2016 Florida Bicycle Association Annual Awards

Congratulations to our 2016 Florida Bicycle Association Annual Award recipients!

Club of the Year
Sumter Landing Bicycle Club

Off Road Club of the Year
Florida Off-Road Cycling Enthusiasts (FORCE)

Law Enforcement Agency
Indian River County Sheriff’s Office

Educator
Tiffany Sabel, Johns Hopkins All Children’s Hospital

Supporting Agency
Florida Greenways & Trails Foundation

Event
Team C2C Cross Florida Ride

Program
The Bike Rehab Project

Bicycle Professional
Christine W. Fanchi, Livability Planner City of Fort Lauderdale

Citizen Advocate
Brian Smith, Chair Florida Greenways & Trails Council

Bicycle Business
Recyclable Bicycle Exchange

Bicycle Business
Bubba’s Pampered Pedalers

Bicycle Friendly Community
Mayor Marni Sawicki, City of Cape Coral

Bicycle Friendly Community
Cape Coral Bike-Ped, City of Cape Coral

Trails Promoter
Herb Hiller, Founder & President St. Johns River-to-Sea Alliance

Elected Official Champion
Senator Kathleen Passidomo, District 28

Volunteer
Hans Van Tol, Capital City Cyclists

Special Recognition
Richard Cahlin, Bicycle Action Committee

Special Recognition
Kurt Eichin (Posthumously)

Visit our website floridabicycle.org/annual-awards for more information on our annual award program and our 2016 recipients. Nominations for 2017 will open in October!
We Love Our Members!

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

Lifetime Members
Duke Breitenbach
Kimberly Cooper
William R. Hough
Walter Long
Dan Moser
James Nash
Mr. & Mrs. H. Middleton Raynal
Earle & Laura Reynolds
Dr. Joe Warren
Mighk & Carol Wilson

Supporter:
Mark Atkins
Tim Bol
James Borchert
William & Gail Byers
Richard Cahlin
Kenneth R & Nyla Campbell
Jane Corliss
Cheri Crawford
Linda Crider
Allan Feldman
Lawrence Gorfine
William & Judy Groom
Chris Hamilton
William Hemme
Don Hemmenway
Kenneth Hillier
Fifi Huang
Charles & Diana Hurwitz
Ellen Kirtley
Seth Krieger
Brian LaMonte
Stephen Lasky
Paul Lester
Diane Manas
Nancy Mathieson
Perry & Noel McGriff
Marsha Stanton

Benefactor:
Richard Abedon
Becky Afonso
James Anderson
Joseph Beckham
Donald Brody
Christopher Burns
Richard & Belinda Carlson
Cecilia Collins
Matthew Crawford
Susan Davis
Peter Davitt
Terence Deeks
Patrick Donovan
Michael Dowling
Nancy Flaherty
Dianne Franz
Morris Futernick
Andrew & Allyson Gill
William Groom
Billy & Patty Hattaway
Patricia Huff
Lawrence Jaffe
James Kehl
Robert Koop
Stephen LaFreniere
Kenneth & Michelle
Karin Sanders

Individual/Family High Donors
Legacy:
Stuart & Madeline Pechter

Champion:
Dale Allen
Mark Greenberg
Thomas Hauser
Richard Johnson
Deborah Mallery
Ann & Michael Megler
Marsha Stanton

New Business/Clubs/Organizations
Premier Partners:
Polk County Sports Marketing

Advocate:
Bike/Walk Central Florida
Jim Dodson Law
Florida Greenways and Trails
Foundation
Friends of River of Grass
Greenway (FROGG)
Orange Cycle Works
Gainesville Cycling Club
Ocala Mountain Bike Club
North Florida Bicycle Club
Jack the Bikeman

Club/Business High Donors

Premier Partners:
Florida Freewheelers Bicycle Club

Advocate:
Boca Raton Bicycle Club
Florida Freewheelers Bicycle Club

New Members
George Arnold
Ian Bearden
Daniel Blumberg
Thomas Bowen
Michael Boyd
Nico Brekelmans
Rene’ Carden
Lisa Carter
Dean & LuAnn Cleverger
Mary Crowe
Mary Cummings
Karl, Monte & Warren
Diehtrick
Melissa Fox
Barbara Giles
Oscar Gonzalez
Lawrence Gorfine
Joy Hancock
Charles & Diana Hurwitz
Richard Johnson
Steven Josephs
James Joyce
Rowland Kenna
Mark Meisel
Marin Moran
Norman Nisbitt
Melinda Peale
Tom Pilcher
Marilyn Prout
Richard Reaume
Monique & Ronald Robitaille
Don Rupprecht
James Savage
Michael Schwaid
Thomas Seric
Laraine Stovall
Heather Strong
Stuart Toback
Philip Turner

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)

Visits & To-Do-Date
Bicycle issues with this statewide forum

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.
• Replace your old plate 90 days early with a Share the Road plate.
• Exchange your plate for a Share the Road plate at any time.

Visit FBA’s Website
Log-in to the FBA Blog
Stay up-to-date on bicycle issues with this statewide forum

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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.

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

To become a member supporter of FBA, join online at www.fbamembership.org

www.floridabicycle.org • e-mail: Becky@floridabicycle.org • Phone: 813-748-1513

A copy of the official registration and financial information (ch9008) 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.

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Are You Being Vigilant While Riding Our Florida Trails?

by Jim Dodson

Florida is in the midst of a dramatic transformation with the development of an extensive non-motorized multi-use trail system. In 2015, the legislature dramatically kick-started this effort when they provided $25 million of recurring yearly spending for trail construction. As a result, trail construction is moving forward throughout our beautiful state. This is a great thing for cycling and cycling safety as well as tourism and business.

Many people believe cycling on a trail is always a safer alternative to cycling on the road with vehicles. Trails through rural areas clearly have safety advantages over riding on the roadway. In addition, they are just more peaceful. However, rural trails ultimately lead to urbanized areas as many of our urban counties are being built out with an extensive trail system. Let’s face it, that’s where most people live and ride. These urban segments are also a very vital part of the long distance connectors.

The urbanized trails attract all types of riders, from the least to the most experienced. Urban trails also have a much higher potential for conflict between people on bicycles and those in motor vehicles. It is relatively uncommon for a vehicle to overtake and strike a cyclist on the road; most collisions occur at intersections. This is true for road cycling as well as for those riding on trails. Cycling on urban trails requires tremendous vigilance and awareness on behalf of both cyclists and drivers.

The danger was highlighted in a recent article in the Tampa Bay Times, which described a collision between a cyclist and a vehicle exiting a driveway that crossed a trail. Ironically, the cyclist was a transportation planner who worked for Pinellas County and was a cycling commuter. Neither the cyclist nor the driver saw the other prior to the collision. In looking at the situation after the fact, the article made it clear fencing and shrubbery totally shielded the vehicle from being seen by cyclists approaching on the trail and from drivers seeing approaching cyclists. In addition, there were no markings or warnings for either. It was literally an accident waiting to happen. Nonetheless, the driver was ticketed for failing to yield the right-of-way.

This situation points out a pretty common problem of urban trails intersecting with so many points where vehicles are having to drive across the trail. Some are clearly marked intersections and have very obvious signage. But not all of them. Some dangerous points of conflict on our urban trails have not been well-engineered or marked. The potential for serious collisions is a significant issue.

I am in no way criticizing the trails, or those who design or build them. Construction of trails through urban areas is an evolving, engineering challenge. They are a remarkable advance and one that is welcomed.

Too many people on bicycles assume they are completely safe when they are on a trail and vehicles are going to stop before driving across their path. This is not true at even the most visibly marked and well-engineered intersections. It is incumbent upon cyclists and drivers to be constantly vigilant for the potential for danger. If you encounter one of these problem areas on your travels, bring it to the attention of the local trail authority.

