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OFFICIAL NEWSLETTER OF THE FLORIDA BICYCLE ASSOCIATION, INC.

Florida Bike Summit

FBA hosts first Florida Bike Summit

by Robert Seidler

Despite a torrential down-pour in the middle of a three-day monsoon, about 150 cyclists rallied in Tallahassee at the Capitol for the first Florida Bike Summit.

The dry, but crowded Senate Building portico provided a safe haven as damp, but visionary cyclists came together to speak and listen to legislators and policy-makers talk about the future of Florida's cycling environment.

These enthusiastic cyclists showed up at the Capitol to assist their legislators in under-



photos: Glenn Bell

Please see **Florida Summit**, Page 5

Above right: Florida Congressman Adam Fetterman (Dist. 81) addresses the group at the press event. Below: A rain-dampened crowd braved the elements for the kick-off Summit meeting.



Bicycle Parking Amendment passes in Sarasota

by Mike Lasché, Director Bicycle/Pedestrian Advocates

On February 17, 2009, the Sarasota City Commission changed its zoning code to include a bicycle parking requirement which may be one of the most progressive in the state and nation.

The new amendment has two main components. First, it doubles the bicycle parking

requirement from 5% of the car parking requirement to 10%.

Then, half of that 10% must be "inverted U" bike racks on the street. The other half must be long-term secure bicycle parking, in the form of bicycle lockers, or racks in a chain-link enclosure or a locked room.

Please see **Parking**, Page 14

National Bike Summit

Advocates chalk up Summit success

by FBA Director Laura Hallam

The 2009 National Bike Summit, held annually in Washington, DC, was a huge success with record attendance, a strong program, and good, specific requests of our Members of Congress. In total, 580 registrants from 47 states and four countries (Canada,

Lake Worth; **Laura Hallam**, Florida Bicycle Association, Waldo; **David Henderson**, Florida Bicycle Association, Coral Gables; **John Hopkins**, Green Mobility Network, Miami; **Salli Kirkland**, Billy's Bike Shop, Sanibel; **Earl Lang**, Acme Bicycle Shop, Port Charlotte; **Mary Jane Mark**, Mack Cycles and Fitness, Miami; **Gary**



Left to right: Team Florida attendees Collin Worth, Jude Ferguson, David Henderson, Keri Caffrey, Gary Mendenhall and Mary Jane Mlark pause for a picture with (second from right) Representative Mario Diaz-Balart (Dist. 25).

photo: Laura Hallam

Denmark, Czech Republic and the USA) visited more than 350 Congressional offices on Thursday, March 12. More than 100 riders joined the snowy Congressional Bike Ride on Friday the 13th with no ill-effects.

Transportation Secretary Ray LaHood addressed the opening plenary, noting that the Department will be "a full partner in working toward livable communities."

The 13-member Team Florida delegation had meetings with both senators and 15 representatives, plus dropped off materials at the other 10 representative's offices. YOUR voice was heard loud and clear as we carried a unified voice for bicycling.

Team Florida

Keri Caffrey, Florida Bicycle Association, Orlando; **Jude Ferguson**, Epic Cycles USA, Clermont; **Mike Greehan**, Bikes Belong,

Mendenhall, J&B Importers, Homestead; **Leslie Paris**, River of Grass Greenway, Naples; **Tina Russo**, Florida Bicycle Association, Tampa; **Collin Worth**, City of Miami, Miami.

Here's what a few members had to say about their experience:

One of the best parts of the Summit is getting to see democracy in action. The real work is done by tireless congressional staffers — and that's why most of the meetings are with staffers.

It's not unusual to see dozens of other groups advocating their issues, walking through the halls of Congress. This year I saw a veteran's group, a group advocating for the blind and lots of current military people.

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Advocating a
bicycle-friendly Florida

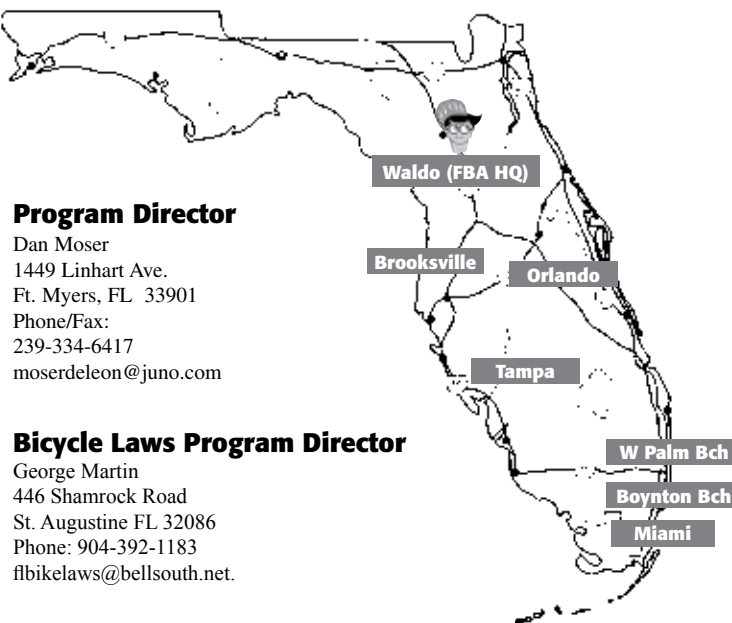
P.O. Box 718, Waldo, FL 32694

Executive Director

Laura Hallam
P.O. Box 718
Waldo, FL 32694
Phone: 352-468-3430
Fax: 352-468-3430
Cell: 407-399-9961
laura@floridabicycle.org

Membership Director

Deb Devoe
2738 Gables Drive
Eustis, FL 32726
Topgear730@embarqmail.com



Program Director

Dan Moser
1449 Linhart Ave.
Ft. Myers, FL 33901
Phone/Fax:
239-334-6417
moserdeleon@juno.com

Bicycle Laws Program Director

George Martin
446 Shamrock Road
St. Augustine FL 32086
Phone: 904-392-1183
flbikelaws@bellsouth.net.

Board of Directors

David Henderson, *President*
111 NW First Street, Suite 910
Miami, FL 33128
Phone: 305-666-4718
david33146@aol.com

Mighk Wilson
737 S. Mills Ave.
Orlando, FL 32801
Phone: 407-488-9990
mighkw@earthlink.net

Raphael Clemente AICP, *Vice President*
301 Clematis St, Ste. 200
West Palm Beach, FL 33401
Phone: 561-833-8873
bikeape@me.com

Don Braverman, *Secretary*
27A Stratford Lane West
Boynton Beach, FL. 33436
Phone: 561-742-8074
ybikedon@bellsouth.net

Steve Diez, *Treasurer*
20 N. Main Street, Room 262
Brooksville, FL 34601
Phone: 352-754-4057 x 125
Srdiez@fastmail.fm

Tina Russo
9221 W. Waters Ave.
Tampa FL 33635
813-887-5616
tarusso@aol.com

Lisa Blount, Public Affairs
Blount.Lisa@yahoo.com

Ken Bryan
Rails-to-Trails Conservancy Florida Field Office
ken@railstotrails.org

Keri Caffrey, Webmaster
kci@kbird.com

Paul Casazza, Law Enforcement
BikeFla@aol.com

Linda Crider, Bike Florida
lbrider@aol.com

Hal Downing, Legal Affairs
hdowning@whww.com

Herb Hiller, Journalist
hiller@funport.net

Dwight Kingsbury, Historian
kingsbry@nettally.com

Henry N. Lawrence, III, Special Programs
hnlbicycle@yahoo.com

Dave Milliman, Share the Road Marketing
dmilliman@bellsouth.net

Laura Minns
laura.67@gmail.com

Roger Pierce, Florida Touring Calendar
roger@piercepapes.com

Carol Pulley
popsulley@yahoo.com

Robert Seidler, Filmmaker
seidlercine@att.net

John Sinibaldi, Jr
john@js-insurance.com

Randall Williams, Newsletter
FBAMessenger@aol.com

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Family	\$35
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Bicycle Club	\$100
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Higher donations are greatly appreciated! See membership categories, below.

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FBA's Blog is on the website

www.floridabicycle.org

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Fall Messenger - September 15
Winter Messenger - December 15
Spring Messenger - March 15

Inquiries and submissions:
laura@floridabicycle.org

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President's message...

Move to the middle of the road



Everyone who has taken a Road 1 or "Traffic Skills for Cyclists" class knows that moving to the middle of the road can reduce your chance of being in a crash with a car or truck. Staying away from the fringe of the road makes a bicyclist more visible and allows her to be part of the main stream of traffic. What is true in traffic is true in society as well.

It is time for Florida bicycling advocates to start moving from the edges and into the mainstream of the community. Positioning the bike community in a way that makes us more visible to the rest of society is the best way to get noticed, earn respect as equal members of society and start to control the flow of issues, not just react to the issues of other groups. [Note to the reader: The bicyclist road position/bicycling's position in society metaphor ends here.]

Too often we spend our time talking into the echo chamber of other bike people where the same complaints, fantasies and myths bounce back and forth. How do we break out of that cycle and connect with people outside the bike community?

Community event organizers want to attract more people but not more cars. Offer

to help organize a bike valet operation at an event like an art festival or Earth Day happening. The promoter is motivated to encourage the community to ride to their event and you get to demonstrate that bicycling is part of the solution to the parking and congestion problem.

David Henderson

**Bike Month Wrap-Up**

Did your community observe Florida Bike Month in March? Would you have liked to see more events? Maybe you need to get involved and start planning for Florida Bike Month 2010.

It takes a village to raise a child but only a few key players to start a Bike Month organizing committee. Who needs to be involved? Both kinds of people: bicyclists and people who aren't bicyclists.

What kind of events should you plan? Take some ideas from the incredible Broward County Parks and Recreation Division's event calendar at www.broward.org/parks/bicycle.htm. The League of American Bicyclists also has a good Bike Month planner at www.bikeleague.org/programs/bike-month. Start thinking now, get organized in the fall, and make it happen next spring

Look beyond the bike community to get more people bicycling.

Long term: make bike valet a mainstream activity by building a network of volunteers willing to work at additional events.

Who is interested in volunteering at a bike valet? Again, look beyond the bike community. Environmental groups, service clubs, and safety coalitions are all motivated to get more people bicycling.

If your community responds to your efforts then seeing people on bikes will become more mainstream and you will have helped move bicycling from edge to the center.

Florida Bicycle Association Legislative Vision

Protect FS 335.065

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

Bicycle & Pedestrian Performance Measures

FDOT Districts should have to meet performance measures for bicycling and walking, as they currently do for highways. As directed by the Legislature in 1999, the Department has already developed such measures; they merely need to be applied.

Improving quality of service for pedestrians and bicyclists supports the states climate, energy, air quality, and health goals. Maintenance of bicyclist and pedestrian travel in work zones should also be an element of such performance measures.

Bicyclist Access to Limited Access Highway Bridges

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

Oppose Mandatory Bicycle Lane Use

Bicyclists need the freedom to leave bike lanes for a variety of safety and practical rea-

sons; not all can be foreseen through a statute. Making bicycle lane use mandatory would decrease cyclist safety without addressing our most pressing cycling safety problems.

