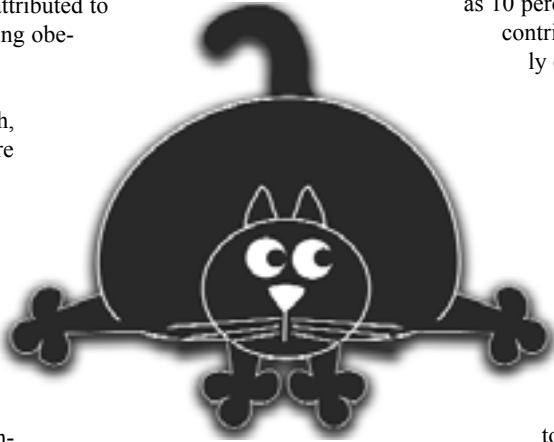
Two-thirds of Americans over age 20 are overweight, according to data from the

National Center for

Health Statistics.

* a combination of medical disorders that increases the risk of developing heart disease and diabetes. Symptoms and features include:

1. HIGH fasting blood sugar
2. CENTRAL OBESITY--overweight with fat deposits mainly around the waist
3. Decreased HDL cholesterol-under 40
4. Elevated TRIGLYCERIDES-over 150



Letters to FBA

Neighborhood walkability score disputed ... accountability measures proposed

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.

Executive director Laura Hallam wrote in her December 13, 2007 e-newsletter (also at www.floridabicycle.org/news.html. Click on the Dec. 13 archive.) about a website, www.walkscore.com, that calculates a "walk score" for any address you input. "The idea is for you to choose a neighborhood that offers walkable — or bikeable — distances to groceries, shops, entertainment, etc. That news story generated the following response from a Tallahassee resident.

I have to say that walkscore.com does a terrible job for my neighborhood, due to its specific priorities. It gives my neighborhood a 28, indicating very poor walkability.

The many people I see walking down the street in front of my house (far more than in most local neighborhoods) obviously disagree.

Certainly walkability is relative. Walkscore.com downrates my neighborhood because the density is low (mostly half-acre lots). Yet I am only a mile and a half from a large mall, and on the rare occasions I go there, I can walk.

I am only two miles from the state capitol building, and many state offices are within walk-to-commute distance.

Using Google to find businesses is particularly problematic for walkability because it prefers larger businesses. They list a Publix .87 miles from me (not there any more), but they miss the locally run New Leaf Market, preferred by many in the neighborhood — especially bicyclists.

It's pretty bizarre that a site claiming to rate walkability has set up a system that discriminates against small local businesses.

Finally, they apparently give no value to walking WITHIN the neighborhood.

True, most of those people walking down my street are "just" going for a walk, not to a destination. But isn't that important too?

After all, fitness is listed as one reason that walkability is important.

And the walkability within my neighborhood means that the one-mile walk to New Leaf Market is very pleasant until the last block — it's a mostly shaded walk along narrow streets — and yet a highly urbanized half-mile would be rated as more walkable.

— Edward Tallahassee

□□□□□

Thanks for the booklet

I did receive my free booklet [Florida Bicycling Street Smarts]; you were very prompt in sending it. Thank you. The booklet has helped me put aside some miscon-

ceptions I had about biking. Now I see the reason for some of the laws and why they have to be. It would be nice if more motorists were aware of the laws, that they have to share the road and that they are to give the bicyclist some room while passing.

I must say that my experience is that most motorists are friendly and tolerate the presence of a bike on "their" (our) roads.

Thanks again for the booklet.

— Stan Jones Lakeland

□□□□□

A not so modest proposal to reduce addiction to driving and increase motorist accountability

Motorists have been spoiled rotten since the beginning of the motorized revolution and now are addicted to cars, gas and the ability to destroy and use any resource needed to keep driving.

Motorists have been given every incentive to waste and destroy every other roadway user, and their rights; roads are made larger and larger for fleets of empty cars while motorists are never made accountable for the real problem of their addiction to and arrogant attitudes toward driving.

Change no level of service ratings until all autos are filled with people and the roads are at gridlock. Then begin to talk alternatives.

In fact, long before that will happen bicyclist and pedestrian activity will be naturally replacing said addictive and arrogant behaviors, thus bringing the system to a steady state.

Make the playing field honest and reality based for all users and make the motorists pay the real cost of driving, which includes health and environmental effects.

Remove the real problem areas, teen drivers and the elderly through a functional mass transit program and real legislation that gives pedestrians and bicyclists legal rights to the roadways and recourse if harassed.

Implement a driver's training program that is hands-on and based first on bicycle proficiency, before you can have the chance to be proficient in a car.

Design cities and streets for people first — not autos first.

Add a gas tax of \$0.50 per gallon for alternatives and begin no capital improvements except bike, ped and mass transit for the next 20 years.

No share the road program will ever be effective while one user has all the power and no accountability.

— Robert Seidler Sopchoppy

Here's a list of the items featured in this and past issues:

- Immunizen (item 18401)
- Osteo Essentials — cartilage rebuilding (item 4057)
- VISUtein® — pharmaceutical grade eye-sight protection (item 14634) listed in PDR
- Prostate TLC — men's health (item 18137)
- BiosLife Complete — cholesterol reduction (item 228880) listed in PDR
- LowOz™ — hydration solution (item R21424) I.O.C. certified
- LoveRx® Men (item 16189)
- Rx® Women (item 16188)

Remember, when you order by calling 800-864-2489 and mentioning account no. 5790501, all profits go to FBA. Ask about the 60-day empty box guarantee.

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XTRIA XTRIA XTRIA XTRIA

Naples community policing officers get grant for bicycle education

FBA in January awarded Naples community policing officers a \$1,500 Share the Road mini-grant to help address the education of motorists and bicyclists on how to properly and legally share the road.

Currently the City of Naples Police and Emergency Services Department conducts multiple bicycle safety events such as bicycle rodeos and "Lights on Bikes" campaigns, participates in the Naples Pathways annual Pedaling for Pathways Bicycle Brunch and works to promote bicycle lanes within the City of Naples.

The department hosts two bicycle rodeos during May (Spring break) and June (summer vacation).

At the rodeos children have their bicycles inspected and repaired by The Bike Route and Bikes for Tykes at no charge.

The children are then given free bicycle helmets donated by the Zack Lezak helmet fund.

After the safety checks the children are challenged by three different cone courses that incorporate different levels of bicyclist skills from beginner to intermediate for all children ages 16 and under.

The purpose of hosting the rodeos is to motivate young bicyclists to ride their bicycles in a safe and friendly manner.

During the bicycle rodeos, Naples police officers and staff members from the City of Naples Recreation Department raffle off donated bicycles.

The City of Naples Police and Emergency Services department also has an ongoing campaign called "Lights on Bikes."

During Lights on Bikes campaigns, light sets and blinkers are installed on the bicycles of needy restaurant workers throughout the city who ride their bikes to and from work at night, and who can't afford to equip their bikes with the proper lighting.

To further help with workers' riding awareness, members of the Naples Pathways Coalition give restaurant employees bicycle safety brochures detailing the rules of the road.

The City of Naples has also begun to air a bicycle safety video on city-operated channel 12. The video addresses the importance of motorists and bicyclists working together to reach their destination in a safe and friendly manner.

The police and emergency services department will use the FBA to purchase bicycle light sets for the 2008 Lights on Bikes campaign and bicycle rodeos.

FBA presented the grant to Naples officers on January 27, 2008 during the Naples Pathways Coalition's second annual Pedaling for Pathways Bicycle Brunch at Lowdermilk Park.

During the event about 520 registered riders rode in either 10-mile, 20-mile, 62-mile or 100-mile tours.

