Support “Vision Zero Florida” to Drive Down Fatalities

Vision Zero is not just a catchy or hopeful campaign phrase. It is, indeed, a notably different way of ensuring people have the right to move about their communities safely. Source www.visionzeronetwork.org

On August 2nd, 2016, the Florida Bicycle Association took a stand to support Vision Zero. Our blog post “Show of Hands” included the following:

Fellow Floridians and friends from afar,

The State of Florida, residents and visitors are joining together to drive down bicycle and pedestrian fatalities on our roads. Florida currently ranks highest in the nation for bicyclist fatalities, and number one is not where we want to be. Efforts are being made across the state to improve the situation, and in response to those efforts we are seeing fatality trends start to level out.

The Florida Bicycle Association has spent many years working with our state agencies, local counties, municipalities and law enforcement to educate and promote safety, lifestyle and tourism as it pertains to bicycles. Every fatality is someone’s family member, co-worker, or friend. And every one of those lives count. One life lost is one too many!

The Florida Bicycle Association, in our desire to be inclusive and recognizing the need for unity, is asking all road users (motorists, cyclists, pedestrians and transit users) to join us as we request our policy makers to adopt “Vision Zero Florida”. This initiative will raise awareness and complement the current “Driving Down Fatalities” campaign of the Florida Department of Transportation.

We can effectively promote safe, active lifestyles for all and make it clear to our state legislators that this is what Floridians desire for themselves, their friends and their families. As Florida’s single largest membership-supported education and advocacy organization for bicycling, the Florida Bicycle Association knows it has a responsibility to represent all those seeking to enjoy an active lifestyle and active transportation. With our statewide reach to residents, businesses and visitors, the Florida Bicycle Association is taking a bold step and we want you to take it too.

The step to take is to sign our online petition at:

www.floridabicycle.org/ vision-zero-florida/

This petition is a show of hands. Your name on the petition is a number to show our legislators that together we the people have the right to move about our communities safely. Numbers add up, but the fatality number due to crashes must be zero. Vision Zero will save lives. Please sign our online petition. Thank you.

Note: The City of Fort Lauderdale became the first city in the Southeast United States to make a public policy of “Vision Zero.” Their story will appear in our next issue.
Join FBA Today!

Your membership makes a difference for all bicyclists in Florida.

Visit: www.fbamembership.org

Student/Living Lightly ........ $15
Snowbird .................... $15
Individual ................... $25
Family ....................... $35
Bicycle Club ................ $100
Bicycle Shop ............... $100
Business/Organization ... $100
Government Agency ...... $100

Higher donations are most appreciated!
Pay conveniently online or make check payable and mail to:
Florida Bicycle Association
P.O. Box 2452, Oldsmar FL 34677

Individual/Family High Donor Memberships:
- Lifetime (contact FBA)
- Legacy ($500+)
- Champion ($250-$499)
- Benefactor ($100-$249)
- Supporter ($50-$99)

Business/Organization Categories (annual donations)
- Premier Partner ($10,000+)
- Champion ($5,000-$9,999)
- Patron ($2,500-$4,999)
- Advocate ($500-$2,499)
- Member Clubs & Shops ($100)

Memberships include a subscription to the quarterly Messenger, access to online member forums and general sense of satisfaction for supporting bicycle education and advocacy in Florida.

VISIT FBA’s Website
LOG-IN to the FBA Blog
STAY UP-TO-DATE on bicycle issues with this statewide forum

We Love Our Members!

Building a Bicycle-Friendly Florida
Thanks to the Support of our Donors and Members

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- Orange Cycle Works
- Gainesville Cycling Club
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New Businesses/Clubs/Organizations
- Bicycles International
- Bike/Walk Central Florida
- Jack the Bike Man
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- Jim Weidlake
- Thomas Weis Sr & Cathy Weis
- John Windmiller & Joyce Adams

SUPPORT EDUCATION AND ADVOCACY

HELP MAKE FLORIDA A BICYCLE-FRIENDLY STATE WITH THE PURCHASE OF A “SHARE THE ROAD” LICENSE PLATE.

- Renew your plate with a Share the Road plate.
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FOR COMPLETE DETAILS VISIT: ShareTheRoad.org

Share the Road specialty plates are available at your local Tax Collector’s office or online at ShareTheRoad.org.

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OCour Vision:
for Florida bicycling is to be a state where bicycling is safe, respected and encouraged as a means of transportation and recreation.

OUR MISSION:
for Florida bicycling is to network and share best practices, to educate and advocate and to build awareness as a unified voice.

OUR PURPOSE:
• To educate bicyclists, pedestrians and motorists about safely sharing roadways and paths
• To be a powerful, influential voice that protects and advances the interests of bicyclists
• To encourage the creation of great on-road and off-road places to ride
• To provide a statewide communications network for bicyclists
• To encourage more people to bicycle more often

Help Us Grow the Base! Give to FBA

The Florida Bicycle Association was founded by people like you who want to make Florida a better place to ride a bicycle. Our projects and programs that benefit bicyclists are made possible primarily through membership and sponsorship to our organization. Simply put, without membership, sponsorship and donations, the Florida Bicycle Association would not exist. Keep bicycle enjoyment alive in Florida and help us in the fight against bicycle fatalities, Join FBA!

Did you know your membership donation to FBA is tax-deductible?

FBA is a 501(c)(3) education and charitable nonprofit corporation. You can join FBA online or download and mail an application from our website, www.floridabicycle.org. You can request an application to be mailed to you by contacting Becky Afonso at 813-748-1513.

Does your place of employment offer matching gifts to non-profits? Think FBA!

Bicycling is one of life’s simple pleasures to enjoy, not fear. Join or donate to the Florida Bicycle Association and let’s ride together for Florida bicycling excellence. Contact Becky Afonso at becky@floridabicycle.org for more information on ways to donate to FBA.

The Florida Bicycle Association (FBA) was incorporated in 1997 for educational and charitable purposes. FBA is a not-for-profit, 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.

To become a member supporter of FBA, join online at www.fbaorganization.org
The Messenger is published quarterly as a service to members and advocates for a bicycle-friendly Florida by the Florida Bicycle Association, P.O. Box 2452, Oldsmar, FL 34677
www.floridabicycle.org • e-mail: Becky@floridabicycle.org • Phone: 813-748-1513

Membership
Please email: Membership@floridabicycle.org
Mailing address:

Working Together to Build a Bicycle-friendly Florida

Membership includes a subscription to the Messenger. The FBA accepts and welcomes your advertising!

Message Copy and Advertising Information and Deadlines:
FBA Membership includes a subscription to the Messenger. The FBA accepts and welcomes your advertising!
Please see the website for rates and specifications or e-mail: Becky@floridabicycle.org. Publishers reserve the right to review advertising content and to reject advertising that, in the opinion of the Association, is neither in the best interest of FBA’s members nor its goals and objectives.

Deadlines:
Winter Issue – November 15
Spring Issue – February 15
Summer Issue – May 15
Autumn Issue – August 15

A copy of the official registration and financial information (pdf08) may be obtained from the division of consumer services by calling toll-free 1-800-435-7352 within the state. Registration does not imply endorsement, approval, or recommendation by the state. http://www.fdac.gov/fsa/
Autumn Triple Play of Education and Advocacy Events

First: FBA Annual Membership Meeting, October 22, 1-4pm
St. Petersburg Library, Main Branch Auditorium, 3745 9th Ave. N., St. Petersburg, FL

Featuring DeWayne Carver, newly named State Complete Streets Program Manager of the Florida Department of Transportation, FBA and regional advocacy updates and audience engagement on bicycle laws, infrastructure and education outreach. Members and non-members are welcome!