FBA is developing a curriculum to help officers effectively address the most significant cycling-related safety and traffic flow issues through existing statutes.

Fill the Recklessness/Carelessness Gap

There is an enormous sentencing gap between traffic fatalities caused through recklessness and through carelessness. Drivers who cause deaths through carelessness are charged only with points and a modest fine.

While such crimes do not justify imprisonment, stronger sentencing should be considered (as has been done in Oregon).

Pedestrians and bicyclists are especially vulnerable to the impacts of careless drivers.

Strengthen Law Against Harassment of Bicyclists

In 2008 South Carolina passed a law prohibiting motorists from harassing, taunting, or maliciously throwing objects at or in the direction of any person driving a bicycle.

While throwing objects from vehicles has long been illegal in Florida, verbal threats and unnecessary horn use are significant deterrents for many novice cyclists. An environment of respectful sharing is long overdue for Florida's streets and highways.

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

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

Provide State Funding for the Safe Paths to School program

Should federal Safe Routes to School funding be terminated, this program would be severely weakened.

Florida in particular, having been developed during a more auto-oriented era, suffers especially from poor home-to-school walk and bike accommodation.

Create a Bicycle Caucus in the Florida Legislature

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

Re-establish the Florida Bicycle & Pedestrian Council

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

Advocacy for a cyclist-friendly community

by Keri Caffrey

Building a cyclist friendly community requires a combination of social and physical structures. Like a pyramid, these structures must be built upon a solid foundation, or they will collapse.

When the foundation is strong and the layers of the pyramid reinforce each other, they will support a healthy, thriving bicycle culture.

Foundation: Cultural Respect

Bicycles are Vehicles/Cyclists are Drivers

This is the foundation upon which a healthy bike culture must be built. It supports all other advocacy efforts, and the lack of it undermines them. Likewise, advocacy efforts must support this foundation, not erode it.

It begins with the law — not just the legal definition of bicycles as vehicles, but legal equity and access to the roadway.

Laws which restrict cyclists' use of a travel lane (Far Right and Mandatory Bike Lane/Shoulder/Sidepath laws) must be eliminated.

Even with exceptions, these laws carry discriminatory weight and are most often misinterpreted to the detriment of cyclists.

Institutional bias also extends to transportation engineers and the standards set for bicycle facilities.

Current minimum standards for bike lanes (and even sharrow placement) are harmful to people on bicycles. Coupled with mandatory use laws and social pressure from motorists, they restrict — rather than facilitate — access to the roadway.

Current institutional research is equally destructive, concentrating on the “feelings” of novice bicyclists often at the expense of both the operational characteristics of bicycles and the needs of competent bicycle drivers.

Correcting institutional bias is the basis for changing the cultural norms — bicycles must be a normal, accepted, respected part of the transportation system (vehicles, not toys).

This bias must be corrected with education of law enforcement, planners, engineers and policy-makers.

When our culture treats bicycles as vehicles, the average person will think of himself as a driver when on a bicycle, thus be more inclined to obey the rules of the road, seek education and act assertively as an equal user.

NOTE: “Respect” is treating bicyclists as equal drivers with the same rights and responsibilities as other drivers. Bicyclists are neither inferior nor superior to other road users.

Bicycle Driver Education

The majority of reported bicycle-related injuries are the result of collisions with fixed objects, other bicycles, pedestrians or falls due to loss of control. Teaching people simple bike handling skills and increasing their confidence with the vehicle will greatly reduce these accident rates.

The majority of bike vs. motor vehicle crashes are a result of bad choices by cyclists (running stop signs/lights, riding against traf-



fic, on sidewalk, in the dark without lights, hugging the edge of the road, etc.). The crash data indicate that regardless of other safety issues in the traffic environment, uneducated cyclists are too often the cause of their own problems.

Law enforcement for dangerous practices like wrong-way riding, riding without lights at night and violating right-of-way should be part of the education process.

Poor cyclist behavior feeds the belief that cyclists don't belong on the roads and fuels animosity toward cyclists.

Crash reports feed the incorrect belief that cycling is dangerous and cyclists are vulnerable victims. Fear feeds the behaviors that increase crash risks.

The cycle can only be broken by education. Education will only be widely accepted if:

1. bicycles are treated as serious vehicles;
2. the forces wishing to promote cycling do so by promoting education (like the motorcycle industry does).

When the public is made to understand how easy it is for bicycle drivers to control their safety and interactions with other road users, we will improve both cycling safety and the attractiveness of cycling.

Motorist Education/Re-education

There are three traffic-culture forces at play for bicycle advocacy:

- actual safety;
- the perception of safety;
- and the effects of hostility.

Fear of hostility causes bicyclists to operate in ways that are inimical to their safety.

Riding on the sidewalk or squeezing into the gutter to avoid the wrath of motorists contributes to both (solo-fall and bike-vs.-car) crash types listed in the previous section.

Bicycling is relatively safe, educated bicycle driving is even safer, but our traffic culture itself is not a paragon of safety. The evening news gives us constant, if not disproportionate, reminders. Unsafe behavior is on display continually, even as most of us elude the consequences.

Improving safety requires changing the way people behave and view their responsibilities as drivers. We need more traffic enforcement, better traffic justice and a greater sense of citizenship and civility. We also need more exposure to laws regarding bicyclists and pedestrians in the driver education and licensing process.

Improving the traffic culture will have a positive effect on everyone in the community, not just bicyclists.

Infrastructure

Bicycle infrastructure is a concept that covers a broad range of applications. I've divided infrastructure into four basic categories:

Facility improvements that benefit all vehicle drivers: maintaining good pavement/repair of pavement hazards.

Safety improvements for bicyclists:

Replacing parallel grates that catch wheels, fixing longitudinal pavement cracks and bad shoulder seams, addressing steep-angle RR

crossings, and upgrading unresponsive traffic signal sensors.

Facilities for bicyclists: When behavioral problems affecting safety are addressed, and when the institutional bias against bicycle driving is replaced with respectful understanding of bicycle drivers' needs, infrastructure can be targeted to solve practical issues of connectivity and access.

Intelligent infrastructure solutions are less expensive and less likely to have unintended consequences than facilities that are built in an attempt to bypass education or solve social problems.

Land Use Policy and Transit: Better vision for land use really should be a foundational element, but for most of our cities, that ship has sailed—at least for the time being.

However, as our growth has stalled, now is a good time to at least look at policies that would promote bicycle permeability through new suburban development.

Another global asset to cycling is a complete, integrated transit system. When bicycle transportation is added to bus and rail, they complement each other. Public transit extends the range of the bicycle. The bicycle increases the service area of public transit. A functional public transportation system also makes it easier to keep dangerous drivers off the road.

Opportunities

There are opportunities for alternative transportation funding developing at the federal level. Most bike advocates are pushing for money to build facilities without addressing the critical social and education aspects of a healthy bike culture.

We need to encourage advocates, community leaders and policy-makers to think bigger and focus on core issues.

I found it interesting that LAB chose a speaker from Copenhagen as the keynote for the National Bike Summit dinner. It's easy to get distracted by the cycletracks, but something more fundamental caught my attention.

Danes who ride bikes for transportation don't think of themselves as “cyclists” or “bike commuters”... in the same way Americans who drive cars to work don't think of themselves as “motorists” or “car commuters.”

Directly related to that, Danes can expect the same level of engineering and concern for efficiency, safety and connectivity on their bike facilities as we do on our roads.

Bicycles are also welcome and respected on all roads outside the network of bikeways.

Infrastructure did not create that. Respect for the bicycle as a mode of transportation existed first. We aren't even there yet.

How do we get there?

This article was first published on CommuterOrlando.com. Keri Caffrey, FBA Webmaster, advisory board member and a frequent contributor to the FBA Messenger, writes and rides from her home in Orlando.

National Bike Summit

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One thing I know is that the other groups often love bicycles, so I hope that we can bring hundreds of extra bicycle pins next year to trade and ask other advocates to wear.

— *Mike Greehan*

After attending this year's Bike Summit I feel more encouraged than ever that cyclists have a voice in Florida. A meeting with over 500 cycling advocates almost guarantees that our dreams of safe routes will be accomplished. The energy of Team Florida is great to be around and I am grateful for their unflagging devotion to the cause. My thanks to everyone who attended and especially to Laura Hallam for her great spirit and her attention to detail. I would encourage anyone who does not support FBA to do so today.

We have made progress and the climate in Washington is amenable to listening to us.

— *Mary Jane Mark*

Thanks to John Z. Wetmore, Producer of "Perils For Pedestrians," a television series on satellite, cable, and the Internet, those of you who couldn't make it to the National Bike Summit, can watch video of the March 11 morning speakers, in the comfort of own your own home.

US DOT Secretary Ray LaHood

<http://tinyurl.com/cmbepm>

US Representative Earl Blumenauer

(OR-3rd) - <http://tinyurl.com/c2vbjv>

US Representative Daniel Lipinski (IL-3rd)

<http://tinyurl.com/dl345s>

US Representative Doris Matsui (CA-5th)

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Representing FBA and Florida bicycling interests at the Summit were, left to right: Laura Hallam, Collin Worth, Salli Kirkland, David Henderson, Keri Caffrey, Leslie Paris, Earl Lang, John Hopkins, Gary Mendenhall (in back), Tina Russo. Not present for photo: Mary Jane Mark, Jude Ferguson, Mike Greehan.

Executive Director's report...

Spring fever

Laura Hallam



Spring is here and it's time to find new ways to use your bikes! You can begin that perfect world today by incorporating your bicycles into your daily life. Here's how:

1. Make a short trip policy for all household members. This means all one mile or less trips will be by bike or foot PERIOD. Add a trailer to your inventory or even some good bags/packs and racks for the bikes.

2. Begin a household basic bike maintenance ritual. All riders can perform safety checks and minor adjustments. All riders can change flats and pump tires. All riders have the needed tools and parts on their bikes, i.e. tube, air, etc.

3. Begin a household log of bike related activities for each family member with the greatest user awarded monthly for bike (accessory) upgrades and/or special family excursions to favorite places or restaurants.

4. Begin a competition with neighbors and/or friends and start by teaching them the basics you learned on tire repair and safety checks.

5. Get a good bike rack for your car and use it. Take your bike to your workplace by



parking a mile or so from work. Then, easily bike the missing link to your destination. Discover new places along the way.

These tips can get you started today and your local bike shop will help. Visit and ask what they are doing to assist in getting others to ride more often with confidence. You might be surprised at the options for both networking and learning.

FBA has lots of resources to help. Recruit new members to FBA so they can take advantage of these resources like:

- Florida Bicycling Street Smarts
- Florida Bicycle/Pedestrian Law Enforcement Guide
- FBA Website which includes many educational video segments, links to local clubs and bike shops



FBA hosts first Florida Bike Summit

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standing the very profound health and economic elements of bicycling in Florida.

"The purpose of the summit is to bring bicyclists together to educate our legislators on who we are and what we stand for," said FBA Executive Director Laura Hallam.