Jim Dodson is an experienced bike accident lawyer, cyclist, bicycle safety advocate and Secretary of the Florida Bicycle Association. He represents injury victims throughout Florida and is the author of the Florida Bicycle Accident Handbook, relied upon by hundreds of cyclists across the state.
Executive Director’s Corner...
Optimistic Unification
by Becky Afonso, Director

Polarization is the word of the day lately, which made me think of this proverbial phrase: Is the glass half full or half empty? How about we agree that there is a glass and that there is water in the glass? Ok, that was easy. Sometimes it pays to keep it simple as we are now in agreement.

Now then, about the water. Water is the source of life. Your life. Imagine your life not in a glass but riding on a bicycle, on the road, a road in Florida. Are you respected as a vulnerable road user? How about we agree that, according to Florida Statute 316.2065(1), a cyclist has all the rights to the roadway applicable to any driver, except as to the special regulations for bicycles. Ok; that was easy. Sometimes it pays to keep it simple as we are now in agreement.

Now let’s talk about respect. Florida Statute 316.126, known as the Move Over law, stipulates that when approaching an authorized emergency, sanitation, or utility vehicle, one:

“shall vacate the lane closest to the emergency vehicle, sanitation vehicle, utility service vehicle, or wrecker personal, except when otherwise directed by a law enforcement officer. If such movement cannot be safely accomplished, the driver shall reduce speed as provided in subparagraph 2.”

Can it be this easy? Can we agree to simply put people into a law that currently only protects vehicles? There’s no harm in asking, is there?

The Florida Bicycle Association continues in this simple ask to legislators, to amend Florida Statute 316.126 to include people, to Move Over for Vulnerable Road Users. We encourage everyone to join us with this ask. Visit our website and click Advocacy on the top menu to read our legislative platform and to sign up for email updates. We’ve only just begun, but the Florida state is doing will be spilling over, not just in Orlando, but across the state. On the state level, we’ll have everything from shared lanes, to our new standard, buffered 7-foot bike lanes, side paths and maybe cycle tracks. Will we see cycle tracks in Orlando, like in European cities really encourage biking and walking. Will we ever get to that place?

We will in some instances. But we all have to recognize when you have communities built over hundreds of years — and most Sun Belt cities were not — in those places, every community was built around walking. In those cities, you have small block sizes and a mix of uses everywhere. All the Sun Belt cities are struggling because we separated all the land uses and stopped creating local networks. Undoing that is a heavy lift. But it is possible, and I think the city of Orlando has enormous potential.

SHARE for SOCKS

Alan Singer of the Florida Freewheelers and FBA member shared this moment of bicycling triumph – reaching the top of Sugarloaf Mountain in Clermont.

Way to go, Alan! You certainly earned a pair of our special edition 20th Anniversary SockGuy socks.

Celebrate FBA’s 20th Anniversary! Send your action bicycle photos to becky@floridabicycle.org and you could win a pair of limited edition 20th Anniversary FBA SockGuy socks! While supplies last.

Q&A with Billy Hattaway (continued from page 4)

state is doing will be spilling over, not just in Orlando, but across the state. On the state system, we’ll have everything from shared lanes, to our new standard, buffered 7-foot bike lanes, side paths and maybe cycle tracks.

Will we see cycle tracks in Orlando, like in Winter Park by Showalter Park?

It’s a possibility.

Sum up your transportation philosophy.

We should always be looking at trends nationally and regionally. And it’s clear that people want more choice in places where they live and how they get around. I think people accept the idea that they’re going to have to drive to work, but when they get home they want to be able to walk and ride to shops and restaurants and other things.

Certainly, the mayor’s vision is to attract high-paying jobs and those types of people. We need to find ways to accommodate that.

European cities really encourage biking and walking. Will we ever get to that place?

We will in some instances. But we all have to recognize when you have communities built over hundreds of years — and most Sun Belt cities were not — in those places, every community was built around walking. In those cities, you have small block sizes and a mix of uses everywhere. All the Sun Belt cities are struggling because we separated all the land uses and stopped creating local networks. Undoing that is a heavy lift. But it is possible, and I think the city of Orlando has enormous potential.
**Wheels of Justice – Ask the Attorney**

**Auto Insurance for Cyclists**

_**Question:** What kind of auto insurance should every cyclist have?_

_Answer:_ Did you know that your Florida auto insurance policy protects you when you are driving your car, but also can cover you when you are riding your bicycle?

Your auto insurance typically covers other people you hit and hurt with your car. But it can also cover you, if you’re riding your bicycle or walking, when you get injured by another motorist. By their “definitions”, most auto insurance policies cover the policy holder and usually their family members either when operating a vehicle or while acting as a “pedestrian” who gets hit by a motorist. These auto insurance policies most often define “pedestrian” as a person who is not operating a “self-propelled vehicle”. Since a bicycle is a human powered device and is not “self-propelled” by a motor, a cyclist is included as a pedestrian.

But wait a second? Why would you need to have your own auto insurance cover you while riding your bike or walking? If you are hit by a motorist wouldn’t the at-fault driver’s insurance cover you? Doesn’t it seem reasonable for the at-fault driver’s insurance to bear the burden? The answer is varied: The at-fault driver’s insurance sure won’t cover you if _THERE IS NONE!_ Did you know that 14% of all motorists have NO AUTO INSURANCE.

They are supposed to have auto insurance but they are driving illegally without it. Maybe they never purchased insurance. Maybe they had insurance but let it lapse. Maybe the vehicle was stolen. Maybe the owner bought a new car several months ago and forgot to notify the insurer. Maybe the motorist didn’t tell the truth to the insurance company when purchasing the insurance, and the insurance can be voided. Maybe the motorist has a really scary driving record. Auto insurance costs a fortune. So the driver goes without. Maybe you were the victim of “Hit and Run”. Nobody knows the identity of the driver, or whether the vehicle had insurance. Sadly, it is the same motorists who are irresponsible enough to cause accidents or who leave the scene, who are also irresponsible enough to operate their vehicle without insurance.

But even if the motorist has insurance, it may be woefully inadequate to take care of you. Virtually all auto insurance policies have limits to the $5 value of their benefits. The person who hits you may have very low limits of insurance. The benefits may provide minimal coverage. Nevertheless, as long as a motorist carries this minimum level of coverage that is required by Florida law, the motorist is legal… and the victim may be in deep financial trouble. The driver’s insurance coverage isn’t enough to help. State law requires coverage which is not significant. It is bare bones. Please understand that auto insurers often don’t have to pay victims the fair amount of money they deserve. Auto insurers most often have to pay the minimal limits of their coverage, whether this is fair or not.

Fortunately, most Florida cyclists own a vehicle, or live with a family member who owns a vehicle. If you live in Florida and love to ride your bike, it is most likely that you live in house where you or family members own a car. The average family in the United States owns 1.8 vehicles per household. In some cities, such as San Francisco, only 70% of residents live in a home with a vehicle. In virtually all Florida cities, there is at least one vehicle owned in each household.

_**Key Legal Advice:** Be sure to purchase “Uninsured Motorist Coverage” under your auto insurance policy._

If the motorist who hits you on your bike has NO INSURANCE or LITTLE INSURANCE, your “uninsured motorist coverage” within your auto insurance policy will come to your rescue. It will pay you what the at-fault driver is really obligated to pay. You have saved the day for yourself. You have protected yourself from the negligent and irresponsible driver. You won’t have to chase this person for compensation. Your own auto insurer will pay you benefits, and will likely chase this driver for reimbursement.

But Beware: Uninsured Motorist Coverage is not mandatory. Every policy doesn’t have it. Your agent may not have explained it to you, or even offered it. You must be sure to request it. The cost is definitely worth it. It is there to protect you.

