Florida Granted Interscholastic Cycling League

by Maxwell Gledhill

When most people think of Florida what typically comes to mind are the beautiful beaches, swaying palm trees, an occasional alligator on a golf course and oranges. But hiding behind these iconic state symbols is a whole new world. A world of tight twisty trails running through amazing landscapes dotted with pines, oaks, wax myrtles and saw palmetto. A world that becomes alive and exciting when viewed from atop a mountain bike. That’s right, a mountain bike. And now the trails won’t only see the occasional dedicated cyclist and his or her friends, but a whole new generation of student-athlete riders from grades 6-12 exploring and experiencing the best hidden secrets of Florida. Welcome to the Florida Interscholastic Cycling League!

The Florida Interscholastic Cycling League (FICL) was founded in 2018 and is one of three new leagues that are a part of National Interscholastic Cycling Association (NICA). There are now 25 leagues in 24 states and they are all working to get more kids on bikes. In fact over 14,000 student athletes participated in 2017 and over 6,000 volunteer coaches made this happen.

The goal of the FICL is to get kids outside and on bikes. Student-athletes will be trained by NICA certified coaches to participate in a FICL race series which will begin in the Spring of 2020. Students do not need any prior racing experience nor do the coaches. This will not be a dedicated race league rather a youth development program which just happens to use mountain bikes as its main tool for character development. NICA and the Florida league are proud of the core values of inclusivity, equality, strong body, mind and character. There are no benchwarmers in this league and everyone rides. Students will be challenged, they will find their inner grit and they will have shared experiences with students from across the state.

FICL will start their inaugural year with a race series spanning the entire state of Florida as well as coach training sessions. But in the years to come they will implement skills camps, Teen Trail Corp, NICA GRiT (Girls Riding Together), and adventure programs for students that may want to explore something other than racing.

This league is dedicated to the highest level of safety and risk management and will create and run events that focus on the student-athletes. However, families will be a huge part of this and one of the reasons for NICAs continued success is the family involvement. Parents don’t just sit on the sideline and cheer, they become coaches and supporters for all that ride and many become cyclists as well. This truly is a family affair and a great way to get all kids no matter skill, gender or fitness outside and a part of something great.

FICL is in its infancy and is still working on venue selection, coach training and recruiting volunteers to help out at the league level or to become team founders. If you would like to get involved please email Maxwell Gledhill at maxwell@floridamtb.org.

Please support Florida Interscholastic Cycling League in getting more kids outside and exploring the trails of Florida most people don’t even know exist. Help the next generation of trail stewards and future lifelong cyclists to be a part of the Florida Interscholastic Cycling League. Volunteer your time or make a donation to FICL at www.floridamtb.org. Let’s go explore the wild off-road Florida!
Join FBA Today!
Your membership makes a difference for all bicyclists in Florida.
Visit: www.fbamembership.org

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Higher donations are most appreciated!
Pay conveniently online or make check payable and mail to:
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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.

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Florida Bicycle Association
www.floridabicycle.org EST. 1997

Working Together to Build a Bicycle-friendly Florida

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

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.

FBA ANNUAL MEMBERSHIP MEETING

Saturday, October 13, 1-4 PM
St. Petersburg Main Library
3745 9th Avenue N, St. Petersburg, FL 33713

Members and non-members are invited to attend this meeting with special guest speaker David Gwynn, Florida Department of Transportation District 7 Secretary. Snacks and other goodies provided along with information and idea sharing from YOU!
Back to School & Crossing Guards Rule!
by Dana Crosby, University of Florida Program Administrator, Florida School Crossing Guard Training Program, Safety Office, Florida Department of Transportation
605 Suwannee Street, MS53, Tallahassee, FL 32399-0450, dana.crosby@dot.state.fl.us, Phone 850-414-4023

It’s back to school time and your local crossing guard is ready for a new school year! Remember to:
• PLEASE SLOW DOWN ESPECIALLY IN SCHOOL ZONES
• PLEASE WATCH FOR CHILDREN

Did you know?
You must STOP FOR YOUR SCHOOL CROSSING GUARD
• Any violator not stopping for a crossing guard employing the STOP paddle has failed to obey a traffic control device!
• Any violator not stopping for a crossing guard in the crosswalk has failed to stop for pedestrians in a crosswalk!

Your local guard regularly reminds the students biking to school, “wear your helmet, and walk your bike when crossing.” Many guards and agencies are involved in providing and fitting helmets for their students who need them.