"It also informs legislators about policies that harm bicyclists or bicycling and works towards a 'Complete Streets' philosophy where all roadway users are given equal treatment since they have equal laws."

Participants came prepared to discuss a list of topics with legislators. One of the major issues is protecting Florida Statute 335.065 which mandates the Florida Department of Transportation provide bicyclist and pedestrian accommodation (on the roadways) whenever feasible and is a key national example of a "Complete Streets" law (see page 3 for FBA's Legislative Vision, which served as "speaking points" for the one-on-one meetings).

"For me it's equal treatment, making sure that complete streets are built so that all

users have full usage of the roadways," said David Henderson, FBA's president.

Other issues include preventing obesity and educating legislators about the economic positives that bicycling offers.

"FBA is part of the process. It's not that we're doing anything new, but we've never shared our common interests with Florida's legislators," said Henderson. "This summit is the first of many more annual events to come."

There was a ray of sunshine when three buses from Monticello arrived with 120 Bike Florida participants who were unable to bike to the Capitol due to torrential rains and winds.

The summit took place in conjunction with the 16th Annual Bike Florida, a weeklong event that started Sunday, March 29, in Madison with stops in Monticello and Wakulla before returning to Madison April 4.

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Krank it Up Bicycles staffed the bike valet for the Summit though there were few takers due to soggy weather. Alice Bojanowski (left) traveled from West Palm Beach to attend the Summit.

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

Sugar, sugar everywhere – who's the good guy now?

by Louis P. Brady, M.D., The GoodLifePeople Health Consultant

Do you have a "sweet tooth"? This may not be a bad thing. The word "sugar" and the word "sweet" have taken on new meaning in today's health venues and commercial markets and they are not necessarily synonymous.

The origin of the word "sweet" dates to around the 1300s, when people used the word to describe a person who liked delicacies in general. Over time, the phrase was specifically used to refer to sweet delicacies that became common, after introduction of refined sugar from the tropics of Asia. Over the centuries, this sense of taste for something "sweet" has grown to include not only delicacies but also our everyday day foods and drinks. It is not surprising that with our nation's addiction to sugar and "fast" foods, manufacturers are encouraged to keep giving the consumers what they want — a great tasting, long shelf life product to accommodate an "on the run" lifestyle.

20th CENTURY "SUGAR"

Prior to 1957, all of our foods were sweetened with natural sugars, cane sugar, or brown sugar. But in the following years, new scientific findings were made whose health consequences are still being determined to this very day.

Over 50 years ago, researchers Marshall and Kooi knew that corn syrup contained a sugar called "glucose" that was not so sweet. Through a process of isomerization, they

rearranged the chemical makeup of the "glucose" molecule in corn syrup to a sweet "fructose" molecule.

In 1960, Tsamuto and Sato from Japan contributed their own discovery. They added an isolated soil organism that put Marshall's isomerization into warp speed by converting large amounts of the bland tasting glucose into sweet fructose. This was the beginning of what we now know as "High Fructose Corn Syrup" (HFCS), one of the sweetest and most widely used sweeteners and preservatives available today. Corn syrup in its original state contains ZERO FRUCTOSE...only the blander glucose.

HFCS can be manipulated to contain up to 80 percent fructose and 20 percent glucose. Thus, with almost twice the fructose, HFCS delivers a double-whammy and possibly a double dagger compared to sugar.

Relative Sweetness Scale	
Compound	Rating
Sucrose	100
Fructose	140
High-fructose corn syrup	120–160
Glucose	70–80
Galactose	35
Maltose	30–50
Lactose	20

HOW IS HFCS MANUFACTURED?

HFCS is produced by processing corn starch to yield corn syrup, which is almost entirely

glucose, and then adding the enzymes which change the glucose into fructose.

WHY USE HFCS?

- Economics, Economics, Economics
- Used commercially is cheaper than sugar
- American and Canadian prices of sugar are almost twice the global price
- Artificially low corn prices due to government subsidies and dumping on the market as farmers produce more corn annually
- Simple sugars will form unappetizing crystals on the sides and bottom of their container after a few days
- Sweeter high fructose corn syrup enables the manufacturer to use smaller quantities
- HFCS is extremely soluble and mixes well in many foods
- HFCS is easier and lighter to transport
- HFCS tastes good
- HFCS keeps food moist and extends its shelf life

HFCS BINGEING

- 1980--average person ate 39 pounds of fructose and 84 pounds of sucrose
- 1994--average person ate 66 pounds of sucrose and 83 pounds of fructose
- The increase in HFCS consumption between the years 1970 and 2000 mirrors closely the increase in the rate of obesity
- HFCS now constitutes more than 40% of caloric sweeteners in foods and beverages
- HFCS has been the only caloric sweetener used in soft drinks in the United States
- HFCS is used in everything from bacon to beer and in "health products" such as protein bars and "natural" sodas.
- Today--approximately 25% of our average caloric intake comes from sugars, with the larger fraction as fructose.

FOOD & DRINKS WITH HFCS?

The list below shows how much sugar, mostly in the form of HFCS, is in each of these single servings:

- Sunkist soda—10 ½ teaspoons of sugar
- Berkeley Farms low-fat yogurt with fruit—10 teaspoons of sugar
- Mott's applesauce—5 teaspoons of sugar
- Slim-Fast chocolate cookie dough meal bar—5 teaspoons of sugar
- 1 tablespoon ketchup—1 teaspoon of sugar
- Hansen's Super Vita orange-carrot Smoothie—10 teaspoons of sugar

Look for these items that contain HFCS. Before you buy, ask or read your labels:

- sauces & syrups
- dressings
- any glazing on beef or chicken
- breads
- desserts
- ketchups, mustards & mayonnaise
- beverages

Need a list of foods with NO HFCS? check this site www.stophfcs.com/list.html.

AND NOW, THE REST OF THE STORY....

Obesity is skyrocketing and along with it heart disease and type II diabetes. Obesity has roughly tripled since 1980s. The research is now coming out of the woodwork as to why:

In the Journal of Nutrition, 2008— Dr. Elizabeth Parks states: "Our study shows for the first time the surprising speed with which humans make body fat from fructose.

"Once you start the process of fat synthesis from fructose, it's hard to slow it down. The bottom line of this study is that fructose very quickly gets made into fat in your body."

This occurs because most fats are formed in your liver, and when sugar enters your liver, it decides whether to (1) store it, (2) burn it or (3) turn it into fat. Fructose, however, may bypass this process altogether and simply "turn into fat."

In ScienceDaily, Dec. 11, 2008— A new U. of Illinois study suggests that we may pay a price for ingesting too much fructose.

According to lead author Manabu Nakamura, most carbohydrates are handled fairly simply by our bodies.

"When we are eating, blood sugar and insulin production goes up. When we sleep or fast, it goes down."

It is not so simple with fructose, Nakamura noted.

"To metabolize fructose, the body has to create both fasted and fed conditions. The liver is really busy when you eat a lot of fructose."

Moreover, unlike glucose, fructose does not stimulate the release of insulin or the production of leptin, two factors that may help regulate appetite to limit food intake.

The result is that the increased consumption of HFCS may not only increase total caloric consumption, but the calories consumed may be more likely to be stored as fat.

HEALTH STATISTICS:

- Incidence of diabetes has increased 90% in the last 10 years
- 15% of Americans ages 6-19 are overweight
- Incidence of diabetes in the US is 1 in 4
- Fructose interacts with oral contraceptives and elevates insulin levels in women

CHECK YOUR FOOD LABELS

While there is no way of knowing exactly how much HFCS is in a given product, you can read the food labels to gauge sugar levels. Make sure it is either low on the ingredient list or that the products list very few total grams of sugar (which is generally how HFCS is shown on ingredient labels).

In Canada, HFCS is called "glucose-fructose" and in Europe it is called isoglucose.

IS SUGAR MAKING A COMEBACK?

Sure looks like it — some of the biggest players in the food business have started replacing HFCS with old-fashioned sugar.

Old-fashioned "sugar" is the new angel, and "HFCS" is now the new devil.

Research continues and the debate goes on. It does make one ponder as to whether this is as much about marketing as it is about science but the next decade will certainly open our eyes.

As Mr. and Mrs. Consumer continue to influence the markets, we should also take note if moderation with all forms of sugar intake becomes more of the norm.

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
- BiosLife SLIM – a fat loss and sugar stabilizer (item 23865)
- LowOz™ – hydration solution (item R21424) I.O.C. certified
- LoveRx® Men (item 16189)
- LoveRx® Women (item 16188)
- 30-day Cleanse Pack (item 22165)
- CMPLex® (item 15315) the natural NSAID for arthritis. listed in PDR

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Those who do not feel pain seldom think that it is felt.

— Dr. Samuel Johnson

Method acting, cycling and the law

by Chris Burns

I have been privileged to represent many, many seriously injured bicyclists in my career, but I could never honestly say to them, “I feel your pain.”

Until last December 10th.

I am told that Method Acting is where an actor is able to draw upon his own experiences, emotions and memories in his portrayal of a character. As an attorney, I believe my own bike crash experience has truly enlightened me to the struggles of my clients.

I crashed on a quiet, neighborhood road on the outskirts of town.

My normal routine is to ride early in the morning, before the traffic picks up. At 6 a.m., while riding with my two buddies, I hit an obscure pothole, landing on my head and the left side of my face. I was unconscious and lay motionless on the road for 5 minutes. None of us had a cell phone.

Thankfully, a nurse stopped by on her way to work. Pressure was applied to the long gash on my head. I was taken to the local trauma hospital. I could not talk nor make sense.

One of my buddies called my wife.

About 3 hours later I was released. My wife was only allowed back for the last few minutes. I was now able to talk. We were told I had a clavicle fracture — everything else was “equivocal.” I should see my doctor in a week.

But I didn't feel right. My wife thought I didn't act right. I had no memory of what happened two days ago, the crash itself, or during my stay at the trauma unit. I kept forgetting routine words. Bizarre clear fluid was leaking from one of my nostrils. I couldn't remember who had visited me at the hospital.

Urged to get a 2nd opinion, within a couple hours I was diagnosed with numerous facial and head fractures missed by the trauma center. I was leaking cerebral spinal fluid from my nostril, which can cause life-threatening infection to the brain or spinal cord. I was diagnosed with a closed head injury, which was causing my memory and cognitive issues. I had several rib fractures. And yes, too, a collarbone fracture.

Now several weeks after my crash, I am mending quite well. The symptoms of my



head injury are long gone. My physicians confirm my temporary head injury is completely healed. My fractures are healing slowly but probably will be just fine. Yet, I will forever remember what I faced, including:

1. Dependence on my family and friends for all the basics of life.
2. Confusion, caused by not really knowing what happened or what was wrong with me.
3. Sleep deprivation, which made my physical and mental faculties deteriorate.
4. Usage of medications I never wanted to take, which caused my gastrointestinal system to fail and stomach pain I imagined to be like childbirth.
5. Fear and Stress, caused by my wondering if I would successfully think, be a husband/father, and work again.
6. Guilt, caused by having to burden my family and friends with my care.

There's no chance that law schools are going to put this type of on-the-job training in their curriculum.