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**Florida Traffic and Bicycle Safety Education Program (FTBSEP)**

The Florida Traffic and Bicycle Safety Education Program (FTBSEP) is a statewide, comprehensive, training program that teaches individuals how to be more competent and safer pedestrians and bicyclists. In addition to training individuals, the FTBSEP uses a train-the-trainer model to teach training workshop participants (e.g., school teachers, law enforcement, fire rescue/EMS, municipal parks and recreation staff, FDOT staff, community professionals, etc.) how to teach pedestrian and bicycle safety education to others (e.g., children, other adults, and older adults) in their community.

Training workshops incorporate both classroom instruction and outside, pedestrian and on-bike skills practice. Classroom topics covered in the workshops include, but are not limited to: the importance of pedestrian and bicycling education, pedestrian safety (laws, and issues such as distractions, impairment, and visibility), bicycle safety (hazard identification and avoidance, helmet importance and fitting, bicycle fit and safety check, seeing and being seen, rules of the road/laws, etc.). The workshops also include on-bike skills instruction which cover, but are not limited to: bicycle fit and safety check, road position, hazard identification and avoidance, scanning, signaling, turning, and intersections.

In addition to providing training workshops, the FTBSEP has a limited number of mini-grants (up to $2,000 each year per organizational recipient). Mini-grants may be used to create, support, or enhance a local pedestrian and bicycle safety education program.

**Program title:** Florida Traffic and Bicycle Safety Education Program

**Organization:** University of Florida and the Florida Department of Transportation Safety Office

**Website:** http://safety.hhp.ufl.edu/

*FTBSEP workshops are funded by the FDOT Safety Office and are provided at no cost.*

All courses and workshops are conducted by members of the FTBSEP regional training team who are certified by the League of American Bicyclists (LCI), and/or CyclingSavvy (CyclingSavvy Instructor).

If you would like more information, to host/coordinate a workshop, or if you would be interested in becoming a Regional Trainer please call (352) 294-1685 or email safety@hhp.ufl.edu.

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**Welcome New FDOT District One Secretary and Safety Champion L.K.**

On Friday, November 4, 2016, Florida Department of Transportation Secretary Jim Boxold appointed L.K. Nandam, P.E., as the new District One Secretary for the Florida Department of Transportation (FDOT).

Prior to his appointment, L.K. served as the Director of Operations for FDOT District One. Secretary Nandam has also been selected as Florida’s Statewide Champion for Pedestrian and Bicycle Safety.

“Secretary Nandam is committed to excellence and has a passion for safety” said Trenda McPherson, FDOT State Bicycle Pedestrian Safety Program Manager, “I have no doubt he will continue to build on the momentum initiated by Secretary Hattaway.”

On behalf of Florida’s Pedestrian and Bicycle Safety Coalition, Welcome Secretary Nandam, we are proud to be a part of your team!

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**Florida Safe Routes to School (SRTS)**

In addition to the FTBSEP, there are numerous pedestrian and bicycle safety education programs for children located regionally throughout the state. For example, Florida SRTS funds eight programs that provide education in the following counties:

Charlotte, Citrus, Collier, De Soto, Glades, Hardee, Hendry, Hernando, Highlands, Hillsborough, Indian River, Lake, Lee, Manatee, Marion, Martin, Miami-Dade, Okeechobee, Palm Beach, Pasco, Pinellas, Polk, Sarasota, St. Lucie, and Sumter.

For more information, or to get involved locally, please call (352) 294-1685 or email SRTS@hhp.ufl.edu.
March 2017 marks the one-year anniversary of the designation of the St Johns River-to-Sea Loop (SJR2C) as one of the top two trails in the Florida Shared-Use Nonmotorized (SUN) Trail Network. The Loop is a 260-mile multiuse trail that spans five counties and connects (at its four corners) Titusville, DeBary, Palatka and St Augustine. Along the route, it passes through and near many cities, towns and hamlets, including Daytona, New Smyrna, DeLand and many more. Its southern border is shared with the other designated SUN Trail, the Florida Coast-to-Coast Trail.

In July 2016 the St Johns River-to-Sea Loop Alliance was formed and received 501(c)(3) status. The group’s mission is to support, promote, enhance and protect the St Johns River-to-Sea Loop, to develop additional linkages and a network of trails that connect with the Loop, to assist area governmental units in development, planning and prioritization, to promote environmental, cultural and historical awareness of the Loop and nearby communities, and to foster locally resourceful economic development.

We maintain and constantly improve a website at www.sjr2c.org and an active Facebook presence at facebook.com/sjr2c. Another project is developing user-friendly maps. We have developed an initial map using data from the Florida Department of Transportation and the Office of Greenways and Trails. Our goal is a set of maps that reflect not only current status, but also recommended routes around gaps, connected local trails, and nearby amenities and points of interest. We want our maps to be accessible through a variety of methods – print and online, to serve trail builders, supporters, planners and users, and to encourage crowd-sourced inputs. We want to develop and document a repeatable process for map development and maintenance that other trail groups can employ. We have engaged two brilliant and enthusiastic interns from Stetson University with training in ESRI ArcGIS and other GIS tools, so we have great expectations.

Another major initiative is the Florida Route 207 Agritourism Corridor to revitalize the once-booming agricultural districts of St. Johns and Putnam counties. Additionally, we are investigating the possibility of a Rail-with-Trail to connect downtown DeLand to the Loop, working to promote the SunRail Connection at DeBary Station, working on branding for the Loop and the Alliance, and planning a periodic newsletter and a major fundraising campaign. To raise awareness and build community support for the Loop and the Alliance, we are working with the Office of Greenways and Trails to plan a St. Johns River-to-Sea Loop Alliance Summit in DeLand in late April.

We’re a small but dedicated group working hard to advance a broad and important mission – please join us! To “Keep in the Loop,” to become a Friend of the SJR2C Loop, to volunteer, or to sponsor or donate, visit our website or email maggie@sjr2c.org. We are seeking content of all types for the website – articles, photos, trail and route updates, comments, questions, opinions, suggestions or blog posts. Also, stay tuned for a photo contest to be announced soon.

Keep in the Loop with the St Johns River-to-Sea Loop Alliance
by Maggie Ardito

One Foolish Act Can Ruin a Thousand Other Great Ones

A life Jeremy Becker will never live...
On April 3, 2013 a drunk driver killed 16-year-old Jeremy Becker while he was riding his bicycle home. He also killed the marriage to his wife Heidi, the woman he would have met in five years; their children Matthew and Jenny; the days on Lake Griffin; and the day his daughter would have been married on the lawn of the home they would have lived in.

A family Miguel Ortega will never have...
On January 10, 2013 a drunk driver killed Miguel Ortega as he waited to cross the street. He also killed the day in 2015 Miguel would meet Maria, the woman he’d marry; their two girls, Angela and Emma; the days laughing as he taught them to fish; and that summer day in August when they surprised him on his 42nd birthday.

If you’re impaired, don’t drive.

Funded by the Florida Department of Transportation
enjoy these feel-good stories of proof that Florida Bike Month (March) and positive spins before the year-end holiday been highlighted on our blog and here in

Ken Hillier “sails” along the shoreline and picks up trash on the beach. Palm Beach County and F.O.R.C.E created a video regarding the importance of wearing a helmet.

it would be fun to go with him on one of collect debris along the roads and beaches.

DeNito’s Ride for Kids

For over 20 years, Florida Realtor Anthony DeNito has donated a portion of every commission he’s earned to the Children’s Miracle Network which helps children at Miami Children’s Hospital. In 2013, Anthony cycled alone across the state from Key West (805 miles) in an 8-hour personal challenge and raised over $10,000. It occurred to Anthony after this ride that he could do more for his community and the following year organized DeNito’s Ride for Kids. The ride drew over 100 cyclists and volunteers and raised thousands of dollars.

Donato’s Ride for Kids

In 2017, Russ says he uses a van to pick up or drop off bicycles and eventually finds a home with the homeless. As the website states, “DeNito’s Ride for Kids and its volunteers (DeNito’s HELPERS believe in community service.”