2019 FBA Florida Legislative Platform

Before you know it, much like the holiday season, the 2019 Florida legislative session, March 5 to May 3, 2019, will be upon us. It’s not too early to prepare. Florida Bicycle Association has released its 2019 legislative platform:

1. Expand the current Move Over law to include PEOPLE.
2. Make texting while driving a primary offense for all drivers and pass a handheld device ban.
3. Create an E-Bike statutory definition to match national efforts.
4. Clean up statutory language with regards to definitions of sidewalks, crosswalks, lane position of bicyclists and other related matters.
5. Support FDOT’s SUNTrail and Complete Streets initiatives, in addition to funding initiatives for natural surface trails.

FBA is seeking to get ahead of the message and we are asking for your help. Please consider co-hosting a local Town Hall meeting with FBA so we can talk about the platform and address any questions or concerns. Visit our website for more information and to complete an online request form or contact Becky Afonso at Becky@floridabicycle.org.

Florida School Crossing Guards truly are a key element in keeping our school crossings safe for Florida’s children. Let’s all help them make it a safe school year for all.

President’s Message...

Parks and Bicycling Go Hand-in-Hand
by Patty Huff, President

Growing up in the hills of Tennessee, I was surrounded with nature. My father was an outdoorsman and, through his example, all 12 of his children learned to respect and appreciate wildlife and the natural beauty of the land. We spent our days (as all kids did in the 1950s) playing outside and eventually, in time, found the sport we enjoy today. Mine, of course, is biking.

Adventure Cycling is promoting Bike Your Park Day. Join thousands of others around the world on September 29 to explore your parks and public lands by bicycle. To find a park, click on https://www.adventurecycling.org/resources/bike-your-park-day/find-a-ride/. If you are unable to bike this particular day, find another time to explore. The National Park Service lists 12 landmarks in Florida: https://www.nps.gov/state/fl/index.htm.

Florida State Parks offer over 100 bicycling opportunities (https://www.floridastateparks.org/activity-list/Bicycling) with seven multi-use trails on their website https://www.floridastateparks.org/things-to-do/state-trails. According to Visit Florida, our state is the only one in this country that has received the National Gold Medal Award for Excellence in the management of state park systems three times. From Pensacola to Key West, there are 175 parks where biking, hiking, wilderness, and equestrian trails are spread across 800,000 acres (https://www.visitflorida.com/en-us/things-to-do/outdoors-nature/florida-parks.html). In addition to these websites, the Florida Office of Greenways and Trails provides more information: https://floridadep.gov/parks/ogt/content/online-trail-guide.

Also, don’t forget our Florida State Forests: https://www.freshfromflorida.com/content/search?SearchText=biking.

Along the Atlantic, the East Coast Greenway has routing information: https://www.greenway.org/states/florida.

These public lands belong to you and accessible to all. One of the purposes of our Florida Bicycle Association is to encourage more people to bicycle more often. What better place than in our Florida parks! Enjoy nature as you did when you were a child – just get out there and ride!
Executive Director’s Corner...
The Good Stuff
by Becky Afonso, Director

If you don’t think there’s anything good to talk about, especially this time of year, then allow me to talk up the content of this Messenger:

• As noted on our front page, the announcement of Florida being granted a National Interscholastic Cycling Association League is HUGE! The efforts of Maxwell Gledhill and others around the state are paying off, but it’s only just begun. This is an amazing opportunity to get involved with mountain biking within the school system. Please consider visiting the Florida Interscholastic Cycling League website for more information: www.floridamtbl.org

• Our center spread features part two of our 2017 Annual Award recipients; part one was featured in our summer Messenger center spread. In total, FBA acknowledged 20 recipients this year for their work and dedication to Florida bicycling. We list all of our award winners on our website and will open nominations for 2018 on October 1st.

• Our Ride Leader / Ride Marshal certification program is meeting expectations and then some. Board Director Eddie Mingus offers his perspective as a class participant during our first public session on page 17. SAVE THE DATE FOR OUR NEXT PUBLIC SESSION – SATURDAY, JANUARY 12, 2019.

• Multi-use paved trails continue to be completed on a daily basis, including those in Wakulla County. If the more scenic side of cycling is what you crave, get inspired in the adjacent article.

• Being a member of a local bicycle club often goes beyond the weekly social ride. The Peace River Riders Bicycle Club demonstrates the community side of bicycle clubs with their Bike Fixit story on page 16.

• Cycling and community is not just for bicycle club members, it’s for all cyclists. You’ll want to visit Central Florida after reading the Slow Roll article on page 6. (I plan to attend the Slow Roll on October 20.)