I don't recommend “method acting” — the head injury part seems a bit risky! Having come through this, however, I feel incredibly well prepared to advocate for my cycling victims.

We cyclists are like a fraternity. We care about each other's well-being. We are riding, in large part, for the health benefits. We know this goal can be rendered impossible by the rogue car driver or our own carelessness or bad luck.

We feel for each other.

'Winning Campaigns' training comes to Fla.

by John Hopkins



was on virtual training wheels in bicycle advocacy when I signed up for the “Winning Campaigns” Training with the Thunderhead Alliance in the spring of 2006.

Three of us in Miami had been casting about for effective ways to do something about the potholes, broken glass and dangerous drivers who make riding so uncomfortable in South Florida, where the terrain should make biking a daily pleasure.

When David Henderson tipped me off about the workshop, he did a real service to our cause.

Alliance trainers and the fellow enthusiasts taking the workshop with me in Washington

crammed my head with practical advice and sent me home brimming with good ideas that ever since have bubbled up upon my need of them.

I'm delighted to be able to invite other Floridians to enjoy the same workshop May 15-17.

Thanks to grants from donors to the Alliance for Biking and Walking (Thunderhead's new name), Green Mobility Network can host the trainings in Miami.

Without the grants, and without endorsement of FBA, I can't imagine we could be doing this in Miami now.

Volunteers needed! 3rd Annual Parramore Kidz Zone & CityTeenz Pedal 4 Pride Bicycle Ride

Orlando, Saturday, May 2, 9:00 a.m.

Please come out and help Orlando's Parramore Kidz pull their neighborhood together and celebrate cycling!

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

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

HERE'S WHY WE NEED YOU:

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 day before and make sure all's in place the morning of. There will be three routes: the shorter 4-mile little kids route, a longer 7-mile big kids route, and longer 15- to 20-mile route for the more athletic kids.

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 on event day.

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

To see photos of prior year's event, go here: <http://picasaweb.google.com/getactiveorlando/PKZPedaling4PrideBikeRide>

To Volunteer Contact Mighk Wilson
mwilson@metroplanorlando.com or
407-481-5672 ext 318

(Please note: some e-mail accounts like Yahoo may not get through our spam filter. if you do not get a confirmation from me within a day or two, please call.)

Let me know if you have a preference for the type of “job” you'd like.

In May we'll meet and practice near the shore of Biscayne Bay, in the Crandon Park nature center on Key Biscayne.

There'll be swell riding opportunities on the Rickenbacker Causeway, beloved of local cyclists and runners for its view of the Miami skyline and the challenging climb up the Powell Bridge.

We'll wrap up just in time on the 17th to enjoy the local ciclovía, the monthly Bike Miami Days.

This is an opportunity I hope every FBA member club will take advantage of. Whether the advocates among you are veterans in bike-pedestrian politics, or as green as I was three years ago, this training can empower your group to get more done and grow stronger at the same time.

While I took the workshop as a solo participant, you'll benefit most if you come as a

team. Aim for two from your group, and send three if you can swing it.

So that hotel rates need not deter workshop registration, we're organizing home-stays for participants who need them. (That's how I managed in '06 – Thanks, WABA!)

If you sign up by April 15, the workshop costs \$50 per person. After that it will be \$75 – still a remarkable bargain. Registration includes snacks Friday evening, and breakfast and lunch Saturday and Sunday.

A bicycle or walking tour Saturday evening is also included.

To learn more and to register, see www.thunderheadalliance.org/site/index.php/site/EventRegistration-Overview/1355/.

Or call me at 786-242-0766 or Jeremy Grandstaff at the Alliance: 614-626-4230.

Florida Bike Summit *continued from page 5*

Emergency Operations Center personnel forced the 400+ Bike Florida participants to remain in Monticello en route to Wakulla April 1 due to unsafe weather conditions.

“Seeing a sea of lime green and bright yellow clad cyclists walking along the perimeter of the Capitol Courtyard towards the improvised Summit site was a great surprise,” said FBA program director Dan Moser.

The press event included inspirational remarks from Donna O’Neal, deputy to Alex Sink, the state’s chief financial officer.

Ms. O’Neal participated in the first Bike Florida event in 1994 that included a visit to the Capitol.

She said that a comprehensive bike and pedestrian program focuses on the 4 E’s:

- ❑ engineering safe and compatible bike and pedestrian facilities,
- ❑ enforcing traffic laws fairly and consistently across jurisdictions to protect cyclists and motorists,
- ❑ educating motorists and cyclists on how to share the road safely, and
- ❑ encouraging policymakers and the public to support bike and pedestrian programs for recreation, tourism, fitness and transportation.

Representative Adam Fetterman, an avid cyclist from District 81, St. Lucie and Martin counties, recognized the bicycle as a very integral part of Florida’s future.



Photo: Robert Seidler

Happy picnickers, thankful for clear skies and a great 11th Annual Legislative Bike Ride with Senator Paula Dockery on the St. Marks Trail, take time from celebrating a successful Summit to pose for the obligatory group shot. Here’s a “Where’s Waldo” exercise for you: find Senator Dockery (hint: purple jersey), Florida Parks Dept. Director Mike Ballard (hint #2: right center back in brown cap and shirt) and Office of Greenways and Trails Director Jenna Brooks (yellow jersey). FBA Director Laura Hallam always manages to sneak into these group shots. See if you can find her without a clue. To all the rest of you-who-must-remain-nameless, glad you could join in the fun!

He also applauded the group for their enthusiasm and commitment to the summit despite the weather.

Office of Greenways & Trails Director Jena Brooks, Rails to Trails Conservancy Florida Field Director Ken Bryan and FBA President David Henderson also provided remarks and marching orders for participants planning to meet with their legislators.

“Meetings in Tallahassee are important, but the real work begins in the districts so our job of educating Florida’s legislators in Tallahassee is just the beginning,” said Henderson.

Following the press event, participants hit the floors of the Capitol to share information with their legislators for the rest of the day.

“This is a first ‘meet and greet’ for us,” said Hallam, “We are here to show how we can assist residents and tourists by offering our skills and resources to our legislators for their use.

The neon colored bicycle pins were a big hit and we encouraged participants to share them with legislators and staff throughout the day.” (Ed. note: visit www.stickemup.com/ to order your own supply.)

Many participants chose to take a tour of the Capitol including a visit to the 22nd floor for the stunning view of Tallahassee and beyond.

Continued on page 10

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.

CAREBIKE designed for new, economical mobility

by Rob Hall



Eighteen months ago the bicycle was about as far removed from my thought pattern as Milli Vanilli and that whole painful scene that left me out in the cold right before senior prom.

But since then, I've gotten back on the saddle (I still catch myself calling it a seat) to the point where a day doesn't go by without me spending some time on a bike.

This reconnection has introduced me to a number of folks spread out along a wide range of the bicycle spectrum.

Everyone seems to embrace their bike in their own special way. What I've been struck by is that, regardless of their area of interest, anyone mildly committed to cycling is also a cycling advocate.

The *FBA Messenger* is a wonderful forum for that advocacy. I appreciate the opportunity to express my passion for my bike.

The trail to my bike came directly from my role as a father. Our oldest daughter is severely disabled.

My wife, my youngest daughter and I, cared for Megan 24/7 for over 20 years. Two years ago, she moved to a facility nearby that's better able to meet her needs.

With my new-found freedom, I was pulled toward finding a way to make it easier on caregivers to follow.

Just weeks after we'd packed up Megan's things, I stumbled across a working combination of a wheelchair and a bicycle coming out of the local nursing home.

The bike's ingenious design, the sheer delight on the face of the rider and the driver and the immediate understanding of how the bike could complement the task of caregiving stopped me dead in my tracks.

They drove right by as they headed up the street and I got a good, long look. And in that moment all the possibilities of the wheelchair bike hit me at once.

It was like the 4th of July was going off inside my head. It took a moment or two for me to process it all. Soon my slack-jawed stupor cleared and I took my next steps with my life forever changed.

I bought my own wheelchair bike, just like the one I had seen, the very next day. I started a business around the bike with the idea that it could change the whole caregiving experience.



CAREBIKE is a reverse tricycle, designed to hold a wheelchair up front.

Families and their disabled loved ones could get outside, get exercise and stimulation and become more involved in the community.

People in nursing homes; be they residents or employees would have a tool that could make every day a little brighter, a little better.

I invested every dime I had and a bunch that I had borrowed. I invested every bit of energy I could summon. I hit it as hard as I could. But nothing happened.

Late last year it was apparent that my wheelchair bicycle business was rolling off into the sunset to die a quiet, cash-strapped death.

The wheelchair bike was just too expensive. As the economy worsened, it just made my dream all the more elusive.

Knowing that I had tried to do something to help did little to make it hurt any less. And just as it got about as low as it could go an amazing thing happened.

My youngest brother had an idea. He has a buddy who is a marvelously talented metal fabricator.

He put the three together and we went to work on building a wheelchair bicycle of our own.

What's come from that is CAREBIKE. And it has turned out better than I could have ever imagined. It's much easier to use and tremendously less expensive than my first wheelchair bike.

CAREBIKE was created not for just the benefit of someone who uses a wheelchair. Our aim is to also bring about a positive impact on caregivers.

Our experience in raising Megan was that very quickly we became isolated. Early on we got the sense that we were pretty much on our own.

No one we knew had a child like Megan. No one we knew had the kind of concerns and demands we had.

CAREBIKE would have made a difference. Looking back on it, the chance for all of us to get out and be more involved in everyday activities would have put the entire experience in a different light.

CAREBIKE is all about making it easier for caregivers now and in the future.

I picked Megan up at her new home a couple of Saturdays ago and, along with our CAREBIKE, we went over to the University of South Florida to attend a Special Olympics event.

Once there, I loaded her and her wheelchair up on the CAREBIKE and we took in all there was to see on campus that day.

With all the ADA compliant access, we got in, around and through the track stadium and traveled from one end of the campus to another.

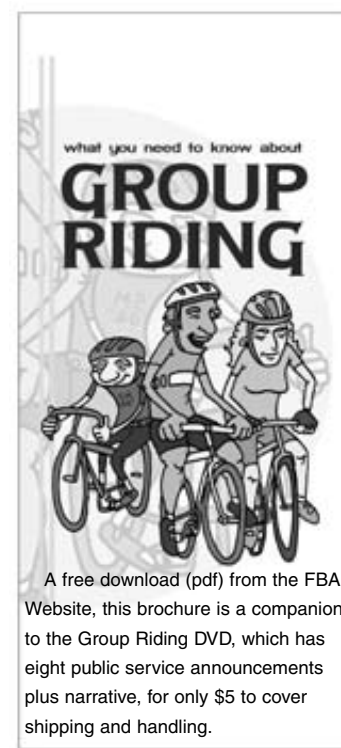
We even went as far as to ride CAREBIKE over to the Shriners Hospital to show it off to our old friends there.

No one there at USF that day took in more than Megan and I. It was a red-letter day for my daughter and I and CAREBIKE made it all possible.