Ruston is an advocate and a registered bicycle-for-the-homeless program. As he tells it, “There are two sides to the coin arguing for and against this program. On one hand, there are those who view this as a positive way to get a bike to someone who needs it. On the other hand, there are those who believe that it is not the best use of resources. The challenge is finding a way to strike a balance that will work for everyone involved.”

Meanwhile, Anthony continues to grow the charity through relationships with the Entrepreneur Bicycle Club and local bicycle shops to host several cycling events and other activities throughout the year. Any benefits to the charity becomes a benefit to the Miami community.

As the web site states, “DeNito’s Ride for Kids” is a registered 501(c)3 non-profit charity of the Markham Woods Community Church in Longwood, Florida. DeNito’s Ride for Kids donates recycled bicycles and distribution to charities.

For more than 20 years, Russ Desmet has dedicated his passion for fixing bicycles to assist the homeless of Central Florida in their daily lives. The program provides bicycles to children who lack transportation and are in need.

To date, Donato’s Ride for Kids and its volunteers have donated over 160 bicycles to children in need. According to the website, “Donato’s Ride for Kids is a non-profit organization that provides bicycles to low-income children in need. The program is supported through corporate sponsorships, community events, and donations from individuals and organizations.”

Donato’s Ride for Kids is ongoing and continues to grow in popularity. According to the website, “Donato’s Ride for Kids is committed to providing children with a new means of transportation and independence.”

For more information on Donato’s Ride for Kids, please visit their website at www.donatoredforkids.com.
To prepare for the Florida Bicycle Association 20th Anniversary, it was decided to reach out to the founders of the association for ‘then and now’ type insight. Our current board of directors developed a nine-question survey and this survey was distributed to the 15 founders that we had on file.

What made this exercise interesting is that the association has two sets of founders: a group of five from 1987 and a group of 10 from 1997. Is anyone doing the math? If so, you may be asking yourself, “Why isn’t FBA celebrating their 30th Anniversary”? To simplify the answer, we are celebrating 20 years of consistent existence. Florida Bicycle Association, which does in fact go back to 1987, includes a disbandment sometime during 1995. Although short lived, the association was not officially functioning. The re-group in 1997 has successfully stayed in operation, hence the recognition of 20 years.

Suffice to say, a founder from 1987 contacted us after the survey was distributed to ask this very question, which led to a delightful phone call and mini research project. Florida Bicycle Association did exist in 1987 and we found proof – an article from the 1987 Tampa Bay Magazine Sep-Oct issue, page 50, which highlights that very first co-sponsored event, “Bicycling Magazine’s Grape-Nuts Bike Festival”:

“Another event planned for Sunday, November 8, is the third annual Grape-Nuts Bike Festival. The recreation ride (not race) is designed to be a fun event for the entire family. Registrants receive a breakfast of Post Grape-Nuts cereal, are eligible for prize drawings and after the ride can listen to live music while enjoying refreshments at the Franklin Street Mall. The Society and the Florida Bicycling will co-sponsor the event, which is expected to raise a total of $25,000.”

To go one step further, we found (on EBay) a T-shirt from 1986 (see right) which lists Tampa as one of the “Grape-Nuts Bike Festival” host sites. Joanna Hot, the 1987 founder who contacted us and served as the first FBA Secretary, explained how FBA came to be. Generally speaking, Joanna served as the event director for the Grape-Nuts Bike Festival and sometime after the second festival, she and a small group of bicycle enthusiasts recognized a need to form a non-profit to put the proceeds of the event to state-wide bicycling needs. Florida Bicycle Association was formed and officially co-sponsored the third annual “Grape-Nuts Bike Festival” along with the West Coast Chapter of the National Society to Prevent Blindness.

Joanna now resides in Alabama, but she was more than willing to share pieces of 1980’s Florida Bicycle Association history, including artwork the association created for a billboard campaign that were also available as posters (see below). The artwork was created by herself and Carolyn Woodard, both living in Lakeland at the time. One lists “Polk Bicycle Program” and the other “Florida Bicycle Association, Inc.”, with phone numbers no longer in service. Joanna sent the artwork, including the original silk screen format to our Oldsmar headquarters – talk about a Throwback!

Certainly, times have changed but the spirit in which FBA was founded, be it 1987 or 1997, remains as strong and determined as ever. As Joanna stated during our phone call, “The forming of the association was always viewed as long term. We knew our dreams were to carry forward, that separate groups would rotate into the fold and carry on the mission. Things change, but it was our hope that FBA would keep going in the direction of bicycle education and advocacy. I am so proud to have been part of this association.”
Questions about the laws related to bicycling?

Ask Geo @ FLBikeLaw.org* 

by George Martin

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

Bikes in Apartment Areas

Q Sandy asked: Can you advise the Florida law, or even Pasco County law on bicycles left in the breezeway of an apartment complex?

A Apartment complexes are private property and are controlled by the owner of the complex. You should check the lease agreement for any related rules or regulations. Generally speaking, a bike left on the breezeway (hallway) of an apartment/condo would be a safety hazard. Anything that blocks or restricts the ingress/egress to the apartments is generally prohibited by local fire code and likely prohibited by the rules in the lease or condo declaration. Unless your talking about your private patio area which are restricted to the conditions in your lease or condo declaration.

Bells and Horns on Bikes

Q David asked: Are bikes required to have bells or horns. It only seems logical that they have either in order to warn pedestrians when approaching them, especially from the rear. I believe cars are required to have horns. If they are not required, how can I attempt to make it required by law?

A Although a motor vehicle is required to have a horn, no vehicle may legally have a bell or whistle. A horn would seem to be acceptable on a bicycle, but not required. s. 316.271 – Horns and Warning Devices

(1) Every motor vehicle when operated upon a highway shall be equipped with a horn in good working order and capable of emitting sound audible under normal conditions from a distance of not less than 200 feet.

(4) No vehicle shall be equipped with, nor shall any person use upon a vehicle, any siren, whistle, or bell.

Motorcycles on a Paved Shoulder

Q Kris asked: Though lane splitting is illegal in FL can a motorcycle ride the shoulder to pass heavy traffic, 30 mph or less?

A No. Under all circumstances, vehicles (except bicycles) must be driven on the roadway, which does not include the paved shoulder. s. 316.003 – Definitions

(64) Roadway – That portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the berm or shoulder.

s. 316.081 – Driving on Right Side of Roadway; Exceptions

(1) Upon all roadways of sufficient width, a vehicle shall be driven upon the right half of the roadway

Normally, passing should be accomplished on the left.

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…

Under certain circumstances, passing on the right is permitted.

s. 316.084 – When Overtaking on the Right is Permitted

(1) The driver of a vehicle may overtake and pass on the right of another vehicle only under the following conditions:

(b) Upon a street or highway with unobstructed pavement not occupied by parked vehicles of sufficient width for two or more lanes of moving traffic in each direction; (c) Upon a one-way street, or upon any roadway on which traffic is restricted to one direction of movement, where the roadway is free from obstructions and of sufficient width for two or more lanes of moving vehicles.

However, the vehicle may not be driven out of the main traveled portion of the roadway.

(2) The driver of a vehicle may overtake and pass another vehicle on the right only under conditions permitting such movement in safety. In no event shall such movement be made by driving off the pavement or main-traveled portion of the roadway.

Driver’s License Required?

Q Ben asked: Would I need a licence to travel on a gas powered bicycle that goes 45mph for private use only. I will not be delivering pizzas or newspapers just going from one place to another enjoying the sights. I want the right legal answer not a statue referring to motorized electric bike. I’m not using it for commerce just traveling.