• Speaking of community, this issue’s Positive Spin (page 6) features a first-time bicycle event/fundraiser in Arcadia. Yes, Arcadia! The Ride for Tiny Town is a local effort to serve the local community via cycling fun.

• Sometimes cyclists screw up, but the corrections make for good best practices. I encourage all cyclists that ride in groups to take note of a recent concern brought to our attention via our Contact FBA web form and how bicycle clubs in The Villages are developing group riding best practices, featured on page 13.

• Finally, take a look at our 2019 Florida legislative platform on page 4 and consider co-hosting with us a local town hall meeting. FBA wants to hear from you!

Still to come for our next Messenger, a special SUN Trail issue including the recently updated Office of Greenways and Trails priority map and coverage of the second designated Trail Town – Titusville – and other recently announced Trail Towns.

Florida, we got the good stuff and we’re on a roll!

Cycling in Wakulla County – Connecting Florida’s Capital City to the Gulf Coast
by Sheree Keeler

How many areas give you the opportunity to cycle past astonishingly diverse scenery, all within a few miles of each other? Where else can you travel from white, sandy coastlines to ecologically intricate marshlands to dense, wooded forests to small, historical coastal towns? When you embark on a cycling adventure in Wakulla County, you can immerse yourself in all of these experiences and take in even more of the unique natural beauty of this region.

Over the past several years, many local organizations and governmental agencies have been working together to improve cycling access, trail heads and amenities throughout Wakulla County. As a result, over 30 miles of paved, off-road cycling paths have been introduced since 2012. The goal is to connect all of the towns, parks, areas of interest and cycling amenities in the County with each other via off-road paths, and link Wakulla County cycling trails to those in Leon, Franklin and Jefferson counties.

The Ochlockonee Bay Bike Trail (OBBT) was the first trail to be completed in Wakulla County as part of this initiative, and it runs through 12-miles of marshes, gulf beaches and forests beginning at Mashes Sands and ending in the City of Sopchoppy. It’s a great starting point for bicycle event/fundraiser in Arcadia. Yes, Arcadia! The Ride for Tiny Town is a local effort to serve the local community via cycling fun.

Still to come for our next Messenger, a special SUN Trail issue including the recently updated Office of Greenways and Trails priority map and coverage of the second designated Trail Town – Titusville – and other recently announced Trail Towns.

Florida, we got the good stuff and we’re on a roll!

Board Departures

Regrettably, we say goodbye to board members Chris LeDew and Kurtis Tucker.

Chris LeDew joined the board on May 2, 2015 and was officially installed at the Fall 2015 meeting. During his three years of service, Chris was drawn to the electric bike invasion and was the chair of this committee since it was initiated at the Fall 2015 meeting. He was also elected treasurer and held the position until his recent resignation due to work and family commitments. With his analytical traffic engineering background combined with his dry sense of humor, Chris provided a great perspective to program discussions. He was often the first to arrive and the last to leave, especially when on-bike excursions followed the meetings. We’re not letting Chris totally off the hook since he has agreed to serve as a member of the advisory board. Since Chris’s resignation leaves a void in the northeast Florida (Jacksonville) area, we welcome interested members to consider filling this gap.

Kurtis Tucker’s tenure was a bit shorter having joined the board on 2/7/18. Recruited by board president Patty Huff, Kurtis’ leadership, sales and business experience was a crucial skillset he brought to the board. One of his first commitments was to make personal phone calls to expired members to encourage them to renew their memberships. He provided content to the newsletter as well as being a guest blogger. A new job has taken Kurtis and his family to the West Coast and we wish him all the best. Kurtis leaves a void in the southeast Florida (Homestead) area so we also welcome interested members to consider filling this gap.
The Winter Haven Slow Roll – as well as the Cypress Gardens Water Ski Team show on Lake Silver – happen on the third Saturday of each month. The public is welcome to participate in either, and there is no cost.

**Wheels of Justice – Ask the Attorney**

**Illegal Bike Racks?**

by Christopher G. Burns, Esq.

**Question:** I have a cyclist friend who was pulled over and given a traffic warning for having a hitch mounted bicycle rack. Are these racks illegal? Why are some police concerned?