CAREBIKE is manufactured in Casselberry by Venture Forward Technologies, LLC. The office phone number is 407/332-6914. More information is available on our website, www.CAREBIKE.com.

We offer, free, no obligation test rides anywhere in the state of Florida. We will also deliver the bike free-of-charge anywhere in Florida.

Our mission is to get CAREBIKE into the hands of those that can use it most. And we will do whatever we can to make that happen.



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Transition to clips without falling

By Jeff Hohlstein

“With clips, sooner or later, you’ll fall.” Armed with knowledge and practice, it doesn’t have to be so.

I fell because of clips — once. I didn’t want to do it again so I analyzed why I fell and what I could have done to prevent it. I remembered from snow skiing, the last thing the ski shop did when mating my boots to the bindings was to set the release tension for my skiing aggressiveness and strength. Finally, I studied the clip management of seasoned North Florida Bicycle Club riders.

When my wife, Jodi, transitioned to clips she quickly realized that she needed a whole new way to mount and dismount the bicycle.

Together we developed the necessary training that allowed her to transition fall-free and quickly build her confidence.

Clip systems come in a wide variety of designs. Most are called “clipless” to differentiate from old-style toe clip pedals.

Whether road or mountain bike clips, they perform the same three basic functions.

First, they hold the foot to the pedal, allowing the rider to transfer power to the pedals both by pushing down and pulling up.

Second, keep the foot in the proper position. The tighter the tension, the more rigidly they hold the heel, also increasing the side-wise force required to release.

Third, like ski bindings, they’re designed to release in a fall. The release tension of most clips is easily adjustable; however, they usually come factory set for an aggressive rider.

In this sense, they’re safer than toe clips and straps that won’t necessarily release under all conditions.

Most clip-related falls can be traced to three things: failure to dismount from the saddle when stopping; failure to release quickly in an emergency; and failure to release the landing foot early when preparing for a possible stop.

DISMOUNT: At proper height, bicycle saddles are strictly for riding, not sitting on when stopped! Without clips, you can still shift your weight around and, if necessary, drop the second foot to the pavement.

Not true with a foot clipped in. That clip acts to hold you in position on the saddle. If you stop slightly off balance, the small pressure you apply to the clipped-in foot is leveraged up to the saddle, which will pull you further off balance. If you can’t release the second clip in time, you’re going down. If you mount and dismount the bike at the right as many do, this particular fall can be dangerous because the left clip will throw you into traffic.

If you come off the saddle as you stop it is much easier to land with your weight directly over the landing foot. If you’re slightly off balance you can drop your upper torso to help reposition your weight. And you can use the handle bars to leverage the bike where you want it.

Simply put, *stop on the saddle and the bike is in control; stop off the saddle and you are in control.*

EMERGENCY RELEASE: You should be able to easily, quickly and reliably release the clips when necessary. The only people who really need the lateral stability provided by high release tension are mountain bikers, racers and others who come off the saddle to

sprint. For them, the safety issue is unintended release in a demanding environment.

PREPARATION TO STOP: Many seasoned riders unclip their landing foot early when the possibility of a stop exists, rather than waiting until the last moment as they stop.

Unclipping the landing foot should be part of every rider’s preparation for a possible stop. Every time.

After unclipping, you can place the arch of the foot on the pedal (see picture below) without fear of accidentally re-clipping.

If you don’t stop, you can still pedal while re-clipping, but make sure you stay in the sad-



dle for stability until actually re-clipped.

When I first got my clips I was trained to break out of the clip at the six o’clock or bottom dead center of the pedal stroke by twisting my heel outboard. In doing this, the pedal sometimes continued around to strike me in the back of the leg.

Once my clips were adjusted properly, I found out it was much better for me to release at the twelve o’clock position. It provided a more stable platform on which to reposition my foot out of the clip, instant ability to start pedaling again and a good position to re-clip if a stop wasn’t necessary. I also found that it was easier to twist my heel inboard. Experiment to find your best release technique.

ALWAYS WEAR A SAFETY HELMET EVEN FOR PRACTICE. Consider initial practice in the grass or on a narrow, grass-lined sidewalk.

1. When the bicycle shop installs your clips, have them adjust the tension until it’s easy to release and show you how to do it. You may need to readjust them after you’ve broken them in.

2. Break the habit of staying on the saddle when stopped. Practice mounting and dismounting from the saddle with starts and stops while keeping only your takeoff foot clipped in. Push off, mount the saddle and rest the arch of your landing foot on the pedal. Pedal a stroke and stop, dismounting as you do. Do this until you’re comfortable.

Then clip in the landing foot after starting and pedal a few feet. To stop, unclip the landing foot, hesitate a moment and then dismount as you stop.

Florida Summit

continued from page 10



photos by: (above) Dan Moser, (below) Glenn Beil

Above: Cyclists converge on the collateral materials table set up out of the weather under the Senate Building portico. Right: FBA Board President David Henderson addresses the crowd during the first day’s activities. Deputy Chief Financial Officer Donna O’Neal waits in the background for her turn at the mic.



The view was a bit marred, but still spectacular. During a lunch break in the Capitol cafeteria, two Bike Florida participants from Canada were impressed with what Florida is already doing for bicycling and plan on sharing Florida’s successes with their local officials.

Many new friends were made and much education had. Coincidentally, the 11th annual Legislative Bike Ride with Senator Paula Dockery (District 15, portions of Polk, Sumter, Osceola, Lake, Hernando) on the St. Marks Trail was held Saturday, April 4 (see picture on page 8), which was a nice ending to the Florida Bike Summit.

Once you’re comfortable, practice unclipping and re-clipping the take-off foot both when stopped and when moving.

3. Habits die hard, especially when you’re not thinking of them. On the first clipped-in ride or two, have a ride mate watch to make sure you’re stopping off the saddle every time. This is serious, so tell them to command you, “Off the seat!” if necessary.

Treat each stop sign as a training opportunity and fully stop. Stop signs will help you develop timing and balance in a real ride environment. But if you’re riding in a group, warn the other riders that you’re going to do this, so they won’t run into you.

Now, go have some fun and enjoy the benefits of being confidently clipped in.

— Jeff Hohlstein is Recording Secretary and Tour de Forts Ride Director at the North Florida Bicycle Club

“Bike Summits are important,” said Hallam. “They really help our lawmakers understand that there are not-for-profit organizations out there doing great work and looking for more ways to assist.

“All we want is a more enjoyable state to bicycle in for residents and visitors, which will boost tourism and the economy.”

Florida was one of nine states to host Bike Summits during April.

Special thanks go to the following people for making this event such an overwhelming success:

Representative Adam Fetterman
Donna O’Neal, Deputy Chief Financial Officer
Yvonne Gsteiger, General Counsel to CFO Alex Sink
Ken Bryan
Jena Brooks
FBA Board and Advisory members
Bike Florida staff
Sherrie Routt
Joe Mizereck
Moore Consulting Group
Greg Wilson
Chuck Goodheart
Krank it Up Bikes