A We are a nation of laws that guide our activities and keep some organization in our society. The intent of this site is to inform and discuss those laws. There are some that believe the motor vehicle laws do not apply to them and they don’t have to comply. (There are also some who don’t believe they must pay taxes.) I won’t engage in a discussion of whether Florida has the legal basis to require compliance with motor vehicle laws. I will only try to show what the law actually says.

In Florida, we have motor vehicle laws that tell us what motor vehicles we can use on the roadways. In your case, your vehicle would be classified as a motorcycle.

s. 316.002 – Purpose

It is the legislative intent in the adoption of this chapter to make uniform traffic laws to apply throughout the state and its several counties and uniform traffic ordinances to apply in all municipalities.

s. 316.003 – Definitions

(40) Motor Vehicle – …...a self-propelled vehicle not operated upon rails or guideway, but not including any bicycle, motorized scooter, electric personal assistive mobility device, swamp buggy, or moped.

(41) Motorcycle – Any motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor or a moped.

Your vehicle is a motorcycle and not a moped.

(38) Moped – Any vehicle with pedals to permit propulsion by human power, having a seat or saddle for the use of the rider and designed to travel on not more than three wheels, with a motor rated not in excess of 2 brake horsepower and not capable of propelling the vehicle at a speed greater than 30 miles per hour on level ground and with a power-drive system that functions directly or automatically without clutching or shifting gears by the operator after the drive system is engaged. If an internal combustion engine is used, the displacement may not exceed 50 cubic centimeters.

Drivers must have a driver’s license to operate a motor vehicle on the roadways except as noted in the statutes.

s. 322.03 – Drivers Must be Licensed; Penalties

(1) Except as otherwise authorized in this chapter, a person may not drive any motor vehicle ….. unless such person has a valid driver’s license …

Your vehicle must also be properly registered with the state.

s. 320.02 – Registration Required; Application for Registration; Forms

(1) Except as otherwise provided in this chapter, every owner or person in charge of a motor vehicle that is operated or driven on the roads of this state shall register the vehicle in this state. The owner or person in charge shall apply to the department or to its authorized agent for registration of each such vehicle on a form prescribed by the department. A registration is not required for any motor vehicle that is not operated on the roads of this state during the registration period.

License?

Q Dave asked: Do you need a bicycle license or permit to ride your bicycle in Florida? If so where do you obtain them?

A Neither a driver’s license nor state registration is required to operate a bicycle in Florida. Some jurisdictions require that your bicycle be registered with the police. Check your local ordinances.

Welcome New FDOT Bicycle/Pedestrian State Coordinator Mary O’Brien

by DeWayne Carver, AICP, State Complete Streets Program Manager

The Florida Department of Transportation is pleased to introduce Ms. Mary O’Brien, AICP, as the new State Bicycle/Pedestrian Coordinator. She is in the Roadway Design Office in Tallahassee and leads the FDOT District Bicycle/Pedestrian Coordinator team. Mary will also support the Alert Today/Alive Tomorrow Coalition for pedestrian and bicycle safety. At FDOT, she serves as a technical resource for bicycle and pedestrian issues. Mary is a League Certified Instructor (LCI) with the League of American Bicyclists. She comes to Florida from Tempe, Arizona, where she served as the bicycle education expert at Arizona State University. She also has public experience working for a metropolitan planning organization.

Please join FDOT in welcoming Ms. O’Brien to Florida! She can be reached at mary.obrien@dot.state.fl.us.”

“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.”
Being Number One (Again!) is a Bad Thing
by Dan Moser, long-time bicycle/pedestrian advocate and traffic safety professional who cycles, runs, and walks regularly for transportation, recreation, and fitness. bikepedmoser@gmail.com, 239-334-6417. A version of this column was published by Florida Weekly (floridaweekly.com) Visit BikeWalkLee’s blog (bikewalklee.blogspot.org) for much more on this report and what’s next.

By now followers of the news will have heard about the findings of the latest Dangerous by Design report (smartgrowthamerica.org/dangerous-by-design) that was released in early January. The cries of urgency that many of us—including FBA—who have been working for decades to make a priority the dire and immediate need for significant improvements in our pedestrian and bicycle environment will hopefully finally be heard.

How sad it is that the state of Florida will once again be known for the next two years as the most dangerous place in the country for pedestrians. Along with our state being the worse of all fifty, eight of the top (actually, bottom) ten metro areas in the country are in Florida, with the Cape Coral – Fort Myers area in Southwest Florida being the worse of the worse. Although the report looks specifically at pedestrian data the fact is that the same dynamics in play also relate to how bicyclists’ fare, especially those who routinely use sidewalks and other pathways rather than the road. This dubious distinction will stick with Florida and each of its worst-ranked communities well beyond the release of the next Dangerous by Design report to be released in early 2019 and will undoubtedly affect tourism and the decision making of those considering where to visit or even move to in Florida. Even though there are two Bike Friendly Communities in Lee County – silver-level Sanibel Island and bronze-level Cape Coral – the whole area is now tagged as unsafe and thus must deal with the dubious distinction.

To be fair the report is based on data from 2005 through 2014 so any gains that may have been made in terms of infrastructure improvements in the past two years are not included in the calculations that led to these dismal rankings. Transportation projects that were approved since the time many local jurisdictions adopted a Complete Streets policy are either just now underway or are still in the planning stages. FDOT has also put in place a Complete Streets policy of their own, a major plus. Perhaps any improvements made since 2014 will equate to a better ranking by the time of the next report. But the lack of sidewalks, shared use paths, and bike lanes isn’t the only reason we have so many motor vehicle pedestrian and bicyclist crashes, injuries, and fatalities in Florida. Another factor for our off-the-charts pedestrian danger index is human behavior.

Compared with other road users, we as drivers, who have the ability to kill by the push of a pedal, are the most impactful because of that capability. Motorist inattention, aggressiveness, and ineptitude are clearly much of the problem. The actions of pedestrians and cyclists are also part of the dynamic that can lead to tragedy. But these human factors exist everywhere, so why are conditions worse in some places than others, with Florida routinely being the epicenter?

As the Dangerous by Design study’s title implies, the design of our transportation networks is a primary factor. In Lee County’s case—and other metro areas with a similar focus on motor vehicle movement - this type of design creates expectations among drivers that we should move as quickly and as uninterrupted as possible whenever we’re behind the wheel. The fact that so many streets are turned into highways and highway-like roads means vulnerable users must contend with that condition on an ongoing basis. Intersections designed for motor vehicles first and foremost with other modes being accommodated as an afterthought or as a lower priority makes the hierarchy clear to all users and leads to drivers routinely ignoring basics such as crosswalks, common courtesy, and laws intended to create a safe environment for all users, particularly to protect non-motorists. This rapid, continuous movement expectation among the majority of drivers results in pedestrians and cyclists oftentimes making their own rules as a survival technique to get from point-A to point-B.

If the reason we’re number one was truly about human nature in general Lee County and other communities with similar transportation network designs (i.e. most of those in the top 10 of the list) wouldn’t consistently fare so much worse than other places around the country, neither in this study or in each of the previous Dangerous by Design reports (or its predecessor, Mean Streets). Among other things, human behavior is shaped by expectations, so this consistently inexcusable outcome isn’t really surprising. The findings of this report confirms what the Florida Bicycle Association, injury prevention professionals, enlightened community and transportation planners, human service providers, some elected officials, and average citizens have long been advocating for: that our governments take the problem seriously and put pedestrian and bicycle accommodation and safety on the same level as that of the motoring public, and even a higher priority until we are off the top of the list. Spending a mere fraction of State’s and local jurisdictions’ overall transportation budgets to plop down a sidewalk here and there has gotten us to where we are now. What’s needed is a complete reset of our transportation network priorities and design standards.

Anything less and we’ll continue to experience unnecessary and tragic loss of life, lives ruined forever by permanent injury, and significant economic losses to individuals and our community at large. If this doesn’t serve as a wake-up call to our elected officials, senior government staff, the business community, and the general public perhaps nothing will.