**Answer:** Are bike racks legal if they obstruct view of the car’s license plate? The plain answer is “not sure.” In the last several years, trailer hitch mounted bike carriers or racks have become very popular due to their ease of use. They are probably the most commonly used rack. But some users of hitch racks have been issued traffic tickets because the hitch rack obscures view of the vehicle’s license plate. Section 316.605, Florida Statutes, requires every vehicle, stopped or parked to display a license plate so that “...the alphanumeric designation shall be clear and distinct and free from defacement, mutilation, grease, and other obscuring matter, so that they will be plainly visible and legible at all times 100 feet from the rear or front.”

Several Florida courts have considered the question of whether it is illegal to block the license plate with a hitch or attachment. But these courts’ interpretation of Florida law is not consistent. In two cases, Florida appellate courts held that a vehicle’s license plate must be plainly visible at all times. Where a trailer hitch obscured part of the license plate, the vehicle operator was guilty of a violation of Section 316.605, Florida Statutes. But in another case, the plain answer is “not sure.” In the last few years, some police have cited riders with hitch racks as illegal.

**If you have any legal question about your bicycling accident, please call Florida Cycling Attorney, Chris Burns, at (904) 632-2424, or email him at chris@floridacyclinglaw.com to discuss your accident. He has specialized in enforcing the rights of injured cyclists for more than 30 years. As always, consultations are free.**

**FBA Positive Spin**

**Ride for Tiny Town**

The 1st annual Ride for Tiny Town is a one-day event and fundraiser for the DeSota Cares Tiny Town Project, the Rodeo Association and TEAM Arcadia’s bicycle initiatives. Four route options from 5 to 60 miles will start/finish at the Mosaic Arena in Arcadia, Florida. The longer routes feature country roads passing beautiful citrus orchards along the way while the 5-mile course will be on streets closed to traffic.

“It doesn’t matter if you are on a three-wheeler with just one speed or with the best bicycle your money can buy. You pedal at your own pace! We want to bring people together to try something new and build on the growing love for cycling as sport, fitness and mobility.” Stated event coordinator Patty Walker.

After the ride, participants will enjoy a delicious BBQ lunch, beer, ice cream and post-race festival complete with live music and entertainment. For more information, please visit www.ridefortinyytown.com

**POLK COUNTY NEWS**

**Bicycles as a Community Building Vehicle**

by Jack Cormier, Communications Specialist, Central Florida’s Polk Co. Sports Marketing

If your idea of time on the bicycle means pedaling like mad, this one ain’t for you.

But if you’d like to add a leisurely bike ride into the mix – as well as a water ski show, a photo to share with your friends and perhaps a pint and a bite at a local microbrewery – then saddle up.

Welcome to the monthly Winter Haven Slow Roll, an idea that mixes community, history, food and fun together with a dose of healthy living.

“The Slow Roll here was inspired by the Slow Roll in Detroit,” said organizer Chris Sexson, the president and publisher of the Sun Media Group, a collection of community newspapers and magazines in Polk County. “My wife Amy and I have attended the Detroit Slow Roll a number of times. And while it might be a larger route with a few thousand attendees, we were inspired by its combination of healthy activity and community building. It is a win-win.”

In Winter Haven, the Slow Roll starts at 5:30 p.m. on the third Saturday of the month at The Bike Shop, 249 3rd Street S.W.

“It’s a slow, very chill ride through the streets of Winter Haven to Lake Silver,” said Sexson. “We stay as a group and wind our way to Martin Luther King Jr. Park on Lake Silver.”

Not coincidentally, the third Saturday of the month is also when the Cypress Gardens Water Ski Team, motivated by their desire to keep the history of water skiing alive in Winter Haven, presents their free water ski show.

A favorite of locals and visitors alike, the gathering for the water ski show has a small town carnival feel to it. Locals bring lawn chairs and blankets, perhaps hit the concessions stand for a T-shirt or hot dog, and interact with friends both new and old while the team performs.

“Long before Walt Disney World, there was Cypress Gardens,” said Dave Dershimer, the vice president of the ski team. “We want to pass on our show water skiing legacy to the next generation while sharing it with the public.”

But the slow roll is far from done. After the show the group rides back through Winter Haven, stopping along the way at one of the numerous murals in the city for a group picture before stopping for the evening at Grove Roots, a local microbrewery in downtown Winter Haven, where more food – thanks to a rotating roster of food trucks – and, of course, drinks are available.

“Winter Haven, with its urban walkability, bike trails and bike culture was the perfect place for us to launch a Slow Roll,” said Sexson. “When you can add in the amazing Cypress Gardens Ski Show at Lake Silver and finish at Grove Roots, I thought, I’d do that – and so the Winter Haven Slow Roll & Ski Show was born.”
Whether you’re cycling along side the horses and carriages near Nazareth, PA…

…or strolling along the ancient roadways in Jerusalem, Israel…

…it’s a small world when it comes to the common courtesy of SHARE THE ROAD.