Selected State-wide Contacts

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

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

AGENCY/FUNCTIONAL RESPONSIBILITY	NAME	TELEPHONE	E-MAIL
FDOT Central Office			
State Pedestrian & Bicycle Coordinator	Dennis Scott	850.245.1527	dennis.scott@dot.state.fl.us
State SRTS Coordinator	Pat Pieratte	850.245.1529	pat.pieratte@dot.state.fl.us
Asst. Pedestrian-Bicycle Coordinator	Dwight Kingsbury	850.245.1520	dwight.kingsbury@dot.state.fl.us
Florida School Crossing Guard Program Administrator	Carol Pulley	850.245.1757	carol.pulley@dot.state.fl.us
Ped-bike traffic safety grants	Ralph Salvas	850.245.1526	ralph.salvas@dot.state.fl.us
ADA Coordinator	Dean Perkins	850.414.4359	dean.perkins@dot.state.fl.us
Roadway Design	Mary Anne Koos	850.414.4321	maryanne.koos@dot.state.fl.us
District 1 Ped-Bike Coordinator	Sarita Taylor	863.519.2216	sarita.taylor@dot.state.fl.us
District 1 Safety Prgm Manager	Michael Kautz	863.519.2522	michael.kautz@dot.state.fl.us
District 1 CTSP Coordinator	Debra Stallings	863.519.2347	debra.stallings@dot.state.fl.us
Charlotte County MPO	Gary Harrell	941.639.4676	harrell@ccmpo.com
Collier County Community Development/dvlpmnt review	Russ Muller	239.403.2462	rusmuller@colliergov.net
Lee County MPO	Ron Gogoi	239.338.2550x239	rgogoi@swfrpc.org
Lee County DOT	Victoria Griffin	239.533.8580	vgriffin@leegov.com
Manatee County	Sharon Tarman	941.749.3070	sharon.tarman@co.manatee.fl.us
Polk County TPO	Ryan Kordek	863.534.6558	ryankordek@polk-county.net
Sarasota County	Irene Maiolo	941.816.0891	imaiolo@scgov.net
District 2 Ped-Bike Coordinator	Holly Walker	904.360.5629	holly.walker@dot.state.fl.us
District 2 Safety Engineer	Holly Walker	904.360.5629	holly.walker@dot.state.fl.us
District 2 CTST Coordinator	Andrea Atran	904.360.5416	andrea.atran@dot.state.fl.us
City of Gainesville Transportation Services/Bike-Ped Coordinator	Dekova Batey	352.334.5074	bateydt@cityofgainesville.org
First Coast MPO	Elizabeth DeJesus	904.306.7505	edejesus@fcmpo.com
Duval County Health Dept/Injury Prevention	Stephen McCloskey	904.630.3300x2308	stephen_mccloskey@doh.state.fl.us
District 3 Ped-Bike Coordinator	Zena Riley	850.415.9656	zena.riley@dot.state.fl.us
District 3 Safety Prgm Manager	Jonathan Harris	850.415.9516	jonathan.harris@dot.state.fl.us
District 3 CTST Coordinator-West	Barbara Lee	850.415.9231	barbara.lee@dot.state.fl.us
District 3 CTST Coordinator-East	Stanley Rudd	850-415-9488	stanley.rudd@dot.state.fl.us
Panhandle MPOs (West Fla RPC)	Brian Youpatoff	800.332.7976x224	brian.youpatoff@wfrpc.org
Capital Region Transportation Planning Agency (MPO)		850.891.6801	
District 4 Ped-Bike Coordinator	Larry Hymowitz	954.777.4663	larry.hymowitz@dot.state.fl.us
District 4 Safety Prgm Manager	Gilbert Soles	954.777.4358	gilbert.soles@dot.state.fl.us
District 4 CTSP Coordinator	Carmen Pullins	954.777.4361	carmen.pullins@dot.state.fl.us
City of Boca Raton Municipal Services Engineering/transportation analyst	Joy Puerta	561.416.3410	jpuerta@ci.boca-raton.fl.us
City of Boca Raton PD/traffic safety educ	Lori Wheeler	561.620.6056	lwheeler@ci.boca-raton.fl.us
Broward MPO/Special Projects & Bicycle Coordinator	Mark Horowitz	954.357.6641	mhorowitz@broward.org
City of Delray Beach Parking Mgmt	Scott Aronson	561.243.7286	aronson@ci.delray-beach.fl.us
Indian River County MPO	Phil Matson		pmatson@ircgov.com
Martin County MPO	Ann Perrotta	772-288-5484	aperrott@martin.fl.us
Palm Beach County MPO/Bike-Ped-Greenways Coordinator	Bret Baronak	561.684.4163	bbaronak@co.palm-beach.fl.us
District 5 Ped-Bike Coordinator	Joan Carter	386.943.5335	joan.carter@dot.state.fl.us
District 5 Safety Engineer	Anthony Nosse	386.943.5334	anthony.nosse@dot.state.fl.us
District 5 CTST Coordinator	Barry Wall	904.943.5324	barry.wall@dot.state.fl.us
Brevard County Transportation/Bike-Ped-Trails Prgm Coordinator	Barbara Meyer	321.690.6890	bmeyer@brevardmpo.com
Brevard County Transportation/traffic safety education	Kim Smith	321.690.6890	ksmith@brevardmpo.com
Lake-Sumter MPO/Transportation Coordinator	Michael Woods	352.315.0170	mwoods@lakesumtermmpo.com
Metroplan Orlando (MPO)/Bike-Ped Coordinator	Mighk Wilson	407.481.5672x318	mwilson@metroplanorlando.com
Seminole County Public Works/Principal Engr	David Martin	407.665.5610	dmartin02@seminolecountyfl.gov
Volusia County MPO/Bike-Ped Coordinator	Stephan Harris	386.226.0422x34	scharris@co.volusia.fl.us
District 6 Ped-Bike Coordinator	Ken Jeffries	305.470.6736	ken.jeffries@dot.state.fl.us
District 6 Safety Engineer		305.470.5722	
District 6 CTST Coordinator	Carlos Sarmiento	305.470.5335	carlos.sarmiento@dot.state.fl.us
Miami-Dade County MPO	David Henderson	305.375.1647	davidh@miamidade.gov
Monroe County Planning	Townsley Schwab	305.289.2506	schwab-townsley@monroecounty-fl.gov
District 7 Ped-Bike Coordinator	Lori Snively	813.975.6405	lori.snively@dot.state.fl.us
District 7 Safety Engineer	Peter Hsu	813.975.6251	ping.hsu@dot.state.fl.us
District 7 CTSP Coordinator	Jeanette Rouse	813.975.6256	jeanette.rouse@dot.state.fl.us
City of Clearwater/Bicycle-Pedestrian Coordinator	Felicia Leonard	727.562.4852	felicia.leonard@myclearwater.com
Hernando County MPO	Steve Diez	352.754.4057	stevend@co.hernando.fl.us
Hillsborough County MPO/Bike-Ped Coordinator	Gena Torres	813.273.3774x357	torresg@plancom.org
Hillsborough County Public Works/Engrg Tech, bicycle-pedestrian coordinator	Deborah Carreno	813.307.1852	carrenod@hillsboroughcounty.org
Hillsborough County Public Works/Manager, Bicycle, Ped & School Safety Prgms	Gary Tait	813.307.1871	taigt@hillsboroughcounty.org
City of Pinellas Park/Planning	Ron Hull	727.541.0704	rhull@pinellas-park.com
Pinellas County MPO/Bike-Ped Coordinator	Brian Smith	727.464.8200	bsmith@co.pinellas.fl.us
City of St. Petersburg Transportation & Parking/bicycle-pedestrian coordinator	Cheryl Stacks	727.892.5328	cheryl.stacks@stpete.org
City of Tampa Public Works	Jan Washington	813.274.8303	jan.washington@ci.tampa.fl.us
City of Tampa/Parks & Rec Dept/Greenways & Trails Coordinator	Mary Helen Duke	813.231.1332	mary.duke@tampagov.net
Other state & federal agency staff			
Florida Traffic Safety Education Program/Director	Dan Connaughton	352.392.4042x1296	danc@hhp.ufl.edu
FTBSEP assistant	Jamie Humphrey	352.392.4042x1370	safety@hhp.ufl.edu
FDEP Office of Greenways & Trails	Jim Wood	850.245.2052	jim.m.wood@dep.state.fl.us
FDOE Student Transportation/Director	Charlie Hood	850.245.9924	charlie.hood@fldoe.org
Florida Tech Transfer (T**2) Center/Co-directors	Janet Degner, Nina Barker	352.392.2371x227	jdegner@ce.ufl.edu
FHWA Fla Div Safety Engineer	Hussein Sharifpour	850.942.9650x3024	hussein.sharifpour@fhwa.dot.gov
Other organizations			
Bike Florida	Linda Crider	352-244-0062	lcrider@aol.com
Rails-to-Trails Florida Office	Ken Bryan	850.942.2379	rtcfloida@transact.org
Epilepsy Foundation (Ped-Bike Safety Resource project)	Susan Eddins	561.478.6515	seddins@efof.org

Message of the car horn: what is it? *by Dwight Kingsbury*



One argument for the signing of bicycle lanes goes like this. Where bike lanes have been striped but not marked and signed, some motorists still don't respect cyclists' right to use the road.

They honk or yell or something.

Installing bicycle signs and markings legitimizes the presence of cyclists. Motorists then expect to encounter cyclists and will respect them.

Is this true? Possibly — it's a little hard to tell.

Riding in bike lanes lined with numerous signs and markings, I've been passed by motorists who honked loudly, or cut past me closely to enter a right-turn lane (just beyond the BEGIN RIGHT TURN LANE YIELD TO BIKES sign).

Walking or doing training runs on sidewalks, I've received honks from passing motorists.

When there is no more appropriate road space for one to be, what is the intended message of horn blasts?

Years ago, driver education textbooks advised students to tap the horn when overtaking a cyclist.

This was to warn the cyclist: a motorist is overtaking you, do not swerve into the motorist path.

On roadways with vehicles passing every few seconds, do motorists still worry that a cyclist (or pedestrian?) will be surprised to be passed?

In some of my experiences as a pedestrian honkee on sidewalks, I was walking or run-

ning facing traffic; the horn provided no useful advance information.

There is, however, another side of horn use.

Research supports the observation of everyday experience, that the horn is often used as an instrument of admonition (*Bad road user! Just look what you're doing! Back off!* Etc.).

In a study of video recordings of automobile crashes and near crashes, traffic accident reconstructionist Jeff Muttart found (<http://www.sae.org/technical/papers/2005-01-0426>) that nearly 40% of horn use by involved drivers was for chastising other drivers, not to convey a warning.

In the other instances of horn use, the horn conveyed no warning that could be heeded in time; it simply announced "Hey, about to hit you."

Muttart concluded that use of horns was not associated with decreased crash involvement.

Most passing motorists, of course, do not honk. They pass quietly and are forgotten.

Motorists who honk make a bigger impression and therefore seem disproportionately numerous.

I want to tell the honkers, hey, buddy, don't you know your honking is not associated with any useful purpose? But they're gone in an instant.

So I just keep riding.

Public Safety Council sponsors St Augustine helmet give-away

by Kim Frawley

Crookshank Elementary School in St Augustine was the scene for happy elementary school cyclists recently.

Also receiving helmets and safety tips were children from the Betty Griffin Shelter.

About 100 Helmets were provided by the Public Safety Council.

Administrators who helped with fitting were Jay Willets, Principal (Crookshank Elementary School) Barry Williams, Dean (Crookshank Elementary), Wayne King, Principal (Landrum Middle School), George McLatchey (Risk Management, St Johns County School District) and Kim Frawley (Health Tech, Landrum Middle School).

The children were stoked! We discussed bicycle safety, the importance of wearing a helmet, fitting your helmet and caring for your helmet.

With the budget cuts the school system is facing, the two-mile limit will be enforced for busing and more students will be walking and riding their bikes to school.

It's important that "Safe Routes to School" be adopted and bicycle safety taught to all students. They love the subject that's for sure.

They all had stories to tell.



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

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

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

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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

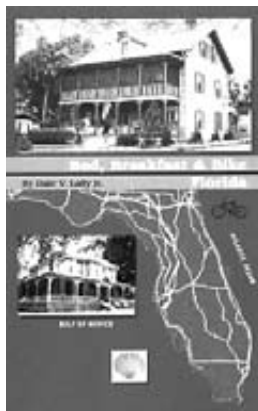
by Dale V. Lally Jr.

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*.



Upcoming Bicycle Touring Events in Florida

ABRIDGED from promotional material provided by tour organizers. We're not responsible for accuracy of information or quality of these rides. Use the contact information for more details about each ride. Ask your friends. Data are from a calendar maintained by Roger Pierce. To add an event to his (and our) calendar, e-mail to fbtc@piercepages.com. 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/.

April

April 18 (Sat) *Amelia Island*

Katie Ride For Life

30/60/100km and a Century (100 miles). Ride covers four barrier islands starting from the north on Amelia Island and proceeding south through Ft. George Island. Through coastal lowlands with ocean and intracoastal views. Special route through Amelia Island Plantation and a water stop at the remote and famous Ribault Club. Pre-ride breakfast, T-shirt, marked route, water stations, SAG, motorcycle escorts and post ride lunch. Short loop available for families and newer riders in Fort Clinch State Park. Special lodging rates available. Ride proceeds underwrite an organ donor educational program at the High School level, in support of the 94,000 people waiting for an organ transplant. <http://www.katierideforlife.com/>
Active.com Online Registration

April 18-23 *Live Oak*

Florida Bicycle Safari

Three or six days of supported rides over some of the best cycling roads in North Florida and South Georgia. The first three days will be based at the Suwannee County Fairgrounds in Live Oak. The last three days will be based at Cherry Lake Campground north of Madison. Meals catered by Dixie Grill. Different routes each day. Several mileage options. A century on Sunday and Tuesday. All routes clearly marked. Rest stops, with drinks/snacks/sandwich provisions/fruit approximately every 18-25 miles.
www.floridabicyclesafari.com

April 19 (Sun) *West Palm Beach*

2nd Annual Pedal for PAL Bike Tour

Riders will leave from the Dreyfoos School of the Arts off Fern St. in West Palm Beach, FL. Ride lengths of 35/50/72 miles. \$50 entry fee goes to the Palm Beach County Police Athletic League to help fund sports programs for area kids. Fully supported SAG, well-stocked rest stops, pre-ride carbs and an after ride meal. For more information contact Kevin O'Brien at 561-688-3608 or obrienk@pbso.org
www.pbso.org/pal

April 25 (Sat) *Jacksonville*

Ride With Me For Autism in Jessica Green's Memory

29/10 miles and "fun ride" for recreational riders. Registration: 7:00 am. Fee: \$25. Additional donations welcome. T-shirts for participants. Additional t-shirts can be purchased for \$10. Parents may register their children 10 and under for \$5.00. Refreshments. After ride presentation, live band, food and raffle tickets for prizes. Activities for children. Location: The Jacksonville-Baldwin Rail Trail, 1804 Imeson Rd., Jacksonville, FL 32220. For more information contact: Helen Green (904)781-8024.