Second: Share the Road Celebration of Cycling 2016, October 28-29
Wyndham Garden Hotel 2900 SW 13th St., Gainesville FL
Friday
Cycling is the New Golf: Will Florida be a Major Destination for Cycle Tourism?
8am–2:30pm. Presented by Bike Florida. $40 (lunch and light breakfast included)

2016 Share the Road Awards: 12–1:30pm

Saturday
Share The Road Memorial Ride: Dedication of The Share The Road Memorial at Gainesville’s Depot Park. Sponsored by Bike Florida and The Gainesville Cycling Club.
Visit ShareTheRoad.org to register.

Third: Florida Bicycle Best Practices (FBBP) Workshop November 19, 2-5pm
Clermont City Center, 620 W. Montrose Street, Meeting Room E, Clermont FL
Presented by Florida Bicycle Association in conjunction with the Florida Freewheelers 37th Annual Horrible Hundred.

Workshop is open to anyone who wishes to learn or share ideas with other bicycle enthusiasts to be part of the solution for Florida bicycling concerns. It’s FREE however registration is required. Those who register in advance will be eligible for a complimentary entry to the Horrible Hundred on November 20. This year we are happy to have Hugh Aaron of Bike Walk Indian River County and Vero Cycling, Inc. to lead the discussion of “Best practices for working with state and local officials to make your community more bike friendly.”
Hugh promises to share his own experiences working with local bicycle advisory committees, community traffic safety teams, county commissioners or City Councils, local planners, local public works departments and local FDOT district staff. These experiences have helped Indian River County become a League of American Bicyclists Bronze level Bicycle Friendly Community.

President’s Message...

Margaret Mead’s Quote
by J. Steele Olmstead, President

As I write this, this morning at about 8:30, the most wonderful soul, thoughtful individual, kindest hearts lost his life to cancer. He was my roommate in law school. He was the person who stopped me from dropping out in the first semester. He helped another friend stay through college, and another friend benefited from his generosity with solid support, physical and financial, after the Katrina disaster in Louisiana. So many lives were kept whole by this man. It is difficult for me to write an upbeat message. I will never hear his voice or get his counsel again. My heart is broken.

We, his friends and family, knew when the cancer returned, it would eventually kill him; it was inevitable.

As the President of the Board of the FBA, it seems to me for the bicyclists on the roads of the state of Florida who drive with their wives, husbands, brothers, cousins, friends, neighbors, coworkers, sons, daughters, grandchildren, uncles, aunts, nieces or nephews, death is not inevitable.
This is not even a consideration each time you get in the saddle. Yet, death occurs on the Florida roads. Last week two were killed in Tampa.

If you know most cyclists, they are the best of people. They are the center of many people’s lives. They are, like my friend Nick Hall, who recently finished his second ride across the United States and like my friend who died this morning…irreplaceable, joys to be with and people who make you feel good just riding and talking with them.

Those cyclists killed by motorists leave behind all those friends and familial relationships behind. There is a hole in the life of everyone who knew the cyclist. Like the hole I have in my life from my friend’s death this morning. When any cyclist dies, the family, his friends and families suffer. Oh, how we suffer. It is pain that should not happen. When I talk to those left behind from a cyclist’s death, their spirit is inconsolable. You will develop a deeper understanding of why the Florida Bicycle Association does what we do, why we work for you and your families and friends if you understand our history. We were re-born from tragedy. It’s on the website, here’s the link. http://floridabicycle.org/history/ Read the 1996 entry. It is still gut wrenching to read these twenty years on. So understand this— it is the Florida Bicycle Association’s position: it is not inevitable that cyclists should die on the roads of the State of Florida. Something can be done. We will do that.

By way of this discourse, I mean to introduce you to Vision Zero. http://floridabicycle.org/vision-zero-florida/
This is the kind of campaign FBA starts and promotes. What Vision Zero means is “Zero deaths” of you gentle reader. It doesn’t cost anything. Sign it. Zero Vision is a challenge that impels our every day. We meet that challenge with friendly, fully supported positions, governmental presentations, phone calls, emails, letters, twenty identical shirts at a meeting, conferences and talk.

We, the rag-tag band of forward thinking cyclists who are your Board of Directors, we mean to have Zero deaths of cyclists on the roads of Florida. Margaret Mead, the famous cultural anthropologist said: “Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it’s the only thing that ever has.”

Your FBA is that group. We have never forgotten our purpose — to make your ride, with your irreplaceable people, safe with education and advocacy. We do it with one clear purpose, to make death of irreplaceable cyclists not inevitable. This is not cancer people; we can do something. And we will do something. Please Sign Vision Zero.

Death by motor vehicle is not inevitable. It is still gut wrenching to read these twenty years on. So understand this— it is the Florida Bicycle Association’s position: it is not inevitable that cyclists should die on the roads of the State of Florida. Something can be done. We will do that.

Join a Community Safety Team and Help Save Lives

Florida’s Community Traffic Safety Teams (CTSTs) are locally based groups of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include local city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens. The community boundaries are determined by the individuals comprising the team, and can be a city, an entire county, a portion of a county, multiple counties, or any other jurisdictional arrangement.

One common goal of each Community Traffic Safety Team is to reduce the number and severity of traffic crashes within their community. Due to the common goals, objectives, and interests of the statewide Community Traffic Safety Teams, the teams decided to form their own unique coalition. The CTST Coalition holds quarterly meetings to share successes, safety materials, best practices and programs and to facilitate technology transfer among the CTSTs. These meetings are open to the public!

The Community Traffic Safety Program is a Federal, State and Local Government endorsed program developed to reduce the number of traffic crashes on Florida roadways. The program was created in response to federal legislation (the Intermodal Surface Transportation Efficiency Act of 1990), which calls for local participation and solutions to traffic crashes, injuries and fatalities on local roadways.

Florida Department of Transportation (FDOT) is active in the support of Community Traffic Safety Teams. Each FDOT District has a CTST Coordinator who works closely with the CTSTs in their geographic area, and the Central FDOT Safety Office acts as a liaison to the District Coordinators. For information (meeting times, locations, people) regarding CTSTs in your community, visit the FDOT website: http://www.dot.state.fl.us/safety/?B-YourCommunity/YourCommunity.shtml
A Lethal Recipe: Poor Roadway Design and Bad Driving Behavior

By: Dan Moser

It was like watching a movie with the action in slow motion. What looked like a crash that was going to be deadly for two stopped motorists and two bicyclists crossing the highway was happening before my eyes and there was nothing I could do about it. Fortunately it turned out to be a fender-bender, albeit harrowing for all involved.

It happened on a recent weekday afternoon as I was bicycling east on North Colonial Linear Park, a 3-mile paved trail that runs along a waterway in Fort Myers. As I was approaching the trail’s intersection with Veronica Shoemaker Blvd., I saw a southbound black pickup stopped in the outside lane at the crosswalk for two bicyclists who were heading west towards me and awaiting a safe crossing opportunity in the median. A number of southbound vehicles continued to pass the pickup (it’s illegal to pass a vehicle stopped at a crosswalk) by going around in the inside lane until a white minivan finally stopped, allowing the bicyclists to proceed. Just as the two bicyclists realized it was safe and entered the crosswalk I noticed a fully loaded flatbed semi-truck coming from the north at full speed, the driver obviously unaware of the two stopped vehicles and bicyclists now well into the crosswalk. The driver – especially a professional driver familiar with the area – there’s something other than driver misbehavior at play at this popular trail crossing. First, some history is in order. North Colonial Linear Park was constructed with federal funds over twenty years ago. Because of that fact the City should have given the linear park preference when it built Veronica Shoemaker Blvd. about ten years later. That would have been the case if the highway’s original route was used because it would have had to fly over a water management structure adjacent to the trail, allowing users to proceed under the highway. Instead, the City made a deal with property owners that provided them better access to the highway in exchange for property that allowed for the use of a box culvert by jogging the highway around the wet. The curve that now exists because of this deal is at the worse place it could be: right where the linear park crosses at-grade.