Volunteers sought for 2nd annual Parramore Kidz Zone & CityTeenz Pedal for Pride Bicycle Ride in Orlando



Volunteers are needed for the Second Annual Parramore Kidz Zone & CityTeenz Pedal for Pride Bicycle Ride on Saturday, May 3.

The ride starts at 9:00 a.m. and will continue until about 11:00 a.m.

Volunteer bike repair begins at 8:00 a.m.

Where: The ride starts at Jackson Community Center at the corner of Westmoreland Ave. and Carter St., Orlando, and will pick up more kids at four more spots along the way.

Free food and drinks will be available for all!

Here's why you are needed:

Ride Mentors: the more the merrier. We need plenty of experienced adult cyclists to mix with the kids, demonstrate good cycling behavior, share their years of cycling wisdom, and just encourage the kids and have a good time.

Route Markers: We need two teams of two to mark the routes (the shorter 4-mile little kids route and the longer 7-mile big kids route) the day before and make sure all's in place the morning of.

Wrenches: Experienced mechanics are needed to ensure the kids (and parents!) bikes are safe and ready to ride. We are also trying to give away to the kids some old bikes confiscated by Orlando Police and Lynx; those bikes will need some work ahead of time so they can be ready the day-of.

Helmet Fitters: Those with experience fitting helmets are needed to ensure the kids have them on correctly.

To SEE how much fun we had last year, go here: <http://picasaweb.google.com/getactiveorlando/PKZPedaling4PrideBikeRide>

To volunteer, contact Mighk Wilson at mwilson@metroplanorlando.com or 407-481-5672 ext 318.

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 **Progress Energy**

A breast cancer survivor's story...

The search for a pink ribbon jersey

by Barb Thomas

For me the search began in June 2007. A breast cancer survivor, I wanted to combine my love of cycling with some means, in my own small way, of increasing breast cancer awareness.

I started hunting through catalogs and websites, looking for a pink ribbon jersey, but couldn't find one. Although many company reps told me they thought it was a great idea, no one had one yet.

Finally, many many phone calls and emails later, the rep at Louis Garneau told me that they would be able to do a custom order for me, so long as I had the necessary minimum to place the order.

What started out as a search for one became a mission to get 11 more interested people. Not to mention a design!

My husband Dave and I are members of the Gainesville Cycling Club.

We sent out a group email to see what the response might be. The results were overwhelming.

And men wanted a pink ribbon jersey, too! With the accomplished help of a local

graphic designer, also a member of the club (thank you, Matt!), we came up with a design, submitted it to the Louis Garneau art department, made some adjustments here and there, and we were on our way to our own, one-of-a-kind jersey to promote breast cancer awareness in a very positive way, via exercise.

By August, we had orders from over 40 individuals for a total of 78 jerseys in both women's and men's sizes.

The new jerseys made their debut at the Gainesville club's festival in October, and from there, interest has continued to grow.

From the sales, we were able to donate \$644 to the Florida Breast Cancer Coalition Research Foundation (www.fbccrf.org), an affiliate of the National Breast Cancer Coalition. They wrote up the jersey in their December newsletter.

Our second order recently arrived, and this time we also did matching gloves and shorts, and a sleeveless version of the women's jersey.

As before, the proceeds will go to the FBCCRF. The short-sleeved jersey is \$65 (plus shipping if applicable).

A copyright for the design has been applied for; someday we may see the jersey on Sheryl Crow, a devoted breast cancer awareness advocate, since she has one of them.

At least two of them will be worn at this summer's Ride Across Iowa (RAGBRAI),



photo provided from GCC/R. Wilt archives

and others have been sent all over the U.S. Thanks to the FBA's online newsletter, we've received orders from as far away as England.

Once the order is placed (minimum numbers still apply), it takes 8 to 10 weeks to receive it.

We have a small number of extra jerseys on hand, and Doug at the Bike Route is also carrying the jerseys, shorts and gloves.

To those of you who have already ordered our jersey, Dave and I and the FBCCRF thank you for your support! happy and healthy riding to you all.

For more information about sizes, pricing, etc., please contact Barb Thomas at 352-377-4427 or bnbbarb@aol.com.

ROADS LESS TRAVELED...

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

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

Transition from pedaling to paddling not so traumatic

by Randall Williams

It's 5:30 a.m. and I am cold and sore from sleeping on the hard ground. Sunrise isn't until 7:30, but it's not dark. The humming light on the pole outside my tent has seen to that with its nightlong bath of unnatural blue-white glare.

Judging from the buzz of zippers and click clack of collapsing tent poles, others are awake and already packing up to go. I have six more mornings like this to look forward to, in between which I am required to get in a small boat and paddle for four? five? six? eight? hours to another more or less primitive campground. I wonder whether I have what it takes.

I've been on extended bicycle tours with a similar format — camp, break camp, line up for chow, ride, arrive at destination hot and exhausted, make camp, line up for the showers, line up for chow. I know I can do that, although lately I've preferred being pampered at B&Bs along the way. It's the paddling part I don't know about.

A whiff of coffee brewing tells me someone was thoughtful enough to bring their own coffee maker. Not a bad idea with breakfast still an hour away. I get up enough courage to tumble out of my sleeping bag and into the misty pre-dawn activity of a camp getting ready to move down river.

In spite of the morning chill and less than luxurious sleeping arrangements, people on this first morning of a seven-day trip down the Suwannee River exude a friendly air of anticipation.

"Sleep well?" someone asks on the way to the bathroom.

"Not lately," I answer.

"You will this afternoon."

And I spend the next half hour wondering about the implications of *that* statement.

Paddle Florida 2008, the first ever large-scale paddling excursion in the state, is a week of Suwannee River semi-wilderness along a 123-mile middle section of the 171-mile Suwannee River Wilderness Trail. It's about as close as you can come to back-to-nature adventure in Florida while preserving a modicum of sanity with a moderate number of hot showers and flush toilets along the way.

Actually, the Florida Park Service and Suwannee River Water Management District, with the help and cooperation of practically everyone else in north central

Florida (including among others the Florida Department of Environmental Protection, the Division of Recreation and Parks, and the counties, cities, businesses and citizens of the Suwannee River Basin) have done an amazing job in accommodating a wide variety of river travelers, from the hard core adventurers who gut it out with minimal comforts on a sand bar, to those who temper their experience with the river camps' screened sleeping platforms, the aforementioned hot and cold running bathrooms and charcoal grills equipped with spatulas and tongs.

We eased into this wilderness experience with a pre-river first night at Spirit of the Suwannee Music Park, near Live Oak, more familiarly known for its weekly country and blue grass music blowouts on both indoor and outdoor stages. I'm tempted to move my tent into one of their regular campgrounds and let the others dip their paddles into the mist-shrouded Suwannee. But a hearty hot breakfast and memories of the awful karaoke of the previous evening get me down to the beach instead.

At the beach the sun burns a hole in the white mist rising from the glossy black river. The Suwannee, high on its banks from



On the 40-degree dawn of the first day of Paddle Florida, the author in bicycle gloves and windbreaker (hey, we had to justify this story somehow) fastens the clasp of his personal flotation device in preparation for the launch into the mists of the Suwannee River. Below left: Portrait of a modern wilderness adventurer: Blackberry and continual Internet connection with the Orlando office. Work goes on.

recent rains up in the Georgia headwaters, moves with determination, scooping up each canoe and kayak, pulling it away from the shore. We commit ourselves to the river, praying that arms and shoulders with bear up under the 63,000 odd paddle strokes between us and Manatee Springs State Park.

Over the next seven days several things become clear:

- ☐ Kayaks are faster than a heavy old canoe. A lot faster.
- ☐ Like a tail wind, a current — even of only one or two knots — can be a real morale booster. But it can send you back up river, or at least stop your progress, if you read its side to side meandering wrong.
- ☐ Any time you can sustain speeds of more than 5.3 mph, you're really bookin' it.
- ☐ The river has a way of separating you from the rest of the world, but not from others on the river. Fellow paddlers share a camaraderie that grows as the days go on. People who may not have acknowledged each other's existence on a city street, go out of their way to be friendly and accommodating and actually seem interested in each

other's stories. Or maybe that's the way of those with river water flowing through their veins...if the people of Paddle Florida are any example.