Scearce, Satcher & Jung, P.A.
CERTIFIED PUBLIC ACCOUNTANTS
Kenneth L. Scearce, CPA
David A. Satcher, CPA
Carla M. Hansen, CPA
(407) 647-6441 Office  (407) 645-0099 Fax
1030 W. Canton Ave., Suite 210, Winter Park, FL 32789
Baltic Story (Part 2 of 2 part series. Part 1 was featured in Summer 2018 Messenger)

by Thomas J. DeMarco, MD, FBA member since 2001. He divides his time between Whistler, Vancouver and Ft. Lauderdale, FL.

On the second day in Estonia, we battle the only head wind of the entire trip (dumb luck? not at all, be sure to consult me before you plan your next bike journey!). Near day’s end we reach Tallinn, but learn that its only hotel is closed, and it is starting to rain hard. Time for Plan B...the last train to Tallinn departs in 10 minutes (yes, I concede dumb luck this time!). An hour later we arrive in Estonia’s capital city. Plenty of hotels here, and they are all open! Tallinn’s historic centre is beautifully preserved and restored, but I’ve been here before and the cobblestone is bone jarring to ride on road tires and I never have time to walk when on holiday. So though Hisano would like to linger, after a quick and fruitful visit to the post office, she is whisked away to the ferry terminal, as we have another appointment to respect, this time north rather than east. We want to ride under the midnight sun during the Summer Solstice!

It only takes two and a half hours to cross the Baltic Sea to Finland, just enough time to write 15 postcards or so. Naturally, the first stop in Helsinki is the post office... three more new bike stamps, making a record 10 on the trip! Then I snap a few photos of the brilliant bicycle culture and tram system that make this city so appealing.

Then it’s on to the train station where we board for Oulu, near the Arctic Circle. We have a long nap en route as it is time to revert to our native Pacific Daylight Savings Time, though we still have six more days in Europe! We are not ill, yet we will henceforth be spending our days in bed. Taking advantage of the perpetual daylight, all of our riding will now be overnight! Besides no jet lag when we eventually return to British Columbia, there are many other advantages to this strategy...more bird activity, better light for photography, cheaper accommodations (some hotels offer lower rates for day-occupancy, and are rarely booked up by 10AM), less wind (no need to rely on dumb luck!) and, best of all, NO CARS! Everyone is sleeping! The only downside of course is that everything is closed...you can’t purchase even basic necessities like food, postcards or stamps, and there’s nobody to help you if your frame breaks again! So you load up on things before you go to sleep every morning and hope for the best. The minor inconvenience is definitely worth the sublime tranquility.

The concept first came to me when I lived in the Arctic of Canada, but there are no paved highways up there, in fact, most towns have no road access at all! This is my third tour of Europe’s far north. The first two routes were primarily along the Norwegian coast and they remain amongst my very favourite rides of all time, with spectacular seaside pedaling and perpetual mountain vistas, yet no substantial climbs! One night there I set an all-time personal record of riding 97 miles on a paved road WITHOUT A SINGLE CAR OVERTAKING ME! But if the Norwegian coast reminded me of British Columbia, this time our ride through Lapland of Sweden and Norway is more like the rather featureless landscape of northern Ontario. Infrequent photo ops (not even any lilacs!) make for more consistent cycling, however, and so do the mosquitoes, which only bite when you stop! In fact, we cover 145 miles one night, and 500 miles in four. En route, we spot Reindeer, a Short-eared Owl and Arctic Terns. The latter dive-bomb us, as we presumably pass too close to their nests. Of the 3,000+ bird species I’ve seen since childhood, they remain my favourite. They epitomize my lifelong mantra: DON’T STOP. No other living thing travels as far as they do, migrating almost from pole to pole and back every year, covering millions of miles in their lifetime. Our last sleep in the Arctic is at Sirrka, Finland, an alpine ski resort, not as popular as Whistler, and for obvious reasons...not only a small fraction of our vertical, but can you imagine spending Christmas in almost perpetual darkness at 20 degrees below zero? Too soon it’s time to board a train south to the Helsinki airport for the flight home. On the plane, we’ll be crossing 10 times zones west, yet we won’t be needing to reset our biological clocks when we awake from our mid-summer’s night dream!
If so, spin down to Central Florida’s Polk County—your hub for some of the best and most diverse cycling experiences in Florida. Road, mountain, single track, rails-to-trails, bikepacking— with some surprisingly heart-thumping elevation changes.