Local bike/ped advocates fought to force the roadway overpass based on the Federal requirement that a park built by certain funds could not be negatively impacted by a roadway project but the City refused to acknowledge the requirement (the 4(f) rule) and essentially ignored it. Later efforts to have the crosswalk enhanced with flashing beacons and additional roadway warning signs were also deemed unnecessary by top City staff. To add to the problem, landscaping was placed in the median that obstructs the view for both motorists and crosswalk users. Finally, because of the highway being over-designed for the posted 40MPH speed limit, drivers routinely travel 10-15MPH over that limit. If there’s a lesson to be learned from this it may be that legal representation may be necessary in the early stages of a similar situation in order to force the Federal 4(f) rule be instituted if federal funds were used to build the trail or park. If that rule doesn’t apply then advocates must continue to press to get as any enhancements as possible to the crossing. Initially, the City proposed a pedestrian flyover, wasting over $100,000 on a plan that was deemed too expensive (over $1-million to construct; it would have cost $300,000 to send the road over the trail) and would likely not be used due to the flat terrain that exists here in southwest Florida, a fact that usually results in at-grade crossing by most people simply to save time and energy, even if it’s safer to use the flyover.

Having no sympathy for an inattentive driver – especially a professional driver – there’s something other than driver misbehavior at play at this popular trail crossing. First, some history is in order. North Colonial Linear Park was constructed with federal funds over twenty years ago. Because of that fact the City should have given the linear park preference when it built Veronica Shoemaker Blvd. about ten years later. That would have been the case if the highway’s original route was used because it would have had to fly over a water management structure adjacent to the trail, allowing users to proceed under the highway. Instead, the City made a deal with property owners that provided them better access to the highway in exchange for property that allowed for the use of a box culvert by jogging the highway around the wet. The curve that now exists because of this deal is at the worse place it could be: right where the linear park crosses at-grade.

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A version of this article appeared in Florida Weekly (fortmyers.florida weekly.com) in July, 2016.

Giving to FBA

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Did you know your membership donation to FBA is tax-deductible? Florida Bicycle Association, Inc. was incorporated in 1997 for educational and charitable purposes and is a 501(c)(3) non-profit organization. Contributions are tax deductible to the fullest extent allowed by law.

Does your place of employment offer matching gifts to non-profits? Think FBA!

Does your place of employment have a United Way campaign? Think FBA! All you need to do is designate Florida Bicycle Association, Inc. as your charitable organization on your pledge form.

These are great ways to stretch your contribution to FBA even farther! Joining is easy. Just visit our website at www.floridabicycle.org. Click the “Join Us” link at the top of the page, use the online or download a brochure option, or you can request an application to be mailed to you by contacting Becky Afonso at 813-748-1513 or becky@floridabicycle.org.

Bicycling is one of life’s simple pleasures to enjoy, not fear. Join or donate to the Florida Bicycle Association and let’s ride together for Florida bicycling excellence.


FBA Annual Awards

Florida Bicycle Association awards are presented to worthy recipients for their contributions to bicycling. The purpose of the awards is to bring attention to the efforts and achievements of groups, organizations and individuals that help shape our vision for all Florida bicyclists to be safe, respected and encouraged to bicycle for transportation and recreation.

Nominations for 2016 will open October 1, 2016. Check our website for details.
Wheels of Justice - Ask the Attorney

Leaving the Scene

Question: Are bicyclists commonly victims of accidents caused by motorists who then "leave the scene"? What are our rights?

Answer: The statistics on hit and run accidents are prodigious. The conduct of drivers who leave the scene is absurd and preposterous. A motorist causing a crash and injuring another person is regrettably, choosing to leave the scene, commonly called, "hit and run," without rendering aid to the injured party is senseless, depraved and immoral.

Sadly, this heinous behavior happens prolifically in Florida, especially with pedestrian and bicycling victims. In 2015, there were 92,000 hit and run crashes in Florida. 25% of all 2015 Florida crashes involving pedestrian victims were caused by hit and run drivers! In 2015, Florida suffered 186 deaths from hit and run drivers. Pedestrians sustained over 50% of the deaths.

Motorists who leave the scene of a crash have chosen to prioritize only themselves and what consequences may happen to them. They have chosen not to render aid to the victim, which could save the victim's life or diminish the impact of their injuries. Leaving the scene is especially common if the motorist is driving without a valid license or intoxicated or without insurance. However, leaving the scene of an accident can have several negative consequences to the offending driver. The motorist may lose their driver license or even go to jail. Leaving the scene is a criminal felony. By failing to render aid, the victim could die! The driver OWES A LEGAL DUTY to stay at the scene and render aid. The driver must call for help.

It becomes obvious how commonplace Florida bicyclists are victimized by hit and run drivers if one simply reads the news. 2016 has gotten off to a miserable continuation of 2015 when it comes to catastrophic cycling victims of hit and run accidents caused by motorists. Several tragic "hit and run" accidents have severely injured cyclists in the past few months:
- On February 26, 2016, a 14-year-old Port Charlotte boy was killed by the driver of a silver pick-up truck who crossed the centerline and hit the boy in the other lane of travel. The driver immediately fled the scene.
- On May 8, 2016, a 19-year-old cyclist was struck by a car in Fort Myers. The driver fled the scene.
- On June 10, 2016, a 59-year-old man was struck on his bicycle by a car in Sanford. The driver left the victim to die.
- On July 7, 2016, a 13-year-old boy bicycling was struck by a car in Myakka City near Tampa. The driver fled the scene leaving the teenager on the nearby ground with injuries.

Florida's Stance on Hit and Runs

The Florida legislature acknowledged the egregious problem of hit and run drivers causing bicycling and pedestrian injuries or deaths. In 2014, the Florida Senate and House passed the "Aaron Cohen Life Protection Act." Governor Scott signed the bill into law on June 24, 2014. Aaron Cohen was a triathlete, riding his bicycle, when he was hit and killed by a driver who left the scene. The enforcement of this law should act as a deterrent to motorists opting to leave the scene of accidents involving "vulnerable users" of our roads, such as cyclists, pedestrians, road construction workers, and people with disabilities. The law requires the driver of a vehicle involved in a crash causing serious bodily injury to immediately stop the vehicle and remain at the scene of the crash. The law provides that a person who leaves the scene of such a crash commits a second degree felony, and the Court shall impose against this perpetrator a mandatory minimum term of imprisonment of 3 years if the victim sustained bodily injury, 7 years if the victim suffered seriously bodily injury, and 10 years if the victim died.

If you have been struck by a motorist while riding your bicycle, and the driver fled the scene, you have legal rights to recover compensation for your injuries and damages. The perpetrator should be arrested and brought to justice. They should confront felony criminal charges along with your civil claim for money damages. Once identified, the victim cyclist has the legal right to bring a civil claim for money damages against the perpetrator for medical bills, lost wages, and pain and suffering. If they haven't been identified, you can still secure compensation under your own insurance policy for "uninsured motorist benefits". You will benefit from retaining an experienced cyclist attorney to prosecute your claim.

St. Augustine and Nearby Rails to Trails

by Frank Belaska

There is no question that Florida has great bike trails located throughout the state. From award winning off road single track to paved rails-to-trails there is something for everyone. Recently, we received the latest release of the Florida Rails-Tracks guidebook from the Rails-to-Trails Conservancy www.railstotrails.org which shows all the rails to trails in the state. Frankly, I was amazed at the number in the book. Over 50 trails are outlined in detail, but this is not about the book it is about what inspired us to use it.

Sharon, my wife, and I try to travel somewhere around the state each month for a long weekend and St. Augustine Beach area is one of our favorites to hit prior the summer heat. So now with the book in hand we identified the trails around the locations we are traveling to so we can try out trails that are not near our normal rides. (Hint: Do take time to try new places as it will re-energize your local ride.)