☐ You can survive a 25-mile paddling day — and pack up your tent the following morning and do it again... and again, even if you didn't train for it.

☐ Not that some training wouldn't have helped.

So a well-organized river trip turns out to be similar in many ways to a well-run bike trip. Good food, really nice people, helpful support staff. And the riverside campsites, even though on the primitive end of the spectrum, are way more scenic than a middle school ball field.

An accumulation of funk from seven days and nights on the Suwannee River Wilderness Trail washes away quite easily. I can't help but suspect, however, that a bit of river still flows through my own veins, its dark currents beckoning.

I mark November 8-15, 2008 on my calendar. Paddle Florida plans to do it again.

More info: www.paddleflorida.org

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Orlando emporium goal: making a go of organic food, all natural ice cream and one of the most environmentally friendly buildings in town



Step aside, Darth. Roger DiBrito of Missoula Montana, came up with a practical, if not fashionable, way to keep his glasses fog free and moisture off his face mask while pedaling to a bike/ped meeting in wintery Missoula.

"I just cannot bring myself to drive to a meeting that is held to promote cycling," says Roger. Good for cycling through flooded roads, too.

In March, FBA past president Mighk Wilson invited bicyclists to join in a lazy weekend ride that ended with an ice cream social at a new, bicycle-friendly downtown destination, 44 East Central Blvd.

Owner-operator Steven Beumer says it's America's "first urban food court." But it's not just any old trio of shops built on a business as usual model.

Beumer has stepped out in faith that his environment-friendly, all natural combination of food, beverages and ice creams will catch the imagination of customers who want chemical-free, natural selections served in surroundings built to conserve earth's resources.

The food fare at the appropriately named O'Naturals, reports Beumer, consists of panini sandwiches, soups, salads, Asian noodles and pizza made with organic ingredients.

The meats used are carefully sourced to provide an all natural selection.

Nearby City Java offers a menu of all organic (and fair traded) coffee and teas, complemented with fruit smoothies, and organic cookies.

Dessert is a Haagen Dazs ice cream shop (shoppe?), with ice cream said to be all natural — a more than 50-year tradition.

To house all these environmentally and ecologically sensitive offerings, and provide a workplace equally friendly, Beumer remodeled 44 East Central using standards that should make any green activist swoon.

The building was remodeled to make it one of the greenest buildings in Florida. Chemical use was minimized with low VOC paint, not chemical-based floor sealer. Cabinetry is made from wheat chaff. The men's room uses a waterless urinal.

Lighting is fluorescents and CFLs. A new energy efficient HVAC system controls the temperature inside spaces sealed for higher efficiency and sun blocking film on the windows helps reduce overheating.

The building was one of the first commercial applications of a new green pest control program from Orkin. It is completely chemical free and uses a combination of natural ingredients.

Paper and soap were part of a certification program from Dade Paper with 100% recycled content in the paper products and non-chemical-based hand soap.

Employees at 44 East Central also have some unique benefits. Those who bike to work get an extra 10¢/hr pay incentive.

A bicycle parking area, built with City of Orlando assistance, encourages bicycle drivers to patronize the establishment. Beumer has an open invitation to bike clubs to begin and end downtown rides at 44 East Central.

Is the O'Naturals/City Java/Haagen Dazs trio harbinger of a greener, bike/ped friendly downtown? Steven Beumer hopes so.

FBA encourages you to find out more about the 44 East Central concept at www.downtowneats.com.

Bed, Breakfast & Bike Florida

by Dale V. Lally, Jr.

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

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

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

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

Bed, Breakfast & Bike Florida

by Dale V. Lally Jr.

ISBN: 0-933855-24-9

208 pages, paperbound, \$16.95

Order from www.anacus.com/bb.html or Amazon.com

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



City of Orlando officials to join in Bike to Work Day activities by Lyndy Moore

During Bike to Work Week, Orlando Mayor Buddy Dyer, members of the Orlando Police Department bike patrol and the city's Bike Advisory Committee will ride to City Hall fueled by excitement and free Starbucks coffee and snacks.

Friday, May 16 is the designated date and promoters are encouraging all local bicyclists to brush off their bikes, pump up their tires, grab their helmets and join in on the four-mile ride.

Orange Cycle and Bike Works bicycle shops teamed up to get T-shirts for the event. The shirts will carry the familiar "Share the Road" design and will make it obvious that people really do bicycle to work.

The shirts will have the logo showing Orlando's Bicycle Friendly Community designation and a Share the Road license plate proclaiming "BK2WK."



The tag artwork was created by Jeffrey Beegle of Image Enable (www.image-enable.com) who won the Share the Road license plate redesign contest a few years ago.

We're hoping that local bike commuters will wear their shirts when they commute to work so that motorists and cyclists will all remember the message: *Same Roads Same Rights Same Rules.*

The League of American Bicyclists (www.bike-league.org) annually promotes May as National Bicycle Month including Bike to Work Week, Bike to Work Day, Bicycle Friendly Communities (Orlando is one) and a Bicycle Education program.

For Bike to Work Day details, check the websites of City of Orlando, Bike Works and Orange Cycle and other local shops for details in early May.