Until next time, I’ll look for you on the roads and pathways....Dan

Looping around Loop Road in the Everglades
by Patty Huff

One of the all-time great bike rides in south Florida is located in three separate counties: Collier, Monroe and Miami-Dade. Loop Road, south of the Tamiami Trail, has an interesting history in itself but the beauty of the environment is one of its outstanding features. You will see lots of wildlife as you hike or bicycle through this rural area just four miles west of Shark Valley (another great bicycling destination) in Miami Dade-County; or start on the far western section at the former Monroe Station site in Collier County, 17 miles east of Everglades City where I live.

With my new bike rack on my car and a friend of mine, we arrived at Loop Road around 1:45 pm which turned out to be an ideal time with the bald cypress, slash pine and sabal palm trees providing shade from the afternoon sun. Just a little over two miles of cycling, Gator Hook Trail has a picnic area (with toilets). If you decide to take a walk, you can hike for five miles into the swamp along the historic logging road.

Staying on Loop Road the first 4-5 miles will be rough (like a washboard) along a gravel lane until you reach Monroe County; then the roadbed will smooth out. You will pass by the southernmost point of the 1,400-mile long Florida National Scenic Trail which extends north to the Big Cypress Oasis Center and continues through the entire state of Florida. There are many culvert crossings in this area where you will find wildlife to photograph. We saw lots of alligators alongside the road, great white and blue herons, egrets and one roseate spoon-bill; a real treat for any nature enthusiast!

At 15.6 miles there is the last public trail: Tree Snail Hammock. We didn’t venture out onto the trails but it’s a good opportunity to get off your bike here and take a short hike into higher ground to find the tree snails which attach themselves to the trunks of trees. As you bike along the paved section of Loop Road (at mile 16.5) you will be cycling through the old town of Pinecrest where Al Capone had a home, a hotel and a brothel. Gator Hook Lodge was once a bar and dance club serving as the social center for Loop Road. The fascinating history of this location includes fiddle-player Ervin Rouse whose famous “The Orange Blossom Special” would entertain the guests. After nearly 20 years the lodge closed in 1977, shortly after Big Cypress National Preserve was established. Many people still live in Pinecrest and members of the Miccosukee Tribe of Indians have homes along the eastern end of Loop Road so please be respectful of the property owners when you bike or hike here. Rather than go to the end of the 24-mile Loop Road and cycle on the heavy traffic area of US41, we turned around at mile 17 and enjoyed a peaceful ride back through Big Cypress National Preserve. If we had gone another five miles we would be at the boundary line where Everglades National Park is to the south and east and Big Cypress Preserve is north and west. All part of the greater Everglades ecosystem and a wonder to behold!

Coast Bike Share Launches in St. Petersburg

Two-wheeled transportation in St. Petersburg, FL, got a whole lot easier this month, with the full launch of Coast Bike Share – the city’s new bike-share system.

Enabling healthy and convenient short trips around town for commuters and tourists, the official launch took place on February 4 with an early-morning community bike ride, led by Deputy Mayor Dr. Kanika Tomalin. Approximately 75 residents participated, including members of the St. Pete Bike Co-op, Shift St. Pete, and the St. Petersburg, Pinellas, and Hillsborough bicycle and pedestrian advisory committees.

As well as offering an opportunity to celebrate bike share in the city, the event showcased the new Healthy St. Pete Loop, which stretches across the western terminus of the Coast to Coast Trail, looping around cultural gems such as The Dalí Museum and The Mahaffey Theater. The launch party culminated with a group looping around cultural gems such as The Loop, which stretches across the western terminus of the Coast to Coast Trail, looping around cultural gems such as The Dalí Museum and The Mahaffey Theater. The launch party culminated with a group ribbon cutting, as riders coasted through the heart of the Green Swamp with scenic views of Lake Hollingsworth Drive in Lakeland.

The official launch followed the hugely successful demo system, which went live on November 1, 2016. Installed to coincide with the launch of the Cross-Bay Ferry – a pilot 149-seat passenger catamaran vessel connecting Tampa and St. Pete from November 2016 through April 2017 – 100 demo bikes hit 10 stations in St. Pete’s downtown area, providing a taste of what was to come.

Despite only having a demo system in place, in the first 90 days St. Pete achieved over 12,000 miles ridden and 4,400 trips. This equates to 480,000 calories burned by riders. Those choosing to bike instead of drive for those 12,000 miles also reduced a whopping 10,560 pounds of carbon waste.

Eric Trull, Regional Director of Coast Bike Share and long-time St. Petersburg resident, was delighted with the response. “The city is so ready for it,” he said. “The biggest question we received during the launch was not ‘What is the bike share?’ but ‘How can we get started?’"

“Coast Bike Share St. Pete connects with the existing system in Tampa,” he continued. “With the launch of our full St. Pete system, and the Cross-Bay Ferry connecting both cities, biking around the Tampa Bay area has never been easier.”

St. Petersburg’s Mayor, Rick Kriseman, said: “What I love about all these locations is [that] it gives everyone an opportunity to get out of their cars and get on a bike. It doesn’t just mean the heart of Downtown on Beach [Drive]. It means in the EDGE District. It means on Grand Central. It means in The Deuces and in the Warehouse Arts District. It means all over the city, so we’re really moving with our bike share program to help that vision.”

With two cities, 600 bikes, 60+ locations, and more than 300,000 miles pedaled in total, Coast Bike Share has put Tampa Bay firmly on the Florida biking map.

Plenty of Polk Co. Pedal-power

With so many options available, if you go for a bike ride in Polk County you first have to figure out just what kind of ride you want. From paved trails around beautiful bodies of water to off-road through the wilderness, Polk County has a ride for you. Paved trail options are:

- The Chain of Lakes Trail, 3.2-miles from Central Park in downtown Winter Haven to U.S. Highway 17/92 at Lake Alfred. The route provides views of many of the lakes in the northern Chain of Lakes. Trail users can park at any of the downtown Winter Haven parking lots.
- The Fort Fraser Trail, a multi-use 7.75-mile trail runs parallel to U.S. 98 between State Road 540/Winter Lake Road in Lakeland and State Road 60 in Bartow, with trailheads at Polk State College in Lakeland and in Highland City. The trail travels through tree canopies, pastures and populated areas.
- The Lake-To-Lake Cycling Route: This 20-mile cycling route is a popular, scenic ride around lakes Parker, Wire, Morton, Hunter, Hollingsworth and John in Lakeland. Signs clearly mark the bikeway to keep you on the route, which is a mix of parks and urban areas. Parking is easiest along Lake Hollingsworth Drive in Lakeland.
- The Lake Wales Trailway, 2.3 miles from Scenic Highway to Buck Moore Road in Lake Wales, is accessed at Kiwanis Park, 1000 N. Lake Shore Blvd. The 12-foot-wide path is suitable for just about any fitness activity. The trail is ringed with a variety of flora and fauna, including butterflies, song birds and raptors, many of which can only be found along the Lake Wales Ridge. The trail also features scenic views of Lake Wales Lake and Bok Tower.
- The TECO Auburndale Trail is a 12-foot-wide, 3.5-mile paved multi-use trail starting in Auburndale and leads to low-traffic areas around Florida Polytechnic University. Full facilities are available at the Lake Myrtle Road Trailhead. Take Lake Myrtle Road east of the Polk Parkway and look for the trailhead.
- The Van Fleet State Trail, a 29.2-mile paved multi-use trail, has a trailhead in Polk City. Take State Road 33 for 10 miles north of Polk City, turn left on Green Pond Road and look for the Van Fleet Trail sign. Parking is on the right. This trail cuts through the heart of the Green Swamp with pine forests and cypress swamps lining the path. Some areas of the path are quite remote, so plan to take extra water.
- Rugged trails for mountain bikers:
  - Joyce Harpe Park Trail: This 8-mile bike path offers varied terrain including a technical trail to test the endurance of even the most experienced mountain bike rider. Take State Road 37 south from Lakeland to Carter Road, turn right, and the park in on the right. The park is open every day from 8 a.m. to dusk.
  - Circle B Bar Reserve at 4399 Winter Lake Road has trails for biking. It has a mostly shaded, unpaved trail under a canopy of live oaks that follows along the edge of Lake Hancock, opening up in the historic Banana Creek marsh system From U.S. 98, go east on S.R. 540 (Winter Lake Road). The entrance is on the south side of S.R. 540.
  - Lake Kissimmee State Park: Located at 14248 Camp Mack Road in Lake Wales. With 5,390 acres of natural Florida beauty, this park offers outstanding activities on 13 miles of beautiful paved and unpaved trails. There is a fee for park entry. To get here, from State Road 60, turn north on Boy Scout Road, then east on Camp Mack Road.
- The SUMICA Trail in Lake Wales is 14.5 miles east on State Road 60 from U.S. 27. SUMICA – an acronym for Societe Universelle Mining Industrie, Commerce et Agriculture – was once a thriving lumber and turpentine town. It may look flat and open now, but that’s only because the tall pines that once stood there became the building blocks of America – wood for homes as well as pine resin for not only turpentine but also to be used in the shipping industry to seal ships. Also gone is the town that, after all the pines had been harvested, faded away in 1927. If you bike SUMICA, you endeavor out on 6.2 miles of trails that follow an old railroad bed that, thankfully, stands above the surrounding wet prairies. The main trail is a 2.1 mile loop that leads to a wildlife observation area.