So doing a few days on the beach we decided to try out the two trails near St. Augustine which are the Palatka - St. Augustine State Trail (http://www.traillink.com/trail/palatka-to-st-augustine-state-trail.aspx) and Lehigh Greenway Trail http://www.traillink.com/trail/lehigh-greenway-rail-trail.aspx

After checking into our beachside hotel, we went to find the trailhead (TH) for the Palatka - St. Augustine State Trail that is directly off of FL207 just west of I-95 just past Vermont Heights. We finally found it but it is not clearly marked. In fact as you exit Vermont Heights and start around a bend you will see the kiosk on the right side and a road leaving FL207 winding back to it. That’s it!

There are two paths from the TH, one back toward I-95 and the other southwest towards Palatka. This trail is not long. It is only about 17 miles round trip so make certain you ride both sections. This section is about as straight as you can get and rides through a nice section of wooded area and dead ends into train tracks.

Another note… there are NO previsions on this trail so bring plenty of water especially during the hot summer season. Turning back to the TH we continued on towards the southern end of the trail. This section parallels and then crosses over FL207 as you ride off towards Spuds. (We did not know there was a town called that in Florida! This is why we ride off heavy traveled trails to find these things!) Anyways, once you cross over FL207 (which is very well marked) the trail takes you through little towns and along heavy covered wetlands.

There are a number of historical markers along the route so take the time to stop and read them as it will give you more insight how Florida came to be and how much we take for granted these days.

Being it was HOOOOT and we were riding in mid-day sun it was nice that this section had more tree coverage over the trail that helped keep us cooler than on the first section which is wide-open. (Captain Obvious here: ride early or late in the day.)

As we rode we met only a few riders on the trail, mainly locals using it to get from their home to one of the small towns. This trail is out there so if you are riding alone, best to let someone know you are there and bring your phone (ok, I guess everyone does that now days).

At the end of this section there is a sign for the East Coast Greenway that is a trail running from Maine to Key West! Again, a bit of a surprise for us. More info on that can be found at http://www.greenway.org/.

Enjoying some great energy bars (i.e., Snickers!) and the always refreshing lukewarm water in our Camelbacks we headed back to the TH where we were happy to turn on the Jeep’s AC, cool off for a bit before heading back the hotel.

Staying on the beach provided great rides as well. After we parked the Jeep at the hotel we biked everywhere. This part of St. Augustine is normally not visited by those going to the city so you have more locals and the restaurants/bars are normally not that crowded.

Heading back home at the end of our mini-getaway along I-95 we found the TH for the Lehigh Greenway Trail that is off of I-95 and SR100.

(continued on page 13)
Executive Director’s Corner...

Help is Just an Email Away

by Becky Afonso, Director

That’s right. You can email the Florida Bicycle Association with your bicycle concerns and we will do what we can to assist. In fact, the questions we received over the past few years is what inspired our new “Resources by the FDOT” web page. This web page is accessible from our website home page and is filled with quick links to online information from Florida’s Complete Streets policy to Bike Florida tours.

Prior to the Resources page, FBA received so many questions regarding Florida bicycle laws that we created a whole separate website just to answer those questions – the Florida Bicycle Law Toolkit for Law Enforcement. Those who have visited this site may know it better as “Ask Geo”, initiated and maintained by former staff member George Martin, the very source for our “Ask Geo” section on page 11.

Not every question or concern is cut and dry, however, but we do what we can to assist. Case in point, over the last month we have received more than one email regarding law enforcement and altercations with cyclists. The cyclists that have contacted FBA have received more than one email regarding law enforcement not voicing concerns over law enforcement and altercations with cyclists. Generally it takes time to resolve matters, but the idea that assistance can be provided with just an email is how the Florida Bicycle Association is working for you.

You can find our “Contact Us” link at the very top of our website or at the very bottom. What you will find in between is information that may address your concern without having to use the link. Either way, the Florida Bicycle Association is working for you. Just let us know how we can help.

Take a Kid Mountain Biking Day

Saturday, October 1

Check your local mountain bike club for details

BICYCLISTS:

1. Always wear a properly fitted bicycle helmet when riding a bike.
2. Wear bright or reflective clothing.
3. Think ABC. Check your Air, Brakes, and Chain before riding your bike.
4. Stay visible. Turn on your front white light and red taillight at night.

Pedestrians:

1. Wait at the bus stop.
2. If you miss the bus, don’t run after it.
3. Stand away from the bus as it pulls up to the stop.
4. Always be alert when getting on and off the school bus.

SCHOOL BUS RIDERS:

1. Walk with an adult or friends to the bus stop.
2. Use sidewalks when available. Look both ways before crossing the street.
3. Be cautious, assume drivers don't see you.
4. Choose a safe route to walk to your bus stop.

Safety Doesn’t Happen by Accident

July is almost over and children across the state are preparing to head back to school. Some are shopping for school supplies while others are searching for the “right” outfit for their first day. But as parents, we are often considering transportation options, nutritious lunches, before and after school care, and a whole list of other things to ensure our child remains healthy and safe.

On that first day, we often remember the very first time we held our child’s hand and helped them cross the street, or when they rode their bike to school for the very first time.

Walking and biking to school not only brings a sense of joy and independence to children, it promotes healthy habits and has been linked to improved academic performance.

Back to school is a great time to plant some “safety seeds” like teaching your children safe walking and biking skills, even if they ride the bus.

Children should always follow the School Crossing Guards instructions; never run into or across the street; and always look left, right, then left again before entering the street. If there are no sidewalks, remind your child to walk on the shoulder, away from the street and to cross in the crosswalk if a School Crossing Guard isn’t present.

When riding their bike to school, remind your child to wear bright or reflective clothing so drivers can see them easily; to always wear their bicycle helmet; and to make sure to use their bicycle lights, especially at night.

It’s important to remind children that every school bus trip starts as a walking trip. Remind them to make sure they don’t have backpack straps or lose clothing that might trip them as they walk to and from the bus; to wait for the bus driver to let them know when it’s safe to cross after exiting the bus; and when waiting for the bus, to keep a safe distance from the street.

Be a role model! Kids often mimic adults, so make sure you “show” them how to be safe pedestrians and bicyclists.

How I spent my Summer Vacation
by Becky Afonso, Director

Surprisingly enough, when I was in school, I was never asked to submit a paper on how I spent my summer vacation. Not that my summers weren’t filled with adventure and discovery, just that I wasn’t asked to put it in paper for a grade. Well, I’m happy to report that my summer continues to be filled with adventure and discovery. And if I were asked to submit a paper today, the report would look like this.

June: I started the summer with a small vacation to Colorado. The primary purpose was to attend my nephew’s Eagle Scout ceremony. What I found, however, is that it’s hard to visit Glenwood Springs and not take it in along the Rio Grande Trail or the Glenwood Canyon Trail. Thankfully, I was able to do both on a borrowed bicycle from my sister. I took my niece on the Canyon Trail ride for what we hope to become a visit tradition.

The visit to Colorado was a great way to start the summer, but it was short and sweet, and soon I was back to work with Complete Streets Survey (CSS) presentations. These presentations from Ocoee to Tampa kept me busy with bicycling education outreach.

One CSS presentation was with Jake Schmidt of House Representative James Grant’s office. Rep Grant is from my Florida district and Jake was more than happy to schedule a face-to-face meeting. Jake and I had a two-hour conversation on cycling that revealed him to be a cross-country cyclist. Jake’s story became a blog post on June 16. Jake and I hope to ride a local trail together soon.

This first month of summer came to a close with a League of American Bicyclists cycling instructor training in Tampa. As a League Cycling Instructor (LCI), I make myself available to assist ... took place in Tampa at the University of South Florida, not too far from my home and FBA headquarters in Oldsmar.

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Summer Vacation (from page 9)

I also found time at the end of the month for a few solo rides in St. Petersburg along the Skyway Trail extension off the Pinellas Trail. The FBA Oldsmar location lends itself to be within a drive or ride of wonderful places to explore in the Tampa Bay area.

July: I convinced my sister visiting from Houston to ride with me at the Wheels and Wings event Fourth of July weekend in Punta Gorda. Hosted by FBA member club Peace River Riders Bicycle Club, this was the first time my schedule allowed me to attend.