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	Other FDOT (continued from below)
FDOT Central Office State Ped & Bicycle Coordinator State SRTS Coordinator Asst. Ped & Bicycle Coordinator	Dennis Scott Pat Pieratte Dwight Kingsbury	850.245.1527 850.245.1529 850.245.1520	dennis.scott@dot.state.fl.us pat.pieratte@dot.state.fl.us dwight.kingsbury@dot.state.fl.us	FDOT Dist 1 Safety Prgm Manager Gary Amig, 863.519.2507 gary.amig@dot.state.fl.us
District 1	Gary Amig Sarita Taylor Gary Harrell Russ Muller Trinity Caudill-Scott Julia B. Davis Victoria Griffin Position eliminated Ryan Kordek	863.519.2666 863.519.2216 941.639.4676 239.403.2462 239.417.6027 239.338.2550x219 239.479.8580 863.534.6558 941.861.0931	gary.amig@dot.state.fl.us sarita.taylor@dot.state.fl.us harrell@ccmpo.com russmuller@colliergov.net jdavis@swfrpc.org vgriffin@leegov.com ryankordek@polk-county.net	FDOT Dist 2 Safety Engineer Holly Walker, 904.360.5629 holly.walker@dot.state.fl.us FDOT Dist 3 Safety Prgm Manager 850.415.9534 FDOT Dist 4 Safety Prgm Manager Gilbert Soles, 954.777.4358 gilbert.soles@dot.state.fl.us FDOT Dist 4 PD&E Mgmt Engineer Beatriz Caicedo-Maddison, 954.777.4336 beatriz.caicedo@dot.state.fl.us
Charlotte County MPO Collier County Community Development/evuew Collier County Transportation/pathways project Lee County MPO Lee County DOT Lee County Health Dept/bike-ped safety education Polk County TPO Sarasota County Public Works Trans. Planning	Randy Warden Dekova Batey Elizabeth DeJesus Stephen McCloskey	904.360.5631 352.334.5074 904.306.7505 904.630.3300x2308	randy.warden@dot.state.fl.us bateydt@ci.gainesville.fl.us edejesus@fcmppo.com stephen_mccloskey@doh.state.fl.us	FDOT Dist 5 Safety Engineer Anthony Nosse, 386.943.5334 anthony.nosse@dot.state.fl.us FDOT Dist 6 Safety Engineer Maria Vilches-Landa, 305.470.5722 maria.vilches@dot.state.fl.us
District 2 City of Gainesville Trans. Svcs/Bike-Ped Prog Assist First Coast MPO Duval County Health Dept/Injury Prevention	Mary Anne Koos Mike Kieppel Peter Zoepfel	850.415.9547 800.226.8910x215 850.891.8090	maryanne.koos@dot.state.fl.us zieglerm@wfrpc.dst.fl.us koeppelp@talgov.com	FDOT Dist 7 Safety Prgm Engineer Peter Hsu, 813.975.6251 ping.hsu@dot.state.fl.us FDOT Elder Road User Prgm Gail Holley, 850.410.5414 gail.holley@dot.state.fl.us
District 3 Panhandle MPOs (West Fla RPC) Capital Region Transportation Planning Agency (MPO)	Larry Hymowitz Jeff Weidner Daphne Spanos Joy Puerta Lori Wheeler Mark Horowitz Scott Aronson Adrienne Ehle Felix Castrodad Bret Baronak	954.777.4663 954.777.4670 954.777.4483 561.416.3410 561.620.6056 954.357.6641 561.243.7286 954.828.5798 772.419.4081 561.684.4163	larry.hymowitz@dot.state.fl.us jeff.weidner@dot.state.fl.us daphne.spanos@dot.state.fl.us jpuerta@ci.boca-raton.fl.us lwheeler@ci.boca-raton.fl.us mhorowitz@broward.org aronson@ci.delray-beach.fl.us aehle@fortlauderdale.gov fcastrod@martin.fl.us bbaronak@co.palm-beach.fl.us	FDOT Dist 8 Safety Prgm Engineer Husseini Sharifpour, 850.942.9650x3024 husseini.sharifpour@fhwa.dot.gov
District 4 City of Boca Raton Mun Svcs Eng/trans analyst City of Boca Raton PD/traffic safety educ Broward County UrbanPlann & Rdvlpmnt/Special Projects & Bicycle Coordinator City of Delray Beach Parking Mgmt City of Fort Lauderdale Planning & Zoning Dept/bicycle-pedestrian coordinator Martin County MPO Palm Beach County MPO	Joan Carter Barbara Meyer Kim Smith Michael Woods Jeff Shrum Malisa McCreedy Mighk Wilson Cindy Matheny Stephan Harris	386.943.5335 321.690.6890 321.690.6890 352.315.0170 352.629.8529 407.246.3347 407.481.5672x318 407.665.2095 386.226.0422x34	joan.carter@dot.state.fl.us bmeyer@brevardmpo.com ksmith@brevardmpo.com mwoods@lakesumtermppo.com jshrum@ocalafl.org malisa.mccreedy@cityoforlando.net mwilson@metroplanorlando.com cmatheny@seminolecountyfl.gov scharris@co.volusia.fl.us	Community Traffic Safety Program District Coordinators FDOT Dist 1 CTST Coordinator Debra Stallings, 863.519.2347 debra.stallings@dot.state.fl.us FDOT Dist 2 CTST Coordinator Andrea Atran, 904.360.5416 andrea.atran@dot.state.fl.us
District 5 Brevard County Transportation/Bike-Ped-Trails Prgm Coordinator Brevard County Transportation/traffic safety education Lake-Sumter MPO Ocala-Marion County MPO City of Orlando Transportation Planning/bicycle-pedestrian-transit Metroplan Orlando (MPO) Seminole County Trails & Greenways Volusia County MPO	Ken Jeffries Jim Malcolm Christine Leduc David Henderson Jose Papa	305.470.6736 305.293.6495 305.673.7080x6768 305.375.1647 305.289.2514	ken.jeffries@dot.state.fl.us jmalcolm@keywestcity.com cleduc@miamibeachfl.gov davidh@miamidade.gov papa-jose@monroecounty-fl.gov	FDOT Dist 3 CTST Coordinator-East Quinton Williams, 850.415.9426 quinton.williams@dot.state.fl.us FDOT Dist 3 CTST Coordinator-West Barbara Lee, 850.415.9231 barbara.lee@dot.state.fl.us
District 6 City of Key West Parks & Rec/bicycle-pedestrian coordinator City of Miami Beach/bicycle program coordinator Miami-Dade County MPO Monroe County Planning	Michelle Greene Felicia Leonard Kristen Reinhard Steve Diez Gena Torres Charner Reese Deborah Carreno Gary Tait Doug Uden Ron Hull Brian Smith Cheryl Stacks Jan Washington Mary Helen Duke	813.975.6411 727.562.4852 352.726.4488 x307 352.754.4057 813.273.3774x357 813.276.8388 813.307.1852 813.307.1871 727.847.8140x8230 727.541.0704 727.464.8200 727.892.5328 813.274.8303 813.231.1332	michelle.greene@dot.state.fl.us felicia.leonard@myclearwater.com kreinhard@sheriffcitrus.org stevend@co.hernando.fl.us torresg@plancom.org reese@hillsboroughcounty.org carrenod@hillsboroughcounty.org taitg@hillsboroughcounty.org duden@pascocountyfl.net rhull@pinellas-park.com bsmith@co.pinellas.fl.us cheryl.stacks@stpete.org jan.washington@ci.tampa.fl.us mary.duke@tampagov.net	FDOT Dist 4 CTST Coordinator Carmen Pullins, 954.777.4092 carmen.pullins@dot.state.fl.us FDOT Dist 5 CTST Coordinator Barry Wall, 904.943.5324 barry.wall@dot.state.fl.us FDOT Dist 6 CTST Coordinator 305.470.5346 FDOT Dist 7 CTST Coordinator Jeanette Rouse, 813.975.6256 jeanette.rouse@dot.state.fl.us
Program coordinators under FDOT contract Fla Traffic&Bicycle Safety Educ Prgm/director FTBSEP assistant Fla School Crossing Guard Training Prgm/administrator FSCGTP Assistant	Linda Crider Yukari Takata Providance Nagy Carol Dunn	352.392.8192 352.392.8192 850.245.1757 386.943.5601	lbcrider@aol.com safetyed@grove.ufl.edu providence.nagy@dot.state.fl.us carol.dunn@dot.state.fl.us	Other organizations Bike Florida Linda Crider, 352.392.8192 lbcrider@aol.com Rails-to-Trails Florida Office Ken Bryan, 850.942.2379 rtcfloida@transact.org
Other FDOT, state & federal agency staff FDEP Ofc of Greenways & Trails FDOE Student Transportation/Director FDOT ADA Coordinator FDOT CO Policy Planning FDOT CO Policy Planning Florida Tech Transfer (T2) Center/co-directors FDOT CO Roadway Design FDOT CO Systems Planning FDOT CO Transit Planning	Jim Wood Charlie Hood Dean Perkins David Blodgett Melanie Weaver Carr Janet Degner, Nina Barker Vacant Martin Guttenplan Amy Datz	850.245.2052 850.245.9924 850.414.4359 850.414.4815 850.414.4817 352.392.2371x227 850.414.4906 850.414.4239	jim.m.wood@dep.state.fl.us charlie.hood@fldoe.org dean.perkins@dot.state.fl.us dave.blodgett@dot.state.fl.us melanie.carr@dot.state.fl.us jdegner@ce.ufl.edu martin.guttenplan@dot.state.fl.us amy.datz@dot.state.fl.us	Fla. SAFE KIDS/state coordinator Ralph Salvas, 850.245.4440x2774 ralph_salvas@doh.state.fl.us

National Bicycle Summit a Success

by Miriam S. Gallet, North Florida Bicycle Club General Director

From March 4 through 7, more than 500 bicyclists and industry leaders from 47 states visited Washington, D.C. to attend the 2008 National Bicycle Summit.

Hosted by the League of American Bicyclists, the annual summit's objective is to gain support from elected officials on Capitol Hill.