Complete Streets Savvy

Ginger Twigg, owner of Revolutions Cyclopedia in Melbourne, hosted a FBA Meet & Greet at the shop on February 21st. Over 20 cycling enthusiasts attended the event and engaged in our Complete Streets Savvy presentation with bonus material on Advocacy 101. Thanks to Ginger and all those who attended. We hope to be back soon!
Florida Bicycle Association

Upcoming Bicycle Touring Events in Florida

This printed version is ABRIDGED from promotional material provided by tour organizers. We're not responsible for accuracy of information or quality of these rides. Use the contact information for more details about each ride. Data are gleaned and summarized from an online calendar database maintained by Roger Pierce and published on the FBA web site. To add an event to this (and our) calendar, e-mail to Btc@piercepaces.com or go online to post your own entry. See complete calendar, including many out-of-state rides we don't have room to print here, at www.floridabicycle.org/Touring.

MARCH

March 18 (Sat) Palm Coast FL Annual Up with Down Bike Ride World Down Syndrome Day, support Fun Coast Syndrome Association, and raise awareness. Benefits FCDSA. Starts 7 am at Mezzaluna Pizzeria, 101 Palm Harbor Pkwy. caamevents.com/event/up-with-down-bike-ride

March 18 (Sat) Palm City FL 6th Annual Riding for Heroes Starts 7:30 am at LCpl Justin Wilson Memorial Park, 3050 SW Mapp Rd. Hosted by JustinSwings.org & Treasure Coast Cycling Assoc. Benefits LCpl Justin J. Wilson (US Marines) Memorial Foundation for military wounded & families. 40, 58, 80 & 105 miles.


March 18–22 Fort Myers FL Endo Cycling - Key West Bike Ride Pray, Pedal, Repeat! Promote and resource global youth ministries. Christ-centered cycling tour investing in global youth ministries. http://EndsCycling.com/tours

March 19 (Sun) Delray Beach FL Granfondo Garneau Ride Starts 7 am at Veterans Park, 802 NE 1st St. http://delraygranfondo.com

March 19 (Sun) Fellsmere FL St. Patty’s Metric Century Starts 7 am at Mars Landing Restaurant, 44 N Broadway St. www.active.com/fellsmere-fl/cycling/races/st-patty-s-metric-century-2017

March 19 (Sun) Sarasota FL Pedal for Pups Starts 8:30 am at Nathan Benderon Park, 5851 Nathan Benderon Circle. nateshonoranimalrescue.org/events/

March 25 (Sat) Inverness FL Clean Air Ride Starts 7 am at Inverness Trail Head, 270 N Apopka Ave. cleanairride.com. Reg: runsignup.com/Race/FL/CleanAirRide

March 25 (Sat) Punta Gorda FL Pedal & Play in Paradise Starts 7:45 am at Laishley Park, 100 Nesbit St. http://pedalandplayinparadise.com

March 25 (Sat) Tampa FL Cycling For Autism Starts 8:30 am at Whiskey Joe’s, 7720 W Courtney Campbell Cswy. interbarytoratory.org/events/cycling-out-autism/


March 26 (Sun) San Antonio FL Gran Fondo Florida Starts 8am at LOCAL. Public House and Provisions, 32750 Pennsylvania Avenue. granfondonationalchampionshipseries.com

March 26 (Sun) Venice FL Tour de Parks 2017 Non-competitive tour of Sarasota Parks/ Legacy Trail. 20/35/62 miles. Starts 7:30 am at Venice Train Depot. $35–$45. Proceeds support expanding Legacy Trail. www.friendsofthelegacytrail.org

APRIL

April 1 (Sat) Brooksville FL Croom Forest Metric Century Starts 8 am at 20 N Main St. https://raceroster.com/events/2017/11923/croom-forest-metric-century?aff=0CWS&aff=0CWS4

April 1 (Sat) Plant City FL Dean’s Ride: Strength and Honor Starts 7 am at Hillsborough Community College. Plant City Campus, 1206 N Park Rd. www.active.com/plant-city-fl/cycling/programs/dean-s-ride-2017

April 1 (Sat) Monticello FL Monticello Bike Fest Starts 7:30 am at 420 West Washington Street. https://raceroster.com/events/2017/10130/monticello-bike-fest

April 1 (Sat) Jacksonville FL Mt. Acosta Classic Starts 4:30 pm at Haskell 111 Riverside Ave. www.1stplacesports.com/mtacosta.html

April 1-2 Cocoa Beach FL Cross Florida Ride – Two Day L-DA Starts 8 am at Shepard Park, 200 E Cocoa Beach Cswy. raceroster.com/events/2017/8740/36th-annual-cross-florida-ride

April 2 (Sun) Cocoa Beach FL Cross Florida Ride – One Day Starts 7 am at Shepard Park, 200 E Cocoa Beach Cswy. raceroster.com/events/2017/8740/36th-annual-cross-florida-ride

April 2 (Sun) Everglades City FL 10th Annual Everglades Bike Ride Historic Everglades City & Chokoloskee, 8 or 15-miles starting at Mecland Park. Off/ on-road 27-miles thru Fakahatachee Strand Preserve State Park. 7:30 am. raceroster.com/events/2017/9232/everglades-bike-ride

April 3 – Apr 7 Miami FL Florida Tour de Force Bicycle Ride Starts 7 am at Denny’s, 1450 NE Miami Gardens Dr. https://raceroster.com/events/2017/9803/florida-tour-de-force

April 8 (Sat) Spring Hill FL Tour de Vino Starts 8 am at Strong Tower Vineyard & Winery, 17810 Forge Dr. www.caamevents.com/event/tour-de-vino. Reg: https://raceroster.com/events/2017/11750/tour-de-vino-bike-ms-2017-training-ride

April 8 (Sat) Wildwood FL We Bike For Kids Starts 8:30 am at Wildwood Community Center 6500 Powell Rd. https://raceroster.com/events/2017/8996/we-bike-for-kids

April 8-13 Live Oak FL 37th Florida Bicycle Safari 6 days (limited to 250 riders) or just first 3, 35 to 100 miles. Entry fee and meals included with registration. Sponsored by the Florida Freewheelers. 352-978-4428. http://www.floridabicylesafari.com/