In return, my sister convinced me to walk with her at a midnight 5K run in Dunedin that she wanted to attend. It was a busy holiday weekend of activities, but lots of fun. Not only was it my first time at Wheels and Wings, but it was also my first 5K. The run started at 11:30PM and I finished in just over an hour, but technically, it took two days. Not sure I can better that next year, but I’m willing to try.

Mid July was spent in Michigan, attending the Michigander Bicycle Tour as the Coffee Lady. I consider this a working vacation. It’s a vacation because I leave Florida during a rather hot time weather-wise, but it’s work because I cater the coffee for the participants of the Michigander tour. This commitment to the Michigander tour started before I took the job with FBA and I’m happy to be able to honor it for as long as the Michigander will have me.

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August: The Florida Department of Transportation held its Safety Coalition meeting in conjunction with the Bicycle and Pedestrian Partnership Council meeting during the first week in August. This was the first time the two groups met jointly to discuss Bike/Ped or Ped/Bike issues and solutions.

The second week of August was spent conducting business meetings and spending time back in St. Petersburg. St. Petersburg will be the location for our annual membership meeting in October. DeWayne Carver, newly named Florida Department of Transportation Complete Streets Program Manager, will be our featured guest. The meeting will also feature audience engagement with discussion on infrastructure, education and law enforcement (see page 4 for details).

Although I didn’t have time to ride the Skyway Trail, I did find the view from the bike lane on 38th Avenue to be somewhat interesting. Hmm, it may seem that living and breathing work is a vacation, but that’s what you get when the work is for the betterment of cycling. I’m not complaining. It can be an endless summer riding trails right here in Oldsmar, and I would be OK with that.
Questions about the laws related to bicycling?
Ask Geo @ FIBikeLaw.org*

As part of the Bicycle Law Enforcement Program, FBA maintains FIBikeLaw.org to provide a place to ask questions about the laws. Questions come direct to FBA via the “Contact FBA” form from floridabicycle.org as well as other sources. Herein is a very limited sample of questions and answers found on the site. Go online for more.

Unlawful Passing

Dylan asked: Had an incident today where we were passed on a downhill double yellow line by a truck. Unfortunately for me the driver of the truck lived at the bottom of the hill and came over directly in front of me to turn into his driveway. He didn’t signal, and didn’t pass our entire group before coming over. I ended up hitting the back of his truck and FHP’s response was that since I hit him from behind it was my fault and they refused to cite him. Absolutely nothing I could have done to avoid hitting him as he didn’t provide sufficient clearance when he passed. What does the law require of vehicles when passing cyclists or other vehicles?

These are the applicable laws for this situation. s. 316.083 – Overtaking and Passing a Vehicle
(1) The driver of a vehicle overtaking another vehicle proceeding in the same direction shall … pass to the left thereof at a safe distance, and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle. … The driver of a vehicle overtaking a bicycle … must pass the bicycle … at a safe distance of not less than 3 feet between the vehicle and the bicycle.

s. 316.085 – Limitations on Overtaking, Passing, Changing Lanes and Changing Course
(2) No vehicle shall be driven from a direct course … until the driver has determined that the vehicle is not being approached or passed by any other vehicle in the lane or on the side to which the driver desires to move and that move can be completely made with safety and without interfering with the safe operation of any vehicle approaching from the same direction. 

s. 316.155 – When Signal Required
No person may turn a vehicle from a direct course or move right or left upon a highway unless and until such movement can be made with reasonable safety.

I recommend taking this information and statements from witnesses to the local FHP office and asking them to pursue it further.

Remain One Foot from Curb?

Karen asked: “On the roadway”, does this also include the sidewalks? As is a person riding the bike against traffic runs into the car pulling out of a shopping plaza. Who would be at fault?  "The driver of the car isn’t looking for a bicyclist moving at a good pace on the sidewalk riding against traffic."

This is a common problem resulting in many crashes. As you mentioned, motorists entering a roadway typically do not expect traffic from the right and frequently do not watch for such traffic.

The roadway does not include the sidewalk. See this link in the post for the latest information on the issue. http://flbikelaw.org/2014/07/gas-motors-on-bicycles-at-last-final-answer/

Parking in a Bike Lane

David asked: In July on this year my brother was killed in a bicycle accident. He was riding in a neighborhood bike lane, marked as a bike lane with a bicycle and arrow, he ran into a trailer parked in the bike lane. The trailer completely blocked the lane. Apparently he was looking down at the road or the gps, and didn’t see the trailer. He had just come around a right hand turn and then a left turn, and the trailer was there. A witness said he never looked up.

In talking to the investigating officer, he said the bike lane law contradicted it self and it was permissible to park in the bike lane, then he was not going to file any charges against the trailer owner. I noticed in this subdivision a few days after the incident other cars parked the bike lane on the opposite side of the street from the accident. Is this correct, or should charges be filed, I understand it will only be a misdemeanor as there are not penalties for blocking a bike lane.

You have our condolences for your loss. There is no contradiction in the law. It is quite clear.

s. 316.2065 – Bicycle Regulations
(5)(a) Any person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride in the lane marked for bicycle use or, if no lane is marked for bicycle use, as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:
1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. When preparing for a left turn at an intersection or into a private road or driveway.
3. When reasonably necessary to avoid any condition or potential conflict, including, but not limited to, a fixed or moving object, parked or moving vehicle, bicycle, pedestrian, animal, surface hazard, turn lane, or standard-width lane, which makes it unsafe to continue along the right-hand curb or edge within a bicycle lane. For the purposes of this subsection, a “standard-width lane” is a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane.
4. Any person operating a bicycle upon a one-way highway with two or more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable.

Staying within one foot of a curb is very difficult and potentially unsafe. Hence the many exceptions above. I suggest writing a letter with this information and the officer’s badge number to the police chief and asking that they educate their officers about the laws related to bicycling. They are free to use this site for their training material.

Drivers Leaving Shopping Plaza

Q: "On the roadway", does this also include the sidewalk? As is a person riding the bike against traffic runs into the car pulling out of a shopping plaza. Who would be at fault? "The driver of the car isn’t looking for a bicyclist moving at a good pace on the sidewalk riding against traffic."

This is a common problem resulting in many crashes. As you mentioned, motorists entering a roadway typically do not expect traffic from the right and frequently do not watch for such traffic.

The roadway does not include the sidewalk. See this link in the post for the latest information on the issue. http://flbikelaw.org/2014/07/gas-motors-on-bicycles-at-last-final-answer/

Unlawful Passing

Q: Left asked: Had an incident today where we were passed on a downhill double yellow line by a truck. Unfortunately for me the driver of the truck lived at the bottom of the hill and came over directly in front of me to turn into his driveway. He didn’t signal, and didn’t pass our entire group before coming over. I ended up hitting the back of his truck and FHP’s response was that since I hit him from behind it was my fault and they refused to cite him. Absolutely nothing I could have done to avoid hitting him as he didn’t provide sufficient clearance when he passed. What does the law require of vehicles when passing cyclists or other vehicles?

A: There is no law that states that a cyclist must remain a specified distance from the curb. The law says that under some circumstances a cyclist must remain as close as practicable to the right-hand curb or edge of the roadway or in a bike lane if present.

s. 316.2065 – Bicycle Regulations
(5)(a) Any person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride in the lane marked for bicycle use or, if no lane is marked for bicycle use, as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:
1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. When preparing for a left turn at an intersection or into a private road or driveway.
3. When reasonably necessary to avoid any condition or potential conflict, including, but not limited to, a fixed or moving object, parked or moving vehicle, bicycle, pedestrian, animal, surface hazard, turn lane, or standard-width lane, which makes it unsafe to continue along the right-hand curb or edge within a bicycle lane. For the purposes of this subsection, a “standard-width lane” is a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane.
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Staying within one foot of a curb is very difficult and potentially unsafe. Hence the many exceptions above. I suggest writing a letter with this information and the officer’s badge number to the police chief and asking that they educate their officers about the laws related to bicycling. They are free to use this site for their training material.