After devoting four days to learning about advocacy and how to lobby congress, hundreds of cyclists made their voices heard amid an intense election year consumed by fears of a failing economy, a housing crisis and the wars in Afghanistan and Iraq.

I was one of them and I've returned to Jacksonville extremely invigorated and encouraged. (A very special THANK YOU to the NFBC Board of Directors and the two

other sponsors that made it possible for me to be a part of this outstanding event.)

On arriving in D.C. on the 4th, I wasted no time in getting to know League of American Bicyclists president Andy Clarke and the rest of his team along with numerous other officials from various bicycling organizations, delegates from other states and CEOs from some of the largest bicycle companies in the U.S.

During the four-day event, we networked among ourselves and then headed to Capitol Hill where we established strong alliances with congressional members and staffers.

Jacksonville Congresswoman Corrine Brown (D-FL), personally welcomed FBA executive director Laura Hallam and me and listened attentively as we explained the issues affecting bicyclists in Jacksonville.

We urged her to join the Congressional Bike Caucus and support several resolutions.

The mere fact that we were able to meet and present our agenda to House and Senate members from 50 states should be recognized as a big success.

In some instances, the elected officials decided to immediately support our cause. This was the case with Senators John Kerry (D-MA) and Olympia Snowe (R-ME).

The highlight of the summit was the introduction of a historic resolution (H.R. 305) by Congressmen Earl Blumenauer (D-OR), co-sponsored by Congressman James Oberstar (D-MN), calling on all members of Congress to support the creation of a national bicycling strategy.

Also, the newly introduced Complete Streets Act of 2008 by Senator Tom Harkin (D-IA) gave all attendees a reason for celebration.

Numerous workshops enlightened and speakers entertained us, but House of

Representatives Chief Administrative Officer Dan Beard (Nancy Pelosi's Chief of Staff), received the strongest and loudest round of applause and cheers when he announced the creation of a bike sharing program at three different locations within Capitol Hill.

The three bike stations, similar to those in Paris, will enable congressional members and their staff to use a fleet of bicycles to get around the Hill and other parts of the

city. At the end of the summit, determination prevailed over skepticism. We left Capitol Hill more committed and determined than ever to push the bicycling agenda at the national, state and city levels.

And my biggest fear was not realized. I did not crash my bicycle on the streets of D.C.

Instead, the concluding 15-mile summit ride around Capitol Hill and surrounding neighborhoods in 37° weather was an eye-opener.

This year is crucial for cycling. The next national transportation bill will be voted on next year and the issues affecting bicyclists must be included in the bill before it becomes law.

Now, more than ever, we need every elected official to become a strong supporter of bicycling. We need them to publicly acknowledge our right to co-exist alongside motorists.

The strength of cyclists in America will depend on our commitment to advocacy.

Positive change will only be possible by our commitment to the sport and our continuous presence on the streets of Jacksonville and surrounding counties.

It will sway seemingly daunting obstacles inside and outside city hall.

Furthermore, our obedience of all traffic laws is paramount to our success and our ability to earn the respect of all citizens.

Others representing Florida at the Summit:

David Henderson, FBA president; Miami-Dade Bicycle/Pedestrian Coordinator
Laura Hallam, FBA executive director
Mary Jane Mark, Mack's Cycle & Fitness
Rachel Losada, Mary Jane's daughter, high school senior, soon to be University of Miami freshman
Alan Snel, SouthWest Florida Bicycle United Dealers (SWFBUD)
Gary Mendenhall, J&B Importers
Ken Bryan, Rails to Trails Conservancy, Florida Field Office; FBA Advisory Board
Dan Stephens, Osceola County Board of County Commissioners Parks Division (had to leave before our day on Capitol Hill)

Now, more than ever, we need every elected official to become a strong supporter of bicycling. We need them to publicly acknowledge our right to co-exist alongside motorists.

4th annual Pro Bike® Pro Walk Florida conference issues 'Call for Papers'

Conference theme: "Making Your Community Healthy, Safe and Green"

Methods to improve community planning, protecting public health, safety and the environment will be the focus of our conference this year.

The conference is for anyone who wants to make their community healthier, safer, better functioning and more alive with people. Tell us your ideas that promote this theme.

If you would like to be a presenter at the conference, please send us your ideas as a CALL FOR PAPERS response.

Session ideas should provide the following information:

Name
 Title/position
 Agency (if applicable)
 Phone Number
 E-mail Address
 Session topic
 Outline of what you propose to cover
 The topic significance to the conference
 Other presenters you suggest to complement your topic
 Date submitted

Please include the above information in a

WORD document titled "2008 PBPWF, [Last Name, First Name]."

If you submit more than one, vary the name to indicate the topic. The conference website will be updated with information as it is received.

Are you interested in being a sponsor and having a booth at the conference? Opportunity levels and provisions are on the website for your viewing. If you don't see a package that works for your office or your budget, send us a proposal and we'll work with your office on an appropriate opportunity for you to be involved.

Host Hotel: Hilton St. Petersburg Bayfront
Agenda in brief:

October 20, Monday

Pre-Conference workshops

October 21, Tuesday

FBA Annual Meeting and Awards Presentation, Plenary Session, **Keynote Speaker** (ideas for this person?)

3 concurrent sessions all afternoon, rides and walks in the evening

October 22, Wednesday

3 concurrent sessions all day; rides and walks in the morning and evening

October 23, Thursday

3 concurrent sessions in the morning

Bicycle-friendly B&Bs

The Cedar Key Bed & Breakfast offers six rooms in the main house and a "Honeymoon Cottage" for newlyweds or those who would like to just pretend. For a romantic and private getaway, there's the "Treehouse Suite," with a private balcony, full kitchen and other amenities nestled up to a 400 year-old Live Oak tree.

They also have a "Sunrise Suite" a mile away on the Gulf.
www.cedarkeybandb.com

Rates: Rooms: \$99-\$160/night*
 Honeymoon Cottage: \$130-\$155
 Tree House: \$170-\$190
 Sunrise Suite: \$210-\$225
 Bill and Alice Phillips, Innkeepers
 Cedar Key Bed & Breakfast
 810 3rd St
 Cedar Key, FL 32625
 Phone: 352-543-9000
 E-mail: info@cedarkeybandb.com

*Don't take our word for it. Always check with the innkeepers for the latest rates, details and availability.



Cedar Key B&B

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



Tree House Suite

Upcoming Bicycle Touring Events in Florida

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

May

May 2-4 *White Springs*

Spring Pedal and Paddle Festival

Enjoy beautiful spring weather at the Suwannee Bicycle Association's, Spring Pedal and Paddle Festival, May 2 - 4, at Stephen Foster State Park, White Springs, Florida. Activities include bicycling, paddling and hiking. Miles of scenic country roads offer road riders different options daily. Mountain bikers have over 75 miles of easy to challenging off road trails. Free Beginners Mountain Bike class. Kayak or canoe the pristine Suwannee River or enjoy paddling the crystal clear Ichetucknee River. Hike a short section of the Florida trail during the Eco Photo Hike with Edwin McCook, Suwannee River Water Management District. Family friendly activities make up fun-filled weekend along the banks of the Suwannee River. Camping and meals provided; children under 6 are free and under 12 half price. For more details, pricing and reservations, visit our web site. Contact Kim 904-797-7290. Email: woodbike@bell-south.net
www.suwanneebike.org/
Active.com Online Registration

May 3-4 *Miami*

Zimmerman MS Bike Ride Presented by Wachovia

Florida's largest organized bike ride. Over 2,500 cyclists will "Breakaway to Key Largo" from the Bank United Center at University of Miami to the MetroPCS Village at John Pennekamp Coral Reef State Park. This premier cycling experience will bring riders, volunteers, friends and families together for a weekend of cycling, fun and excitement all for the fight against MS! National MS Society, 3201 West Commercial Boulevard, Suite 127, Fort Lauderdale, FL 33309.
Email: ms150bike@fl.nmss.org
www.ms150bike.org/
Active.com Online Registration