Why not stay here and ride them all?

Plan your velo-escape at ChooseEverything.com
to 100 bicycles in a day. If a bike cannot be fixed, 7DR hosts a bike repair day at the local library, where a neighborhood volunteer or a professional mechanic works on the bike to make it safe and functional. Miami-Dade County’s 7DR is currently working on the ambitious plan for the 225-mile Miami Loop with its vision of expanding transportation options, making bicycling and walking safe, strengthening the local economy, and improving the health and well-being for everyone throughout the county.

Program: 7th Day Recycle
7th Day Recycle (7DR) is a nine-year old not for profit organization focused on reconditioning bicycles for the poor. 7DR raises funds for the refurbishing and improving bicycles purchased by the poor in their communities. 7DR does all of this incredible work on a shoestring budget. Individuals and businesses donate bicyc- les. In turn, 7DR will remove any workable parts to be reused. Anything that can be re- used is reused. Nothing goes to waste if it can be helped.

Bicycle Professional: Amy Ingles,
Bicycle Advocate: Amy Ingles
Bicycle & Pedestrian Coordinator
Every day is bike to work day for Amy Ingles, the Bicycle & Pedestrian Coordinator for the City of Jacksonville. She encourages individuals to ride their bikes to work by organizing events such as Bike to Work Day, National Bike to Work Day, and Jacksonville Bike To Work Day. Ingles is a longtime bicycle commuter and is passionate about promoting bicycling as a means of alternative transportation. She is always looking for new ways to encourage others to bike to work and to use bicycles as a means of transportation in their daily lives.

Special Recognition: Joanna Hout
During our 20th Anniversary celebration in 2017, Joanna’s efforts as one of the 187 original board members led to the creation of the Association for the Advancement of Bicycling and Pedestrian Safety. Joanna is a lifelong advocate for bicycle and pedestrian safety and has been a driving force behind the creation of Florida’s first Rail-to-Trail organization. She has worked on several transportation plans and has a unique perspective on solving traffic and transportation issues. Joanna has served on several committees and boards and has been a vocal advocate for the importance of this bill and continues to work for its passage. She is a true public servant and has made great strides in her field and has a unique perspective on solving transportation and safety challenges, including public safety, roadway design, and distracted driving.

In 2012, Revolution Cycle was acknowledged by for its Community Partnership by Brevard County Schools to the Florida Department of Transportation and Planning Organizations. The shop has also worked with the Space Coast Early Intervention Center during the Cycle Jam for the Kids to provide additional support at the start/finish point and with rover SAG (Support and Gear) vehicles. Shop owner Ginger Twigg has served on the Cycle Jam for the Kids committee. Ginger herself is a bicycle commuter and is known to remove trash from the bike lanes on the trails. She is also a councilman and can express her concerns and issues on bike riding with local and state transportation authorities. Ginger’s efforts to serve the cycling community also include hosting Florida Bicycle Association( FBA) events at the shop.

Elected Official Champion: Representite Jackie Toledo, District 60
A product of Tampa public schools, Representative Jackie Toledo graduated from Garvin High School and went on to earn an academic engineering scholarship to the University of South Florida in the Latin American Scholarship program. After graduating, Jackie became a Licensed Professional Engineer and worked on several transportation plans in the Tampa Bay area. Recognized professionally as a Professional Traffic Operations Engineer (PTOE) and a member of the Florida Bicycle Coalition, she is a true public servant and has made great strides in her field and has a unique perspective on solving transportation and safety challenges, including public safety, roadway design, and distracted driving.

In December 2017, Jackie co-sponsored House Bill 33 with Representative Emily Slosberg, a measure to make texting while driving a primary offense. Throughout the 2018 legislative session, Jackie testified at committee meetings to advocate the importance of this bill and continues to work for its passage. She is a true public servant and has made great strides in her field and has a unique perspective on solving transportation and safety challenges, including public safety, roadway design, and distracted driving.

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Ave Maria – Immokalee Cycle Tour in Southwest Florida

This issue, I’m featuring an on-road option to explore: the Ave Maria – Immokalee cycle tour.

From Everglades City, cycle four miles north on SR29 to Carnestown (named for Barron Collier’s wife Juliet Gordon Carnes and son Samuel Carnes Collier). Cross the Tamiami Trail (US41) at the stoplight and continue north on SR29, looking for alligators as well as migratory birds along the canal. Ten miles on your right will be Deep Lake Hammock that was purchased by Walter Langford and John Roach in the early 1900s to grow grapefruit which was then transported by rail to Port DuPont in Everglades City.