Roadway

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

A person riding a bicycle on the sidewalk has the rights and duties of a pedestrian under the same circumstances and can ride in either direction. If riding against the flow of traffic on the roadway, extra caution is recommended.

s. 316.2065 – Bicycle Regulations
(9) A person propelling a vehicle by human power or upon or along a sidewalk, or across a roadway upon and along a crosswalk, has all the rights and duties applicable to a pedestrian under the same circumstances.

The roadway in this situation is crossing a crosswalk, whether marked or unmarked as such.

s. 316.003 – Definitions
(6) Crosswalk

(a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway...

Motorists crossing a crosswalk are required to stop and yield to pedestrians (and bicyclists with the rights and duties of pedestrians) that are within the crosswalk. That may or may not be controlled by traffic control devices.

s. 316.138–Pedestrians; Traffic Regulations
(7)(a) The driver of a vehicle at an intersection that has a traffic control signal in place shall stop before entering the crosswalk and remain stopped to allow a pedestrian to cross, with a permitted signal, to cross a roadway when the pedestrian is in the crosswalk or steps into the crosswalk and is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

(b) The driver of a vehicle at any crosswalk where signage so indicates shall stop and remain stopped to allow a pedestrian to cross a roadway when the pedestrian is in the crosswalk or steps into the crosswalk and is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

(c) When traffic control signals are not in place or in operation and there is no signage indicating otherwise, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

If the pedestrian or bicyclist is not actually in the crosswalk, and there is no traffic signal (traffic light), the motorist must obey any traffic control device (stop or yield sign). In any event, the pedestrian or bicyclist must not leave a curb or other place of safety and step into the path of a motor vehicle.

(8) No pedestrian (bicyclist) shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield.

*DISCLAIMER: The purpose of this column is to inform about bicycling laws. The material provided here and through other means is for general informational purposes only and shall in no way constitute or be construed as legal advice by the officers, directors, agents or employees of the Florida Bicycle Association. If your experience in a court of law or on the streets differs from that presented, we want to know about it, but George Martin and FBA are not accountable for a ruling contrary to our interpretation of Florida Law or other consequences of cycling. You should seek legal advice on a particular situation.
Bike Florida Update

by Ron Cunningham

This has been an extraordinary year for Bike Florida. Our little 22-year-old non-profit has been growing, expanding its educational and safety mission, diversifying its tour offerings, and looking for new opportunities.

Bike Florida is, above all, an entrepreneurial organization. Our small but enthusiastic staff spends a lot of time talking about what can be, what we can do differently, what can be done tomorrow, next week, next month and next year to take Bike Florida to the next level.


We don’t always get it right. Flats happen even on the smoothest of roads. But we will keep on cycling.

The year 2016 isn’t even over yet and here’s what we’ve done.

This year Bike Florida awarded its first ever $25,000 matching Challenge Grant. We wanted to challenge communities to come up with innovative ideas to improve cycling at the local level. Nine grant applications came in - from Orlando, Ft. Lauderdale, Gainesville, Miami and elsewhere. Ultimately we decided that our first Challenge Grant would go to the City of Key West. Key West is a marvelous place to ride a bicycle, but because of the daily massive influx of tourists and other factors, it also has one of Florida’s highest bicycle accident rates. Key West has recently hired its first bike-ped coordinator and Bike Florida is proud to partner with that island city on its plan to become a safer and more enjoyable community for cyclists.

We will keep tabs on Key West’s progress and, hopefully, some of its initiatives will be applicable to other Florida communities.

For the first time ever, Bike Florida held its annual spring tour in Southwest Florida. The 2016 Surf & Turf tour took 500-plus riders from the rural roads of Arcadia to the beaches and cultural attractions of Sarasota and Englewood. We visited St. Armand’s, Siesta, Casey and Manasota keys, cycled to the post seaside resort town of Boca Grande and explored the wetlands and subtropical forests of Myakka River State Park.

We also launched Bike Florida’s newest and perhaps most scenic small group luxury tour. Our Forgotten Coast Tour is a five day trek along the lightly-developed and little-traveled upper Florida Gulf Coast from Port St. Joe to Tallahassee via Apalachicola, Wakulla Springs State Park, St. Marks and points in between. The Forgotten Coast Tour is a journey through time and nature and an opportunity to enjoy the region’s rich culture and culinary delights. We will be offering it again and again. Check it out on our web page, bikeflorida.org.

We continue to work with our partner, the Florida Bicycle Association, on the 4th annual Share The Road Celebration of Cycling. The heart of this yearly event is a day long series of speakers and panel discussions about bicycle-related issues. The dominant theme of this year’s gathering is titled “Cycling Is The New Golf: Can Florida Be A Major Destination For Cycle Tourism?” We are bringing in speakers from around the country to talk about this important economic development issue and our participating partners include Visit Florida and the University of Florida’s Department of Tourism, Recreation and Sport Management. In the afternoon the FBA will wrap up the day’s events with the 2016 Florida Trails and Streets Summit. Details and registration @ sharetheroad.org.

And please make plans to join us on Friday, Oct. 28, in Gainesville, for this important discussion about the future of bicycle tourism in Florida.

The following day, October 29, will see the culmination of a two year Bike Florida campaign to restore six bicycle sculptures that were raised in 1997 to memorialize a horrific crash the year before, when a distracted driver plowed into six cyclists who were riding from Gainesville to St. Augustine – killing two and injuring the other four. Bike Florida raised or otherwise pledged $16,000 for the restoration effort. On Saturday, Oct. 29, following Celebration of Cycling, there will be a Ride of Silence from the University of Florida campus to Depot Avenue Park, where the sculptures are located. The ride will be followed by a formal dedication of the renamed Share The Road Memorial.

Oh, yes, and we’ve just opened a new Bike Florida headquarters. We are sharing our new Gainesville digs, at 101 North Main Street, with another nonprofit, the Florida Community Design Center. If you are in town, drop by and visit us. We love to talk about who we are and what we do.

That’s just the short list of Bike Florida’s 2016 initiatives. And there is more to come.

In 2017 we will be experimenting with a new format for our annual spring tour. The Gullah-Geechee Tour, March 19-24, will be Bike Florida’s first “wagon-wheel” tour. Instead of moving from host community to host community - packing up your tents and moving your luggage every other day - our tour will stay in one place, the St. Johns County Fairgrounds, for six days. Each day riders will set out in a different direction to different destinations; St. Augustine, Crescent Beach, Palm Coast, Palatka, Welaka, the upper reaches of the St. John’s River and elsewhere.

More importantly, our Gullah-Geechee Tour is an opportunity to raise money for the small community of Armstrong. Located on the rail-trail that goes from Palatka to St. Augustine, Armstrong is a rural African-American community that has ambitions to develop its economy around cycle tourism. Armstrong has been a great partner to Bike Florida, frequently hosting our riders to community brunches. (continued on next page)

River of Grass Greenway

by Patty Huff

Patty Huff has lived in the Everglades for over 20 years and is a board member of the Friends of the River of Grass Greenway as well as the Florida Bicycle Association.

In the Spring 2014 issue of the Messenger Maureen Bonness expressed her love of the Everglades and desire to share her enthusiasm for others to experience these magnificent, preserved lands through non-motorized transportation. What started as a dream, a vision, in 2006 has progressed to the various municipalities, businesses, national and state parks and tribal agencies across south Florida. In 2009 the National Park Service Rivers, Trails & Conservation Assistance program, in collaboration with NPC, submitted a grant proposal to the U.S. Department of Transportation Federal Transit Administration to fund a feasibility study and master plan for ROGG. After years of research, public workshops and input, the Master Plan and Feasibility Study for the River of Grass Greenway has been completed! Now many more steps are required for further evaluation and study of the project as funding becomes available.