May 4 (Sun) *Flagler Beach*

Fifth Annual Rotary Scenic Highway Tour

Formerly: Rotary A1A Ocean Shore Scenic Highway Bicycle Ride. New Name, New Routes, Same Great Support. Make it a Bike-Beach weekend. Free 40 mile ride, nighttime entertainment and \$3 Spaghetti Dinner Saturday the 3rd (see website below). Sunday's ride options are 27, 40, 62 and 100 miles. The NEW routes take you through the quaint coastal village of Flagler Beach, along the beautiful A1A Scenic Highway and include the famous "Ormond Loop". We have 5 designated scenic highways in our area and you'll be on sections of each one of them. The ride start will be at the Flagler County Chamber of Commerce, which is directly across the highway from Flagler Palm Coast High School. This event has drawn over 300 bicycle riders in each of the past four years. Registration will begin at 6:00 a.m. with a mass start at 8:00 a.m. Registration is \$25. Those registering in advance will receive a free ride t-shirt. Limited shirts will be available day of event for \$10. There will be coffee and bagels at the ride start and plenty of goodies at the sag stops along the route. See our Website: www.Flaglerbeachrotary.org for details and application form or call (386) 439-0134. Mail applications to the Rotary Club of Flagler Beach at P.O. Box 2005, Flagler Beach, Fla. 32136. Directions to ride start: take I-95 to the Flagler

Beach/Highway 100 exit (30 minutes north of Daytona Beach), then go West on highway 100, approximately one mile to Chamber on left. Leastokes@preferredmanagementservices.net www.Flaglerbeachrotary.org/

May 4 (Sun) *Venice*

Sharky's 6th Ride the Beaches

Supporting: LIVESTRONG Lance Armstrong Foundation. Route options are 65, 35, and 15 miles. Ride along our beaches and intercoastal waterway. Ride includes beach side breakfast and BBQ lunch at Sharky's on the Pier, T-shirt, waterbottle, and SAG stops. Registration and breakfast start at 7:00am. 65 & 35 mile rides start at 8:00 15 mile at 9:00am. Cost \$25.00, pre register or \$30.00 day of event. To guarantee t-shirt post mark by 4/24/08 or in person at Sharky's by 4/28/08. All profit to benefit Lance Armstrong foundation. Sharky's is at 1600 S. Harbor Dr. Venice Fl. Mail to Sharky's on the Pier, PO Box 267, Venice Fl 34285 Telephone 941-488-1456.
Email: marcalton@msn.com
www.sharkysonthepier.com/

May 17 (Sat) *Gainesville*

A Ride To Remember

Choose a ride length of your choice on the Gainesville-Hawthorne Trail, or a road ride into the Ocala horse farm territory of 50/75/100 miles. Support trained at the legendary Horse Farm Hundred.
<http://gccfla.org/rtr/>

May 30-June 1 *San Antonio*

Cure on Wheels

1st annual bicycle ride to raise money for research at the Moffitt Cancer Center. The event starts on Friday May 30th with check-in at St. Leo University (SLU), located west of Dade City (north of Tampa Bay area). Dinner, an inspirational program with speakers and video and accommodations are included on the SLU campus. Riders leave on Saturday from SLU on either a 65 or 105 mile ride and return to SLU. Two-day riders are able to stay on campus for the night and do a 60 mile loop on Sunday. Portions of the ride will include the Withlacoochee and Suncoast trails along with some of the most scenic roadways in the Tampa Bay area. Ride is fully supported with waterstops every 20 miles, a lunch stop, sag wagons, mechanical and medical help. Registration is \$125 until March 1st (\$150 thereafter) and includes up to two nights at SLU, food, entertainment and a bike shirt. Riders must commit to raise \$1,000 to participate in the event. info@cureonwheels.org or call Bill Riddle for more information: 813-350-7900. This is Florida's only ride to raise money for cancer and we hope you'll join us for this fun and inspiring weekend.
Email: info@cureonwheels.org
www.cureonwheels.org/

May 31-June 1 *Jacksonville*

Tour De Cure

A national, signature cycling fundraising event for the American Diabetes Association, perfect for both avid and recreational cyclists, with a different route each day. Downtown Jacksonville to St. Augustine Beach, Florida and back. Tour de Cure Jacksonville is in its 4th year and growing! Jacksonville's Tour features a two-day, 200K with a different route each day and, in 2008, we've added a Challenge Century (100-mile route) on Saturday May 31st only, which will take you through some of North Florida's most beautiful country-

side! Contact Kimberly Lewis for registration, sponsorship or volunteer opportunities at 888-DIABETES, x3061, 904-730-7200, x3061 or klewis@diabetes.org. Tour de Cure® is proud to feature our participating local bike shops: About Bicycles, American Bicycle Company, Bicycles Etc., Bike Fitters, City Cycles, Champion Cycling, Lakeshore Schwinn, Open Road and the Trek Store of Jacksonville. 2008's minimum fundraising contribution is \$150 (which does not include your registration fee).
Email: klewis@diabetes.org
<http://tour.diabetes.org/>

June

June 1 (Sun) *Dunedin*

The Gulf Coast Cycling Classic (8th edition) LAST RIDE OF THE SEASON!

All rides start and end at Flanagan's 465 Main Street downtown Dunedin. Distance: 35/65/100 mls. Century starts at 7:30 AM all other rides start at 8 AM. The ride: For the 8th year friends will come together to ride the last classic single day tour of the season! The Gulf Coast Cycling Classic shows out of towners the part of Florida called the best beaches in the U.S. by USA Today, AAA and various other travel organizations. Choose from 35, 65 and 100 mile rides. Come and see for yourself as you ride up a bridge high enough to overlook the beautiful Gulf of Mexico a blue, blue bay dotted with sails. The 65 and 100 mile riders reach the most southern point on the peninsula before heading North. After the 65 mile riders are dropped off at their post ride lunch, the 100 milers keep on moving North on alternate 19. There the ride moves along narrow canals, over tiny bridges into the Greek settlement of Tarpon Springs. The boutiques, the colorful streets, the harbor and the authentic Greek scenery, unforgettable! Return over the Pinellas Trail to a great post ride lunch at Flanagan's and wash it down with a well deserved ice cold brew. Life is real good on June 1 at the Gulf Coast Cycling Classic. Amenities: Great power breakfast, bagels, muffins, cereal, fruit, bottomless coffee pots, and more. Fully stocked support stations, fruits, power drinks, spring water. Goodie bag. Stay for the Great Lunch, FREE BEER and the legendary raffle of great products. T-shirts: The legendary 2008 multi color commemorative T-shirt available FREE for riders registering before May 20 while supplies last. Remaining T's will be available \$ 12. The ride: For the 8th year friends will come together to ride the last

classic single day tour of the season! The Gulf Coast Cycling Classic shows out of towners the part of Florida called the best beaches in the U.S. by USA Today, AAA and various other travel organizations. Choose from 35, 65 and 100 mile rides. Come and see for yourself as you ride up a bridge high enough to overlook the beautiful Gulf of Mexico a blue, blue bay dotted with sails. The 65 and 100 mile riders reach the most southern point on the peninsula before heading North. After the 65 mile riders are dropped off at their post ride lunch, the 100 milers keep on moving North on alternate 19. There the ride moves along narrow canals, over tiny bridges into the Greek settlement of Tarpon Springs. Fees: \$ 35. Until February 25. \$ 40 Until March 30. \$ 45 Until April 25. \$ 50., thereafter and on day of ride. Flanagan's 727-736-4994 Energy Conservatory: 727-736-4432.
Email: events@earthlink.net
Active.com Online Registration