April 25 (Sat) *Ozello*

Ozello Adventure Race

(near Crystal River/Homosassa) Events include kayaking (1.5 miles), bicycling (7 miles) and running (2 miles). Individual or team event. Kiwanis of Crystal River sponsors this event as a high school scholarship fundraiser.

Barry Schwartz 352 795-4780.
<http://bschwartz.net/OAR/>

May

May 1-3 *White Springs*

Suwannee Bicycle Association Spring Pedal and Paddle Festival/Century Ride

Come ride the roads, walk the trails or canoe down the Suwannee River with friends and members of the SBA. Hike the Florida Trail or join a group in a nature hike of the Suwannee River basin. Meals provided through a Taste of the Town. Enjoy the back roads around White Springs or the 50 miles of off road trails. Saturday ride the triple loop century with rest stops at SBA Headquarters or local stores. Camping first come first serve at Stephen Foster State Park. Visit SBA web site for more details.
www.suwanneebike.org/sbf.htm
Active.com Online Registration

May 2 (Sat) *Swainsboro*

Pine Tree Breeze

8:30 am. 10/30/50/62/100 mile ride through scenic East Central Georgia countryside and towns. Registration will begin at 7:30 A.M. behind Spivey State Bank's Main Office off of North Main Street (US - 1 N) in downtown Swainsboro. Help raise money for the Herrington Home for Girls and Boys!
www.ega.edu/clubs/circlek/Pine_Tree_Breeze.htm

May 2-9 *Key Largo*

Vacation Bicycling's Florida Keys Escape from it all with Vacation Bicycling

We take your vacation and bicycling seriously. 7 days including lodging, breakfast, most dinners, SAG and guides for just \$975. Reserve your spot now (404) 909-8034 or (800) 490-2173
www.vacationbicycling.com/
Active.com Online Registration

May 2-3 *Miami*

2009 Zimmerman MS Bike Ride "Breakaway to Key Largo"

Start time 7am. 50/75/85/110/150 miles. The largest, attracting over 3,000 cyclists from across the country. The BankUnited Center at the University of Miami is the start line on Day 1 and finish on Day 2. Corporate sponsored rest stops every 4 to 9 miles. Overnight at John Pennekamp Park: music, team and sponsor tents, catered meals, free camping and a festival-like atmosphere. Saturday route through canopy-shaded old Coral Gables toward Key Largo. Sunday riders head to the Maroone Pit Stop at Homestead-Miami Speedway for a lap around the track, before heading back to Coral Gables for the finale. Register online at www.MSBikeFlorida.org and help pedal and peddle your way closer to a cure for multiple sclerosis.
www.msbikeflorida.org

May 3 (Sun) *Venice*

Sharky's 7th Ride the Beaches

Supporting: LIVESTRONG Lance Armstrong Foundation. 65/35/15 miles. Ride along beaches and intercoastal waterway. Includes beach side breakfast and BBQ lunch at Sharky's, T-shirt, waterbottle, and SAG. Registration and breakfast start at 7:00am. 65/35 mile

rides start at 8:00. 15 mile at 9:00am. Cost \$30.00. To guarantee t-shirt and waterbottle register by 4/21/09 or in person at Sharky's by 5:00pm 4/23/09. 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.
www.sharkysonthepier.com/

May 3 (Sun) *Cocoa Beach*

Spacecoast Freewheelers 28th Cross Florida Bicycle Ride

We're back! After a 6 year absence. Over 170 miles of quiet back roads to Pine Island Park in Hernando County. This won't be your typical century ride. There will be minimal support with only 4 unmanned SAG stops with energy drinks and water. You will need to depend on convenience stores for most of your food and hydration. Please visit our event website for full details about this ride.
www.spacecoastfreewheelers.com/
Active.com Online Registration

May 16 (Sat) *Pensacola*

Pensacola Independence Ride

8 AM, NAS Pensacola.
Active.com Online Registration

May 16 (Sat) *Gainesville*

Ride To Remember 3

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. A benefit for ElderCare of Alachua County and Al'z Place, providing Alzheimer's Day Care.
<http://gccfla.org/rtr/>
Active.com Online Registration

May 16-17 *Lake Wales*

Bike MS Citrus Tour 2009

Register: http://bikeflc-nationalmssociety.org/site/PageServer?pagename=BIKE_FLC_homepage. Contact: Ryan Bumgardner ryan.bumgardner@nmss.org or Nickita Harrison nickita.harrison@nmss.org phone: 1.888.950.9080

May 20 (Wed)

Sunrise

Ride of Silence
12 miles at 12-14mph. Held annually worldwide since 2003 the ride strives to HONOR those who have been injured or killed, to RAISE AWARENESS that we are here, to ask that we all SHARE THE ROAD. Starting at 6:30pm from Markham Park 16001 W. State Rd. 84, Sunrise and riding through the City of Weston, the ride lasts about 1 hour. FREE - no fees attached. Helmets required. (954)830-0098 (Celia)
<http://rideofsilence.org>

May 29-31 *St. Leo*

Cure On Wheels

Online registration will be open on www.cureonwheels.org starting in January 2009. Check-in and registration from 3-8pm, includes dinner and a short program. Saturday ride begins at 6:45 am. Three scenic route options 105/60 & 25 (Sat. only) miles and time commitments cater to your level of cycling and availability. Routes start and end at Saint Leo University and are fully supported with waterstops approximately every 20 miles, sag and medical support and a lunch stop. miles
www.cureonwheels.org

May 30 (Sat) *Ocala*

Annual Frank Polack Memorial Ride

Take a trip to the Heart of Horse Country on Saturday 5/30/09 and enjoy fully SAG'd metric century ride of 62 miles (30 mile option available) that benefits Hospice of Marion County, one of the most caring organizations in Florida. Ride in remembrance of a loved one, or just to enjoy the beautiful Marion County countryside. **Over 110 cyclists participated last year and the event feedback was outstanding! All participants will receive a ticket to the post-ride feast provided by Olive Garden. ** Riders registered by Monday 5/25/09 are guaranteed an event t-shirt. The 8:00 am mass start at Hospice of Marion County Center for Education will be for both routes. Proceeds from your \$40 (\$45 after 5/6) registration fee will benefit Hospice of Marion County. Register via active.com or request a faxed registration form by calling Hospice of Marion County at (352) 854-5218.
Active.com Online Registration

June

June 6 (Sat) *Tallahassee*

Capitol City Ride for Hope

Metric Century ride begins at 7:00 am at Celebration Baptist Church, 3300 Shamrock St E. 40 mile ride at 7:30, 15 mile ride at 9, 1 mile ride at 10. (last year's data)
www.CapitalCityRideforHope.com/
Active.com Online Registration

June 7 (Sun) *Dunedin*

Annual Gulf Coast Cycling Classic

100/65/35 miles and kid's tour. The 8th annual Gulf Coast Cycling Classic, again will start and finish on 465 Main street in the Scottisch town of Dunedin (North of Clearwater) Century starts at 7:30 AM. All other rides start at 8:15 AM. On site registration and packet pick-up is at 7 AM. All rides are partly guided along Nation's most beautiful beaches. Century segment runs through the picturesque town and the active sponge harbour of Tarpon Springs. Amenities include, continental breakfast, 4 support stations, post ride lunch with an ale, commemorative canvas shopping tote and a medal for all century finishers. Proceeds destined for the American SIDS (www.sids.org) pledge cards can be downloaded at flanagansirishpub.com and energybicycle.com
www.energybicycle.com
Active.com Online Registration

June 14 (Sun) *Melbourne*

Miles For Matt Benefit Ride

Miles For Matt - SCVS and Easy Riders cycling clubs have teamed together to raise funds to support one of their own. In December 2008, Matt Coiro was riding his bike to work when he struck a curb, flipped and injured his spinal cord. It's a long and expensive road to recovery. Our goal is to raise \$20,000 to assist with the purchase of a mobility van. Mark your calendar. More details to follow.
<http://spacecoastvelosport.com/mfm.pdf>

June 20 (Sat) *Punta Gorda*

4th Annual Hibiscus Bicycle Tour

Registration Starts at 8 am. 62 mile Metric Century Group Ride. 30 mile Group Ride. 15 mile Quarter Century. 7 mile Punta Gorda City Managers Ride. 6 mile Secret Hibiscus Garden self paced family tour. FREE Children's bicycle rides and bicycle safety training (9:00 to Noon). All adult rides start and end, with a lunch, in Gilchrist Park.
http://www.charlottehd.com/OOHLH/Hibiscus_Bicycle_Tour.html



Gentlemen, where are your helmets? Now if these guys only would have kept to their own rut... "Dan and Robert discuss the importance of communication while riding." from Roger Dibruto

Bike Florida...

Year-long touring program planned for St. Johns River-to-Sea Loop *by Herb Hiller*

A new year-long program of tours announced by Bike Florida along the St. Johns River-to-Sea Loop includes one fall tour already sold out and a spring 2010 tour that will attract up to a thousand.

American Cyclist devotes three pages to the Loop and to Bike Florida in its current issue.

One additional tour of the 260-mile route – this one by car – won't carry a thousand but only three, yet will help assure the up to half-million riders expected after Florida in 2013 celebrates the 500th anniversary of Spain in the New World.

That car tour for two days will carry Bike Florida Executive Director Linda Crider, together with a businessman who is also a Visit Florida official, and this writer.

The businessman is Tom Barnette of Euro-American Tours from Hernando County, who also chairs the Visit Florida committee in charge of planning the Florida-Spain Quincentennial. Barnette has already declared his interest in developing wildflower tourism in Florida comparable to fall colors up north.

Wildflowers have also become part of the strategy for advancing the Loop to a national cycling community because of the region's wildflower abundance. In 1513, that led Ponce de Leon to name the coast La Florida

for its flowers. The Florida Wildflower Foundation co-sponsored last November's invitational tour of the Loop, and John Moran's images of that tour introduced this year's third annual Florida Wildflower Festival along the Loop in DeLand.

Bike Florida's annual week-long spring



ride in 2010 will tour the Loop during peak wildflower season. Two additional week-long tours announced will tour the Loop during this year's fall wildflower season. One of these tours, November 8-14, is already sold out to major donors of the East Coast Greenway Alliance. The second week-long

tour takes place October 10-16 and will become an annual fall Bike Florida ride.

A pair of three-day tours rounds out the new Bike Florida schedule. One, Mother's Day Weekend (May 8-10), will be for women only and will feature a luxurious spa program. The other, December 4-6, will introduce less experienced cyclists to the joys of bicycle touring along some already completed portions of the Loop route. Of the Loop's 260 miles, so far only 40 miles are paved and car-free, mostly through Flagler and Volusia counties.

Tour prices are \$625 for three days, and \$1,250 for seven (additional for single rooms). Pricing includes all dinners and breakfasts, indoor lodgings and evening programs, maps and cue sheets, plus full support – ride leaders, on-road refreshments, and sag vehicle.

"The tours capture what riders of the inaugural tour last November liked best," says Bike Florida's Linda Crider.