In the meantime, the Friends of the River of Grass Greenway re-organized as a separate non-profit organization and established its own by-laws with a new Board of Directors representing various counties throughout south Florida. This organization continues to promote the establishment, preservation, and safe use by the general public of a non-motorized transportation and recreation corridor between Naples and Miami and to focus on safety and environmental education and stewardship for those hiking, walking, or cycling through south Florida and the Everglades. This is currently being accomplished by communicating with the Florida Department of Transportation when road work is being done along this corridor and publishing brochures and maps outlining the amenities and places of interest while hiking and/or bicycling along the Tamiami Trail.

Next April the Friends will sponsor the 10th Annual Everglades Bike Ride, offering cyclists three different routes through the Everglades: a 15-mile tour of Everglades City and Chokoloskee; a 27-mile off-road tour through Fakahatchee Strand Preserve State Park; and a 62-mile tour along U.S 41 through Big Cypress National Preserve. Every year cyclists enjoy the ride, the seafood, the camaraderie and fun! For more information about the River of Grass Greenway, copies of maps and brochures, and our annual bike ride, visit the Friends of ROGG’s website at www.evergladesROGG.org.
**Bike Florida** (from page 12)

and otherwise welcoming cyclists. And we want to dedicate our spring tour, the Gullah-Geechee Tour, to helping Armstrong achieve its dream of becoming a "trail town." For more information go to bikeflorida.org.

Look for other Bike Florida initiatives and innovations this coming year. We intend to continue to expand our small group tour offerings (right now we're exploring the prospect of a woman's only tour in the Fernandina Beach-St. Augustine areas. And other new tour ideas are also simmering. As Florida continues its initiative to connect and expand its system of regional rail-trails, Bike Florida will poised to offer trail-to-trail exclusive tours for riders who don't feel comfortable sharing the road with cars. We will continue to experiment with ways to attract younger riders and a more diverse ridership. And we intend to keep expanding our Share The Road education and safety mission.

Got any suggestions for us? We're always looking for constructive collaboration. Contact me at ron@bikeflorida.org or give me a call at 352-262-5798. And keep an eye on our Bike Florida and Share The Road web sites, Facebook pages and other social media outlets for the latest news about our little 22-years-young nonprofit.

And please, come ride with us. If you haven't done one of our tours yet, you are missing out on something special.

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**St. Augustine Trails** (from page 6)

This trail is a very easy short ride that follows the Lehigh Canal for about seven miles. The TH is easy to find, well marked and has a fairly new bathroom, water and nice parking area.

When you leave the TH it back-tracks a short way on a sidewalk (recommend you do not do the road as it was very busy and no shoulder) until you find the route marker.

Entering this side you start off on an elevated wooden bridge system that takes you over some wetlands until it drops you down onto the paved trail.

For about two miles you will be riding through a swamp forest where it provides nice coverage from the sun. As you leave this section you will cross over some roads but the traffic was not bad and it is well marked so even a novice rider would not have any issues with the crossings. The trail takes you passed some suburban areas (including a power distribution center so take heed to the weather when passing near it...Lighting comes to mind!) and provides nice views of the canal. Again, this is not a long trail so take time to stop along the way and enjoy the views!

The trail also has bike maintenance stations in case you need to do a minor repair or eliminate that squeak you picked up due to a loose bolt (of course that NEVER happens right?!) As you ride along you will cross over a number of small bridges as well as one major road that I suggest you cross with the light as the road is four lanes and busy. You will have to back track down the road (50 yards) to pick up the trail again but like before it is very well marked and will get you quickly back on the trail.

On this section you will ride through a track of tall pines and possibly see some animal activity along the way.

The trail ends in the Palm Coast city limits so yes it's that time again…. SNICKERS!!! After refueling on those small bites of joy, we headed back. Again take your time as your vantage point changes heading back and will see different things along the trail (like jumping fish in the canal…I cannot make this stuff up!).

Riding back also changed up the shadows of the trail which allowed you to ride under a canopy of trees providing lots of colors and shade

Note of caution: On both of the trails we came across a couple of snakes….Now I am no expert on identifying snakes so I just try to avoid them at all costs. That said, be aware especially riding in the cooler days during the mid-day sun when they come out to enjoy the trail just like you.

And yes, this is Florida and you are riding next to a canal so you may even see our favorite native…the gator. So take care as you wander down by the bank of the canal, but also note that some parts of the bank are very steep.

Once we got back to the TH we were glad that there were facilities and used them to clean up before enjoying some good BBQ which was located next to I-95 before heading back to Orlando.

The gear: Normally we would use our touring bikes but for this trip we decided to use our beach/cruiser bikes since we also enjoyed riding the beach in the evenings. It was a great trip and we knocked off two more trails in the book.

Since this trip we did a few days in Jekyll Island (GA) which has great biking on the island and on the way home got to ride on the Jacksonville-Baldwin Rail Trail. But that is another story…...and yes local BBQ was discovered and enjoyed.

Until next time, ride safe!
October 2 (Sun) Lake Mary FL 5th Annual CF Cycle For Life 100/65/32 along north shore of Lake Monroe, through beautiful Lake Helen and along the wide open roads of Volusia County. Fully-supported rest stops every 10-12 miles (6 total on 1000), Breakfast, post party catered by Tijuana Flats, bike mechanics, ride marshals. This unique event empowers participants to take action and demonstrate their fight in finding a cure for cystic fibrosis in a tangible, emotional and powerful way. http://orlando.cf.org


October 7-9 Mount Dora FL 42nd Annual Mount Dora Bicycle Festival Join us for a 3-day weekend with multiple routes, festivities, and excitement galore. From a friendly ghost ride to crushing hill climbs, and fourteen routes to choose from, you are sure to find what you are looking for in beautiful Mount Dora. http://mountdorabicycletestival.com

October 8 (Sat) Tallahassee FL 33rd Annual Spaghetti 100 100, 65 & 35 mile paved & dirt options. Starts at Mccooessee Community Center at 8 am and rides into the scenic backcountry of North Florida and South Georgia. The road routes take riders through historic Thomasville and Boston in Georgia and through Monticello in Florida. The dirt routes are non-technical, following the beautiful canopied clay roads through the heart of classic Red Hills plantation country. http://cycyclists.org/spaghet100

October 22-23 Gainesville FL Gainesville Cycling Festival Two centuries in two days! (Or enjoy the supported options for a weekend of bicycle touring.) See details in the listings for the Santa Fe Century and Horse Farm Hundred. http://gccfla.org/gcf/

November 6 (Sun) Lakewood Ranch FL 19th Annual Sarasota Manatee Bicycle Club Gulf Coast Cycletfest Presented by the Sarasota Manatee Bicycle Club and sponsored in part by Ameriprise Financial Services, Inc., Crescent Wealth Partners of Sarasota. Choose supported routes of 100, 62, 35, or 20 miles distances. This is not a race and is designed to be a family event for cyclists of all abilities. Breakfast provided along with a lunch served by Polo Grill & Bar. Registration opens at 6:45AM. Routes close at 3:00PM. http://www.active.com/lakewood-ranch-fl/cycling/gulf-coast-cycletfest-2016

November 6 (Sun) Marineland FL Spoonhills & Sprockets Cycling Tour 6:00am–4pm Florida’s most scenic cycling tour on the AIA National Scenic and Historic Coastal Byway. 20th Anniversary of the Florida Scenic Highway Program with 36, 72 and 100 mile routes, highlighting four us state landmarks. Fully supported SAG stops. Post-ride catered luncheon courtesy of the Hammock Beach Resort, Palm Coast and admission to Marineland Dolphin Adventure. spoonhillsandsprockets.com or contact, Danielle Anderson 386-503-5197.