June 7-14 (*Oxford to St. Simons, GA*)

Bicycle Ride Across Georgia

Now that Spring is just around the corner, start training to join 1,600 other cyclists as they ride across the state of Georgia. The confirmed route for BRAG 2008 is to begin in Oxford, with overnight visits to Griffin, Macon, Dublin (layover day), Hazlehurst, Jesup, and ending on St. Simons Island. Download a registration form at <http://www.brag.org/Files/BRAG2008RegistrationForm.pdf>. You may also register on Active.com. If you do not have internet access, call 770-498-5153. Registration forms will not be mailed out. If you would like to add an item (buses, jersey, t-shirts, etc.) to your current BRAG 2008 registration, please download a registration form from the website. Simply write your name, address, and the word "PRE-REGISTERED" on the form. Check the items you want to add, enclose a check, and mail to BRAG, P.O. Box 871111, Stone Mountain, GA 30087. We will match it to your original registration. The overnight sites are eagerly preparing for our visit. In Oxford you can enjoy live music in downtown Covington, BRAG will host a karaoke night in Macon, Moonbase will take place in Dublin, Hazlehurst will host the Talent Show along with live music downtown from 7:00pm - 10:00pm, and the Second Chance Band will play at the high school in Jesup.



S12D to the High Sierra

by Dwight Kingsbury

In many cases, S12D rides may be more practical than S24O trips, yet still afford many of the same rewards.

Grant Peterson, the founder of Rivendell Bicycle Works, has promoted sub-24-hour overnight cycling trips (that's the S24O. Similarly S12D is sub-12-hour day.) as the easiest way to do bike camping:

"You leave on your bike in the late afternoon or evening," says Grant, "ride to your campsite in a few hours, camp, sleep and ride home the next morning.

"It's that simple, and that's the beauty of it."

Grant says that because it takes almost no planning and very little time commitment, it's easy to fit in to your schedule.

In the past four years Peterson has been on more than 50 of these impromptu rides.

"The ideal destinations," he says, "are regional parks and open spaces, ideally those that allow overnight camping." (see http://www.rivbike.com/article/bike_camping/camping_vs_touring).

These would be the ideal conditions because it's not ideal to camp in regional parks or open spaces that don't allow overnight camping and have to worry about getting busted (stressful, in my experience).

Peterson recommends using a car if necessary to escape the city and start riding closer to desirable camping destinations.

By skipping the camping element entirely, though, and making a sub-12-hour day trip of it instead of an overnight, one can travel lighter, go farther, skip the car leg, and see some great sights.

In June 2007, after a professional meeting ended in Stateline, Nevada, I checked out of the conference hotel and dragged my luggage a mile down the highway to a road motel on the California end of Lake Tahoe Boulevard.

I checked in, set up my folding bicycle (Bike Friday New World Tourist), rode to the west side of South Lake Tahoe and turned onto California 89, which runs along the west side of Lake Tahoe.

At the El Dorado National Forest Visitors Center I toured the stations of the "Meet the Jeffrey Pine" nature trail (life cycles in the forest, stop and listen for birds, etc.), then

returned to the road to begin the steep climb of hairpin turns that leads to Inspiration Point above Emerald Bay.

For a panting flatlander, it seemed there was just barely enough of the thin mountain air. On a ridge crest traversed by the two-lane roadway, the ground fell away sharply from the pavement on either side.

Motorists passed; bicycle warning signs provided a measure of psychological support.

At Inspiration Point, motor tourists were speaking in a babble of tongues. Everyone surveyed the darkening blue expanse of the lake in the twilight.

The castle of Vikingsholm, built in 1929, commanded the bay from the beach below. With the sun hanging low over the Sierra peaks, it was time to rocket back down the highway to South Lake Tahoe, feathering the brakes at appropriate points.

Saturday morning I rode up the Pioneer Trail to Meyers, a one-time Pony Express stop, and turned onto US 50.

Near Johnson Pass an unsigned one-lane forest road split off steeply up the slope on my right. The topographical map I had purchased suggested this might be the road to Echo Lakes.

Switchbacks led to the chalet of the California Alpine Club, where directions to the Echo Lake Chalet were posted. Losing my way in a maze of private roads lined with cabins, I noticed a Pacific Crest Trail marker on the roadside.

I stopped and hauled my bike into the bush, locked it to a snag behind a boulder, changed into hiking boots and began climbing the trail.

I scrambled through woods and meadows and over a ridge to discover...a mountain switchback parking area worthy of a small strip mall.

This was the Echo Lake Chalet complex. Postal station, general store with selection of fine wines and sandwich shop, water taxi service, news boxes where one could purchase the day's editions of the San Francisco Chronicle and The New York Times.

The PCT tracked about 100 feet above the northern shore of Lower Echo Lake. Much of the shoreline was lined with cabins,

whose occupants reached them by water taxi.

Above Upper Echo Lake, the trail entered the Desolation Wilderness. A ranger working on the trail suggested that, with only my two sub-liter water bottles, I might find it best to turn round at Tamarack Lake, to which a small troop of monstrously large grumbling backpacks with short legs was also heading (Scouts, it turned out).

It was already past noon. The sun beat down. A few minutes later, I overtook a couple who encouraged me to make a go for the glacially scoured granite bowl of Lake Aloha, set in a cirque of high Sierra peaks.

I stayed on the main trail, resisting temptations to take side trails that advertised various small lakes.

The PCT switchbacked up to a saddle and threaded the tams of an alpine meadow. Clark's nutcrackers flitted in the lodgepole pines.

By 2 p.m. I reached the glacial theatre of Lake Aloha. The limpid blue waters danced in the winds that swept down from Mosquito Pass. Once or twice, I was nearly blown off the rocks into the water.

I stayed about 20 minutes, then turned around and retraced my steps. Back in the woods of Johnson Pass a little before 6 p.m., I spent a couple minutes beating around the



bush trying to find where I had hidden my bike.

In theory, the return trip on US 50 should have been easy, because it was a steep descent; it would have been easy to do 40+ mph.

Alarming, the front wheel of my bike began visibly wobbling. I scrubbed off speed, pulled into the first turnout that appeared, turned the bike over and trued the wheel. When I started down the road again, the front brake cable was now so loose (with the wheel trued), the handle had to be squeezed nearly to the handlebar to develop any brake action. When another turnout appeared, I pulled off to make more adjustments.

The sun was dropping toward the horizon. With the bike finally in order, I spun down quickly to Meyers and returned to the lake-side motel strip in South Lake Tahoe.

The next day, Sunday, about six hours after I had left town, a wildfire broke out on Angora Ridge between Meyers and South Lake Tahoe.

It ultimately burned over 3,100 acres and destroyed 275 buildings.

Ode to the Man Dressed in White

This is adapted from a friend's mother-in-law who is in her 80s. She was afraid of this bicycle man for years.

It is about a man of a half century or so years who left behind a frantic, rushing world and retreated to a little hut in the Minnesota woods. He does odd jobs.

— Robert Seidler

*Here's to the man all dressed in white
Who is, on his bicycle, an interesting sight
He's a quiet man who lives a simple life
Away from all of the stress and strife*

*His two-wheeled bike is his best friend
Sometimes he rides daybreak to day's end
Some people say he just might be strange
It's doubtful, though, he'll ever change*

*It matters not what people think
He ignores the fact of not being in sync
His lifestyle is not akin to these times
His white clothes rarely show any grime*

*Even his hair and beard are white
For him it just seems fitting and right
His cross worn around his neck each day
Shows faith that no harm will come his way*

*In our world some will think he's odd
His house may be built of poles or sod
He lives amongst trees and birds that fly
Savoring the moments money can't buy*

*Oft times, if he knows you, he'll stop for a chat
His knowledge intriguing of this and of that
You won't hear him brag but he does like to share
The facts that he knows, and tales of his cares*

*He does little jobs for menial pay
That bring in enough to get through each day
He talks to the spirit, keeps an ear to the wind
They shed from him memories buried within*

*If we just once could walk in his shoes
We might well form some other views
No right have we to judge this man
Who, like us, God made to live on this land*

*So, if you chance meet this man in white
Remember, he's someone of peace and of light
Don't judge him for the path he's taking
He's just part of a big diverse world in the making*



FBA board treasurer Steve Diez assisted with helmet fitting at a bike rodeo held during the Tampa Bay Gasparilla Festival.