Deep Lake is now part of the Big Cypress National Preserve with picnic tables and a pathway leading to the lake where you’ll find lots of alligators. Deer are also plentiful in this area so it is a beautiful place to stop and rest. From Deep Lake continue north where you will see signs for panthers; a fence and rest. From Everglades City, cycle four miles north on SR29 to Carnestown (named for Barron Collier’s wife Juliet Gordon Carnes and son Samuel Carnes Collier). Cross the Tamiami Trail (US41) at the stoplight and continue north on SR29, looking for alligators as well as migratory birds along the canal. Ten miles on your right will be Deep Lake Hammock that was purchased by Walter Langford and John Roach in the early 1900s to grow grapefruit which was then transported by rail to Port DuPont in Everglades City.

The next stop is nine miles up the road and just beyond the 1-75 entrance. The Florida Panther National Wildlife Refuge will be on the left side of the road. The refuge consists of 26,400 acres and is located within the heart of the Big Cypress Basin. In addition to the 12 to 16 Florida panthers that den, hunt and roam the refuge each month, numerous other wildlife also call the refuge home, including black bears, bobcats, white-tailed deer, Big Cypress fox squirrels, alligators and wood storks. There is a hiking path on site into the refuge. For more information about the refuge, visit https://www.fws.gov/refuge/Florida_Panther/about.html and to access a map of the area, go to https://www.fws.gov/uploadedFiles/FPNWR_Trail_Map_Website1.pdf.

Leaving the Panther Refuge, cycle north for 6.7 miles to Sunniland where the first commercial oil well in Florida was drilled in 1943 by Humble Oil and Refining Company. The discovery at a depth of over 11,500 feet proved that there was oil in Florida. Seventeen wells were subsequently drilled. It was Florida’s only commercial oil field until 1964. There is a historic marker located on the left as you enter Oil Well Park Road. Return to SR29; from here Ave Maria is another 11 miles. Continue north for ½ miles, turn left onto Oil Well Road (SR858), then right on Ave Maria Blvd.

The town of Ave Maria is a planned community, founded in 2005 by a partnership consisting of the Barron Collier Companies and the Ave Maria Foundation led by Roman Catholic philanthropist/activist Tom Monaghan, founder of Domino’s Pizza. The land was previously tomato fields and now it is a thriving community with a university, cathedral, supermarket and restaurants. There are several small cafes to enjoy lunch after a long bike ride. See www.avemaria.com.

At this point there are three options: 1) cycle back the 40 miles to Everglades City; 2) have a car available to drive back; or 3) cycle 7.5 miles north to Immokalee.

IMMOKALEE

Immokalee is well worth a cycle trip! If you bike directly from Everglades City, it is only 42 miles straight north on SR29. If you are taking the Ave Maria Cycle Tour, leave the town center and go west on Pope John Paul II Blvd. for approximately ¾ miles, then turn left onto Camp Keais Rd for 2.6 miles, then right onto South 1st St (County Hwy-846) and continue for 3.25 miles. The Seminole Casino (with restaurants and a hotel) is located in Immokalee as well as several good Mexican eateries and the...
Safe Group Riding

FBA recently received via our “Contact FBA” web form the following concern:

Maybe I’m completely wrong. Saturday, 7/28/18, about 8:30 am, my wife and I were travelling to Leesburg from Orlando. We took County Road 455 as a scenic route on our journey. The portion between the West Orange Trail and CR 561 is what this is about. It is very scenic, with tons of curves and hills (yes, hills), and speed limits between 35 and 45 mph, except in Montverde.

I encountered lots of cyclists that morning. Since most of this 13-mile stretch is a double yellow line, I, like everyone else around me, would punch it and pass the six or so cyclists illegally and continue on my journey. A few miles into this stretch I encountered a group of cyclists, 100-200 yards long, two to three wide, with an average speed of 15 mph (MUCH LESS on the hills, obviously). This group was so long that they extended over the hills and around the curves so that a driver (if illegally attempted) would have to pass in the oncoming lane in these blind spots.

After tailing the pack for a few minutes (15 mph), a man at the back motioned for me to pass repeatedly and gave me a thumbs up. I, not knowing if they had a radio to the front to see if it was clear, began to pass them up a hill, blindly. Once over the hill, I saw the pack extended almost to the bottom of the hill, into a blind curve. Halfway down the hill an oncoming car came around the curve and I drove my 1-ton, dually van, off the road away from the cyclists. The big tired, pickup truck behind me continued on and bluffed the car and the cyclists to move or get hit.