"It's not just the incredible beauty of the route but the camaraderie organized around the bed-and-breakfast and other distinctive lodgings we use, the first-rate meals and the

sheer fun of riding the passenger ferry across Ponce Inlet and a houseboat down a section of the St. Johns."

"We very much hope the Florida cycling community will support this new touring program. Although a tour guide is in the works for independent cyclists, we do offer incomparable service and experiences.

"We especially ask Florida cyclists to tell out-of-state friends about the tours."

Further information about the new tours appears at www.bikeflorida.org, click on St. Johns River-to-Sea loop tours. Brochures are available as well as an informational CD with music and photography from the inaugural tour. Contact info@bikeflorida.org for more information or to sign up for a tour.

— *Herb Hiller, southeast region program consultant to the East Coast Greenway Alliance, is currently touring Florida bicycle clubs with a program about the Bike Florida tours that features John Moran's PowerPoint.*

To book the program, contact Herb at hiller@funport.net, 386/467-8223, or 386/547-0395.

Bicycle parking amendment passes in Sarasota

continued from page 1

Beginning in August 2005, when Bicycle/Pedestrian Advocates (BPA) identified bicycle parking as one way to reduce the city's parking woes, it took three and a half years.

The campaign involved editorial endorsements from newspapers, the city commission, parking consultants, parking managers, parking plans, the comprehensive plan, engineering and planning departments, local bicycle and triathlete clubs, the county's bike/ped advisory committee, the city's planning board, the builder/development community, the Chamber of Commerce, downtown business associations, other civic organizations, and..... lots of persistence.

If we want to increase the number of people riding bicycles, we have to make the bicycle a practical choice for people commuting to work. And, people won't ride to work if they think their bicycle is likely to get stolen. The same logic also applies to any other utility trip where a bicycle is parked for a longer term.

Though most people immediately "get the idea" of secure bicycle parking, there are people who will argue against it. During the campaign, BPA heard just about every conceivable argument from the media, government, and private sector.

To meet those arguments, BPA developed a series of tools/resources that allowed us to quickly dispel opposition. The tools include knowledge, reference materials, adaptable spreadsheets, positions for different audiences, and other items.

BPA would like to see these tools used as a foundation to bring secure bicycle parking to your community.

The goal of the Florida Bicycle Parking Project is to bring secure bicycle parking into the zoning codes of cities and counties throughout Florida. The first step is to build a statewide knowledge base on bicycle parking.

A second, but simultaneous step, is to share BPA's knowledge and resources with other local advocates for secure bicycle parking.

We realize that while bicycle theft is a major disincentive to bicycle commuting, another one is the fear of raising a sweat and being "funky" in the workplace.

Since both of these issues have the same solution, changes to zoning codes, and thus will involve the same tools and methods, it makes sense to address shower/locker issues at the same time.

Though showers/lockers are relatively new to us, too, let's change the name of the effort to The Florida Bicycle Parking and Shower/Locker Project.

Please send BPA the sections of your local city and county zoning codes that deal with bicycle parking and workplace showers/lockers. If your city and county don't have such items, that is critical information, so let us know that also.

Second, if you are in a campaign or would like to begin a campaign to provide secure bicycle parking or workplace showers/lockers, let us know at 941-544-7788 or mikel.modem@verizon.net. We will do everything we can to help.

Bicycle-friendly B&Bs

Amelia Oceanfront Bed and Breakfast

A Bike-friendly B&B Inn on the East Coast Greenway

Innkeeper and FBA member Carmen Martinez operates this large inn located right on the Atlantic. A veteran of tours in Delaware, Georgia and Florida, and a cross-country trek from LA to Boston, she pretty much knows how to treat pedal- and saddle-sore bicyclists.



Amelia Island is a classically beautiful barrier island rich in history and outdoor activities and terrain that varies from coastal forest to beachside.

Already reasonably priced, the inn offers a discount to East Coast Greenway travelers, FBA members and League of American Bicyclists.

Rooms are suites that can sleep 2 to 6.

Rooms (six in all): \$179 to 279*

The inn operates fully supported bike tours during winter months

Tour Website: www.firstcoastbicycletours.com

Inn Website: www.1735house-bb.com

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

Reservations:
904-430-0026 or 800-258-3301

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

Are You Prepared for your next breakdown?

by Dave VanDerZee



DO YOU RELY on the generosity and preparedness of others to help you get rolling again if you have a flat or need a minor mechanical adjustment?

Or, are you carrying the necessary minimum spares and tools to get yourself back on the road without having to use up your goodwill with your fellow riders, or having to call someone to come rescue you?

It never ceases to amaze me how often even experienced hotdogs take off on a 30- or 60-mile ride without the means to repair so little as a flat.

Spare Tube and Patch Kit Regardless of what distance you ride, you need to be prepared for multiple flats on any ride.

Many of us have had flats within the first half mile of rides, and we've fixed one flat only to get another flat a block later.

We've had the tiniest pin-hole punctures from strands of steel tire belting, cuts from broken glass, failed valve-stems and unmendable catastrophic blowouts of tube and tire.

Given the probability of multiple flats, and the possibility of one of those being a cut (which cannot be patched) or a valve-stem related failure, carrying a spare tube is highly recommended.

Use your spare tube to repair your first (and hopefully last) flat. If the old tube can be patched, save it so that if you're unlucky enough to get another flat you can patch the tube and use it to repair your next flat.

Since many flats are the result of tire cuts, carrying a tire patch (boot) is recommended. While some tire cuts and blowouts are too large to be patched, a tire patch could mean the difference between riding and walking.

A tire patch should never be used for anything more than getting you back to your car or home. A tire patch can be a purpose made adhesive-backed patch, a dollar bill, or anything that will keep the tube from coming out through a cut in the tire.



Photos: Dave VanDerZee

So what if you spent the equivalent of an emerging nation's annual GNP on your featherweight carbon fiber and titanium racer. You're still going to break down one day. A pound and a half of repair tools won't handicap you that much — you might even get some workout value from the extra ounces. These few items can keep you off the side of the road and in the breeze.

A boot is a piece of an old tire placed inside the tire between the tube and the cut in your tire.

Tire Levers Your fingers aren't strong enough, and a screwdriver is going to damage your tube, tire or rim.

CO2 Tire Inflation You just got a flat and stopped to assess and repair the damage. It's 95° and you just lost that cooling breeze. Now you're pumping away with your old bicycle pump, sweat pouring off you, and the mosquitoes and flies have caught up.

Instead of humping away with that old pump, you could be simply inserting a 12 or

16 gram CO2 cartridge into your tire inflator, press the button, psssssst, and viola! Your tire is fully inflated.

Combination hand-pump and CO2 pumps are available. One 12 gram cartridge is just enough to inflate one 700 x 23 tire.

Multi-Tool Multi-Tools come in a wide variety of configurations with everything from screwdrivers to chain-tools on them.

The tools that will likely be of the most frequent use to you will be Allen wrenches of the size required to tighten brake components, cable clamps, headset and handlebars.

Optional Carry-Ons In addition to the items pictured and discussed above, it wouldn't hurt to have a saddle bag large enough to hold a cell phone, eye-glasses (should you need them to see to make those repairs) and baggie with a handkerchief (or wet-wipe to clean the oil from handling your chain) and some emergency cash.

Flats and breakdowns are inevitable. Make your ride less stressful on yourself and your friends by carrying the spares and tools necessary to handle most on-road breakdowns.

Add your voice for the future of bicycling in Florida.

JOIN FBA TODAY

Membership includes the FBA Messenger!

Name: _____ E-mail: _____

Address: _____

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

Tel (H) _____ (W) _____

Bike Club Affiliation(s): _____

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

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

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

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

I am a League cycling Instructor (LCI) Yes No

May we contact you about volunteer opportunities? Yes No

List any special skills or interests: _____

Charge my Visa MasterCard

Card No: _____ Expires: _____

Signature: _____

Please make checks payable and mail to:
Florida Bicycle Association, Inc.
P.O. Box 718, Waldo, FL 32694



I think I'll take my chances with the vehicles. Anyone for a sprint right about now? Picture provided by Earl Lang, proprietor of Acme Bicycle Shop LLC in Punta Gorda and recently one of Florida's representatives to the National Bicycle Summit in Washington, DC.

FBA Jerseys!

The new FBA jerseys are here! And we can guarantee you'll look a lot better in one than this guy, so get yours today. Available by phone or via the FBA Store on the website. \$70 (or free with your donation of \$250 or more).



Show your FBA colors proudly and help promote the new 3-ft law and the Share the Road license plate campaign. Supply limited. Order online today!

www.floridabicycle.org 352-468-3430

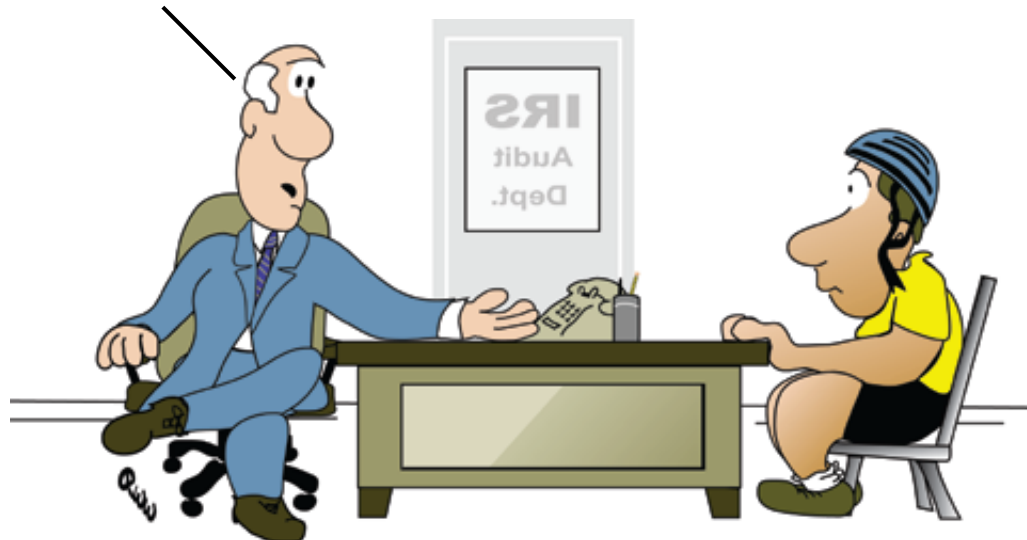
Let 'em Know about the Law



Order your "3 Feet Please" jersey today from <http://fba.3feetplease.com>. Deliver your bold, powerful message in black letters on a bright yellow background. You'll help remind drivers to share the roads and at the same time help FBA.

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

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



While we can't make all your tax dreams come true, we can offer you quality tax and financial accounting services with the confidence and solid reputation that comes from over 30 years of quality service to the Central Florida business community.

We're proud to support FBA and its mission to promote good health and well-being in our communities through bicycling.

Scearce, Satcher & Jung, P.A.

CERTIFIED PUBLIC ACCOUNTANTS

Kenneth L. Scearce, CPA
David A. Satcher, CPA
243 W. Park Avenue, Winter Park, FL 32789
(407) 647-6441 Office (407) 645-0099 Fax