Bicycle Bob...

(Re)discover bicycling

by Bob Dioguardi

The negative attitude of some of the citizens of Lake Wales illustrates why the slogan "Discover Bicycling" is so appropriate.

I am urging our people to discover the pleasures and advantages in bicycling. It should be a new and strange adventure and all of the nuances of this new adventure must be explored anew.

Most of you learned to ride a bicycle, somewhat safely, as a child. Traffic was so much less dense in those days and a bicyclist didn't need to have too many bicycle-handling skills in order to survive in traffic.

Bicycling gave you a unique independence and mobility as a child. More times than not, you had to wait for an adult to transport you in a vehicle. Your bicycle gave you freedom.

But things have changed!

The bicycle still provides the freedom, but you need to relearn how to ride a bicycle safely.

I detect a collective waiting for some massive program to descend from on high, cost millions, and miraculously solve our bicycle accident rate.

Even in the rosier of budget times, we can not anticipate such a happening.

No, what we need are many individual efforts from experienced cyclists like you.

These efforts don't have to involve large groups of people. The most effective way to accomplish this is by nibbling at the edges of the problem.

Libraries, churches, schools, scout troops, and service and civic groups provide excellent forums.

A little thought and you can design posters or charts exhorting or demonstrating safe bicycle operation and helmet fitting. Maybe FBA or the local sheriff's department could supply the materials for some simple program.

You don't necessarily have to be an LCI (League Cycling Instructor), but you should take advantage of your own vast bicycling experience.

You may influence only a couple of people with your efforts, but that will be a couple more safe bicyclists than we had before.

You will accomplish nothing by waiting for some costly educational program. It is up to you, as an individual. Besides, the results are much more rewarding when on a smaller scale.

I may be self-satisfied with my movement down here, but I have been lucky. I had the advantage of getting into bicycling with the association of Dan Burden (and his wife Lys), Linda Crider, Herb Hiller, Mary Ann Koos, and Dennis Scott.

I also took part in John Forester's initial "Effective Cycling" course (now called Road 1). So I had a jump-start on being indoctrinated in bicycle safety.

Do liability fears prevent more of you from instructing those less fortunate in the skills of bicycling?

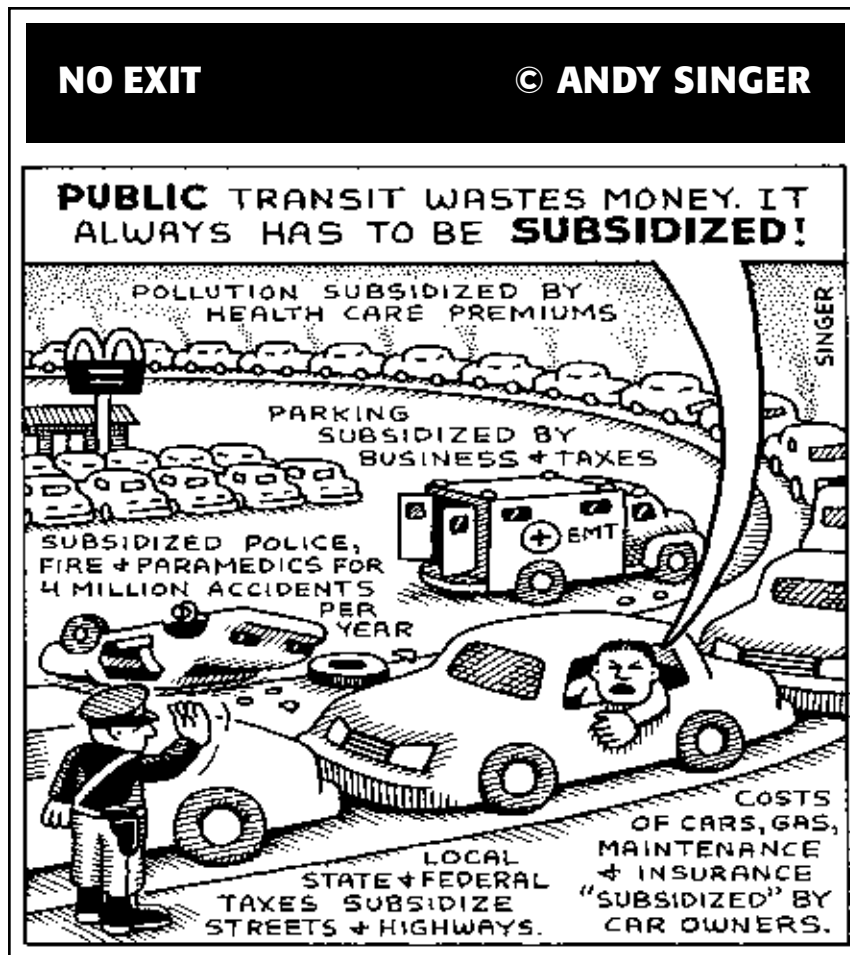
This should be a spurious worry. Any instruction you dispense would be passive; I don't believe that you intend to take groups of learners out on to the streets unless you are trained to do that.

I recently was asked by a member of a Polk County School Board group to give a short presentation. It would be strictly a classroom session to eight to ten people. I have some materials from FBA and the sheriff's office that would enable me to give a short informal class, so I agreed.

Simple.

It is actions such as this that we must use to get the bicycle safety message out.

Bob Dioguardi is bicycle-pedestrian coordinator for Lake Wales and surrounding area. You can read more about Bicycle Bob in our Winter 2008 issue (Vol. 11 No. 1). Bicycle Bob's Johnny Appleseed techniques are growing FBA's membership, including the City of Lake Wales and members of the city commission.



Planned Giving to FBA

Did you know you can make a gift to FBA in cash, publicly traded securities, real estate and tangible personal property? You also can provide for future generations of bicyclists through proper estate planning.

Instructions for making gifts of securities are now online. Go to the FBA Web site, www.floridabicycle.org for more details.

Planned Giving provides a method to provide assets for a bicycle-friendly future from your will or estate. You can provide for FBA in your will or as a beneficiary of a life insurance policy, or consider other gifts that may also provide you with current income.

If you have an interest in supporting FBA programs for current and future generations in this manner, FBA's executive director will be glad to discuss details of this option with you at your convenience.

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

**JOIN FBA
TODAY**

Membership includes
the FBA Messenger!

Name: _____ E-mail: _____

Address: _____

City: _____ County: _____ State: _____ Zip: _____

Tel (H) _____ (W) _____

Bike Club Affiliation(s): _____

Member Category: \$15/student/living lightly \$25/individual \$35/household \$100/club/corporate/agency

Ride Preferences: On-road Off-road Touring Racing Commuting

I have taken a Road I (formerly Effective Cycling) class Yes No; Approximate year taken: _____

I have taken a Road II class Yes No; Approximate year taken: _____

I am a League cycling Instructor (LCI) Yes No

May we contact you about volunteer opportunities? Yes No

List any special skills or interests: _____

Charge my Visa MasterCard

Card No: _____ Expires: _____

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I'm sorry Mr. Smith, that's an impressive bicycling mileage figure, but the standard mileage deduction is for *motorized* vehicles only.



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