November 12 (Sat) The Villages FL Hearts for Our Bicycle Challenge Leave from the Spanish Springs Town Square in The Villages. 17, 32, 64 & 100- mile routes through scenic Sumter, Marion and Lake counties. Ample rest stops, breakfast, lunch, mechanical support, marked routes and public safety support. Fri., Nov. 11 FREE Cycling Expo and Health Fair. Sponsored by The Villages Regional Hospital Auxiliary Foundation and Quest Diagnostics. www.H4HBikeWeekend.com

November 18-19 Miami FL The SMART Ride 2016 Ride from Miami to Key West, 165 miles in two days, to raise money for HIV/ AIDS service organizations across Florida. Second largest AIDS bicycle ride in the country 861 only one of its size to return to Key West. Over $7.4 million raised since 2003. thesmartride.org

November 19 (Sat) Wauchula FL 3rd Annual Freedom Ride Florida Our county has hundreds of miles of quiet paved roads for the cycling enthusiast and we believe this ride will demonstrate that. More importantly, Freedom Ride 2016 is also the annual fundraiser for Pioneer Village, a family restoration ministry that works with the families of addicts to restore what destructive lifestyles has stolen. Pioneer Village takes no government money, doesn’t charge for it’s services, and has no paid staff. 100% of our working capital comes from the generous donations of people and businesses that believe in what we do and 100% of the donations go to accomplish the mission of family restoration. www.freedomridelflorida.org

November 19-20 Clermont FL 37th Horrible Hundred and Cycling Expo Waterfront Park, Clermont. Sat. morning free guided family ride on South Lake Trail, food trucks, free Cycling Expo with over 30 vendors Sat. & Sun. Sun. distances of 35, 70 and 100 miles. Plenty of hills, fully supported with sag stops and sag vehicles. Registration includes custom t-shirt or water bottle, and lunch. Horrible Hundred jersey available to order with preregistration. Twitter@horriblehundred and Facebook. horrible-hundred.com

November 19-20 Sunrise FL Adopt-a-Bike Cycling Weekend Sat. Levee (Mountain or Fat tire bike) Reg. includes Ruffle, raffle ticket, DJ, SAG & BBQ lunch. Sun. ride 62, 40, 25 or 10 miles. Fully supported. Reg. includes Raffles & lunch, 6 Ride Levels starting at 10-12mph to 25+ Helmets required. All proceeds benefit Adopt-a-Bike Foundation that provides bikes, helmets and cycling safety information to disadvantaged and physically challenged children. Donations tax deductible. www.adoptabike.org

Florida Bicycle Association
FDOT Districts

**District 1**
Cities: Bradenton, Fort Myers, Naples, Sarasota
Counties: Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, Sarasota
FDOT Bike/Ped Coordinator: Providance Nagy, 239-225-1983
FBA Member Bicycle Clubs: Bonita Bay Bicycle Club, Caloosa Riders Bicycle Club, Coastal Cruisers Bicycle Club, Highlands Pedalers Bicycle Club, Peace River Riders Bicycle Club, Polk Area Bicycling Association, Sanibel Bicycle Club, Sarasota-Manatee Bicycle Club
FBA Member Bicycle Shops: Acme Bicycle Shop, Bicycle Center of Port Charlotte, Bike Route (Naples), Naples Cyclery, The Bike Route (Naples), Billy's Bike Shop, Fort Myers Schwinn Cyclery, Ringling Bicycles, Bike Shop of Winter Haven, Pedelec SQB LLC Electric Bicycles, Island Bike Shop, Bicycles International

**District 2**
Cities: Gainesville, Jacksonville, Lake City, St. Augustine
FDOT Bike/Ped Coordinator: Derek Dixon, 904-360-5653
FBA Member Bicycle Clubs: Gainesville Cycling Club, North Florida Bicycle Club, Suwannee Bicycle Association
FBA Member Bicycle Shops: Champion Cycling & Fitness, Emerald Coast Cyclists, The Great Bicycle Shop (2 locations), Dragon Sports

**District 3**
Cities: Destin, Panama City, Pensacola, Tallahassee
Counties: Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa Rosa, Wakulla, Walton, Washington
FDOT Bike/Ped Coordinator: Olen Pettis, 850-330-1543
FBA Member Bicycle Clubs: Capital City Cyclists, Emerald Coast Cyclists, The Great Bicycle Shop (2 locations), Dragon Sports
FBA Member Bicycle Shops: The Great Bicycle Shop (2 locations), Dragon Sports

**District 4**
Cities: Fort Lauderdale, Fort Pierce, Palm Beach, Stuart
Counties: Broward, Indian River, Martin, Palm Beach, St. Lucie
FDOT Bike/Ped Coordinator: VACANT
FBA Member Bicycle Clubs: Boca Raton Bicycle Club, Vero Cycling Club, South Broward Wheelers
FBA Member Bicycle Shops: Bike America (6 locations), Lauderdale Cyclery, Tri Bike Run, Wheels of Wellington, Bicycle Generation, Orchid Island Bikes and Kayaks

**District 5**
Cities: Cocoa Beach, Daytona Beach, Kissimmee, Melbourne, Ocala, Orlando
Counties: Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter, Volusia
FDOT Bike/Ped Coordinator: Deborah Tyrone, 407-482-7897
FBA Member Bicycle Clubs: Florida Freewheelers, Sunter Landing Bicycle Club, Orlando Runners & Riders

**District 6**
Cities: Key West, Miami
Counties: Miami-Dade, Monroe
FDOT Bike/Ped Coordinator: Zakary Lata, 305-470-5308
FBA Member Bicycle Club: Everglades Bicycle Club, South Florida Triathletes
FBA Member Bicycle Shop: Mack Cycle & Fitness, Elite Cycling & Fitness

**District 7**
Cities: Brooksville, Clearwater, Port Richey, St. Petersburg, Tampa
Counties: Citrus, Hernando, Hillsborough, Pasco, Pinellas
FDOT Bike/Ped Coordinator: Christopher Speese, 813-975-6405
FBA Member Bicycle Clubs: Central Florida Randonneurs, Florida Panthers Tandem Club, St. Petersburg Bicycle Club
FBA Member Bicycle Shops: City Bike Tampa, Bike Sport, Chainwheel Drive (2 locations), Jim's Bicycle Shop, Hampton's Edge Trailside Bicycles, University Bicycle Center, Two Foot Drive (mobile shop), AJ's Bikes and Boards

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**FDOT Bike/Ped Coordinator:**
- Providence Nagy, 239-225-1983
- Derek Dixon, 904-360-5653
- Olen Pettis, 850-330-1543
- VACANT
- Deborah Tyrone, 407-482-7897
- Zakary Lata, 305-470-5308
- Christopher Speese, 813-975-6405

**FBA Member Bicycle Clubs:**
- Bonita Bay Bicycle Club
- Caloosa Riders Bicycle Club
- Coastal Cruisers Bicycle Club
- Highlands Pedalers Bicycle Club
- Peace River Riders Bicycle Club
- Polk Area Bicycling Association
- Sanibel Bicycle Club
- Sarasota-Manatee Bicycle Club
- Gainesville Cycling Club
- North Florida Bicycle Club
- Emerald Coast Cyclists
- The Great Bicycle Shop
- Bike America
- bicycle generation
- Orchid Island Bikes and Kayaks
- Capital City Cyclists
- Emerald Coast Cyclists
- Tri Bike Run
- Wheels of Wellington
- Bicycle Generation
- Orchid Island Bikes and Kayaks
- ETC

**FBA Member Bicycle Shops:**
- Champion Cycling & Fitness
- Emerald Coast Cyclists
- The Great Bicycle Shop
- Bike America
- bicycle generation
- Orchid Island Bikes and Kayaks
- Capital City Cyclists
- Emerald Coast Cyclists
- Tri Bike Run
- Wheels of Wellington
- Bicycle Generation
- Orchid Island Bikes and Kayaks
- ETC
Scearce, Satcher & Jung, P.A.
CERTIFIED PUBLIC ACCOUNTANTS

Applauds the Florida Bicycle Association for its efforts in making our community a healthier one by providing education and inspiration of cycling.

See you on the road!

Kenneth L. Scearce, CPA
David A. Satcher, CPA
Carla M. Hansen, CPA

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