April 8-9 Palatka FL 5th Annual Palatka Bicycle Festival More details to follow. At least one century route and several shorter, supported routes for all skills levels. http://putnambluewaysandtrails.org/

April 8 (Sat) Vero Beach FL Vero Beach Hibiscus Festival & Ride 11/3/4/50/70 miles. Starts and ends at The Indian River County Historical Society, the "Vero Beach Historical Train Station". Rain or shine. https://raceroster.com/

April 9 (Sat) Bradenton FL Tour de Cure – Southwest Florida Starts 7 am at Mainstreet at Lakewood Ranch 8111 Lakewood Main St. http://main.diabetes.org/site/TR/TourdeCure/TourAdmin?fr_id=11720&pg=entry

April 11-23 Orlando FL YSC Tour de Pink – South Village 57 miles. Starts 7 am at Wyndham Lake Buena Vista Hotel, 1850 Hotel Plaza Blvd. http://south.ycosteapink.org

April 22 (Sat) Ocala FL Ride for the Arts Gran Fondo Starts 8 am at Marion Cultural Alliance Inc, 23 SW Broadway St. rideforthearts.com

April 22 (Sat) Amelia Island FL 13th Annual Katie Ride Benefiting Katie Caples Foundation’s organ donor programs. 18-100 mile courses, off-road options, walk and fun run, triathlon. http://www.katieride.org

April 29 (Sat) Gainesville FL Ride To Remember 11 RESCHEDULED from April 22, 2017 50, 75 or 100 miles on Gainesville-Hawthorne Trail or Ocala horse farm territory. Benefits ElderCare of Alachua County and Alz’s Place, providing Alzheimer’s Day Care. http://gocfla.org/rtr/

April 30 (Sun) Fort Lauderdale FL Hammerhead Bicycle Ride Starts 7 am at Everglades Holiday Park 21940 Griffin Rd. https://raceroster.com/events/2017/10227/hammerhead-bicycle-rideaff=0CWS&aff=0CWS4

April 30 (Sun) Venice FL Sharky’s Ride the Beaches Starts 7:30 am at Sharky’s On the Pier, 1600 Harbor Drive. https://www.facebook.com/RideTheBeaches/ Reg: eventbrite.com/e/15th-annual-sharkys-ride-the-beaches-registration-3122271655

April 30 (Sun) St. Augustine FL 26th Annual Tour de Forts Classic North Florida Bicycle Club. 25/37/56/70/100 miles. All new routes through St. Augustine along Atlantic coast to Fort Matanzas. Longer routes head west through farmlands, on the Palatka-to-St. Augustine State Trail and along the St. Johns River. Traffic control. http://registerdf.com

MAY

May 6 (Sat) Polk City FL Bike MS: The Citrus Tour Starts 7 am at Fantasy of Flight, 1400 Broadway Blvd SE. http://main.diabetes.org/site/TR/Bike/FLC2Event

May 6 (Sat) Augustine FL Tour de Cure – First Coast 7 am at World Golf Hall of Fame, 1 World Golf Place. http://main. diabetes.org/site/TR/TourdeCure/TourAdmin?fr_id=11716&pg=entry

May 7 (Sun) West Melbourne FL Cycle Jam for the Kids Starts 7:30 am at Space Coast Field of Dreams 3053 Fell Rd. https://scecdonorpages.com/CycleJam2017/

May 13 (Sat) St. Johns County Sheriff’s Office Fallen Heroes Memorial Ride 25 or 50 mile charity ride to raise funds for HCSCO Charities, Inc. and HCSCO History Center. Starts 7 am at McDonald Elementary School. Register before 3/22 for $99 and custom jersey deal! http://www.marketplace.hcsocharities.com

May 27-29 Flagler Beach FL 4th Annual Biking for a Higher Mission Memorial Day Weekend Flagler Beach to Cedar Key 3 days/180 miles. Pit stops every 20 miles, camping and meals provided. Raise funds for hospital in rural Kenya. Email kmh@dreamweaver911.org. http://dreamweaver911.org/biking-for-a-higher-mission.html

JUNE

June 3 (Sat) Chiefland FL Tour De Melon 100/50 miles (road) 18-67 miles (paved trail). Starts 7:30 am at Strickland Park. Hosted by Suwannee Valley Rotary Club.Proceeds benefit youth educational programs. caamevents.com/event/tour-de-melon
**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: David Agacinski, 239-225-1959; Bike/Ped Safety Specialist: David Wheeler, 863-519-2378; SUN Trail Coordinator: David Agacinski, 239-225-1959

FBA Member Bicycle Clubs: Bonita Bay Bicycle Club, Caloosa Riders Bicycle Club, Peace River Riders Bicycle Club, Polk Area Bicycling Association, Sanibel Bicycle Club, Sarasota-Manatee Bicycle Club, Naples Velo Community
FDOT Bike/Ped Coordinator: Derek Dixon, 904-360-5653; FDOT Bike/Ped Safety Specialist: Jennifer Graham, 904-360-5653; FDOT SUN Trail Coordinator: Barney Bennett, 386-961-7878

FBA Member Bicycle Clubs: Gainesville Cycling Club, North Florida Bicycle Club, Suwannee Bicycle Association
FDOT Bike/Ped Coordinator: Olen Pettis, 850-330-1543; FDOT Bike/Ped Safety Specialist: Andrew White, 850-330-1653; FDOT SUN Trail Coordinator: Olen Pettis, 850-330-1543

FBA Member Bicycle Clubs: Capital City Cyclists, Emerald Coast Cyclists
FDOT Bike/Ped Coordinator: Olen Pettis, 850-330-1543; FDOT Bike/Ped Safety Specialist: Jennifer Graham, 305-470-xxxx; Bike/Ped Safety Specialist: Alex Henry, 305-470-4073; FDOT SUN Trail Coordinator: Lisa Colmenares, 305-470-5386

FBA Member Bicycle Clubs: The Great Cyclists, Emerald Coast Cyclists
FDOT Bike/Ped Coordinator: Olen Pettis, 850-330-1543; FDOT Bike/Ped Safety Specialist: Jennifer Graham, 305-470-xxxx; Bike/Ped Safety Specialist: Alex Henry, 305-470-4073; FDOT SUN Trail Coordinator: Lisa Colmenares, 305-470-5386

**District 2**
Cities: Gainesville, Jacksonville, Lake City, St. Augustine

HAVE YOU BEEN INJURED WHILE CYCLING?
(I have. That’s why I’ll fight so hard for you.)
Chris Burns is not your typical personal injury attorney. As an avid rider, he combines his experience on the road with his expertise and insight in the courtroom. This unique perspective provides cyclists across Florida with the representation they deserve.
Your race for compensation begins here.

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FDOT Bike/Ped Coordinator: Olen Pettis, 850-330-1543; FDOT Bike/Ped Safety Specialist: Jennifer Graham, 904-360-5653; FDOT SUN Trail Coordinator: Olen Pettis, 850-330-1543

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**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

**District 4**
Cities: Fort Lauderdale, Fort Pierce, Palm Beach, Stuart
Counties: Broward, Indian River, Martin, Palm Beach, St. Lucie

**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; FDOT Bike/Ped Safety Specialist: Chad Lingenfelter, 386-943-5336; FDOT SUN Trail Coordinator: Heather Garcia, 386-943-5077

FBA Member Bicycle Clubs: Florida Free-wheelers, Velo Community
Member Resources
Did you know members have access to a variety of materials through the membership website at www.fbamembership.org? Some materials are available to the public, but members also have access to the following:
• FBA 5-year Business Plan
• 2017-2011 Legislative Plan
• Board meeting minutes and agendas

To gain access, go to www.fbamembership.org, log into your account, click on Documents in the left column, and then select the documents of your choice.
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.

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

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1030 W. Canton Avenue, Suite 210
Winter Park, FL 32789

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