I looked back to see if the pack had moved. They had. Each time I caught the pack after that I would pull off on a side road and sit for 10 minutes hoping that they would get far enough ahead of me that I could take an alternate route from theirs. I saw a motorhome pass them up a blind hill as well as others. I know that cyclists have the right to ride in the road. Do they have the right to stop everyone else from using the road in a reasonable manner?

If all I had to do was slow down and wait to pass, that is one thing. But to not be able to pass for 5-7 miles and travel 5 mph up hills and 15 mph on flat sections is unreasonable. When cyclist rights infringe on motorist rights then someone should do something. Even for conscience sake. Would those same cyclists stand in support of motorist rights if I and some friends got a caravan together and traveled 7 mph on the flat land and 3 mph on the hills in front of their pack for the 12-mile stretch? I doubt it. They would be cursing, calling the police, and trying to illegally pass us.

It disturbed me to see so many frustrated motorists risking their lives out of understandable frustration, especially when the West Orange Trail was so close by. What are your thoughts about this? P.S. There were no posted signs or police to indicate that this was a designated race or event or I would have turned around and went another way.

This concern was shared with our board of directors and advisory board, in addition to area bicycle clubs. We know cyclists can do better and that FBA member bicycle clubs are engaging in best practices for group riding. FBA specifically asked Dave Lawrence of the Sumter Landing Bicycle Club to address the concern. Here is his response:

I wanted to respond to the article that the FBA received about heavy cycling traffic in and around the Clermont area on July 28, 2018. On a Saturday or Sunday around the Clermont area there will always be a dense population of bicyclists riding several area trails and roadways. For roadies especially, it is a place to get into some hills with steep elevation changes.

I know you have all heard this a million times, but bicycles are defined as vehicles by Florida Statute (316.003 (3)). The statute (316.2065) further states that a vehicle propelled by human power has all of the rights and all of the duties applicable to any other vehicle on the roadways.

The issue as I see it is: How do we share these roadways in a way that is respectful to all using the transportation system? The encounter that the motorist describes is not the orderly and safe use of our roadways intended by our lawmakers. Orderly, predictable and safe riding habits enhance motorists’ perception of bicyclists, contributing to community goodwill and enhancing the cyclists’ public image. They also make for safer group rides.

The Sumter Landing Bicycle Club and The Village Bicycle Club are bicycle clubs that have adopted the same set of safe cycling rules that help us (cyclists) get along with our fellow road users. We live and ride in the same situations as most road cyclists in Florida. We, too, have 11-foot wide lanes (not enough room for most motor vehicles, a bike and the 3-feet minimum passing distance). Here are some of what we have tried and adopted as our process for staying safe on both Villages and county two and four-lane roads:

Never overlap your front wheel with the rear wheel of the rider ahead. Leave a safe distance between you and the next bicycle (at 15 miles per hour a bicycle travels 22 feet per second). Designated pace line rides typically ride in close formation.

Riding group size: When more than 10 riders are present for a specific group, divide into sections of eight or fewer riders. A gap of AT LEAST 50 feet (or better, 50 yards) should be maintained between groups/sections of riders. This allows motor vehicles to use the gap as an aid to passing slower moving vehicles.

Ride single-file for safety and courtesy. (Exceptions: climbing hills, rotating pace lines, and passing or avoiding obstacles for brief periods). Consider double-file when stopping at intersections and roundabouts but single up afterwards.

Club rides have a designated leader and sweep. The ride leader may request another rider to ride in the front and become the pace setter but the ride leader is always in charge throughout the ride. Riders must stay between the leader (or pace setter) and sweep except for brief periods (e.g., climbing hills, passing, leaving a ride or avoiding obstacles). NOTE: Other than these circumstances riders in front of the leader (or pace setter) or behind the sweep have exited the ride (no medical insurance).

When approaching an intersection as a group, each rider should proceed through the intersection - after observing all traffic regulations - and after they individually decide it is safe to do so. If the ride leader or some part of the group stops for approaching traffic, following riders should also stop and should not pass the stopped cyclists, nor proceed until the front rider proceeds.

To discourage drivers from attempting to share the lane, the cyclist usually rides on the right half of the right lane to facilitate visibility for overtaking motorists, but (continued on page 16)
Putnam and St. Johns counties will advance their leadership claim in the Florida trails movement November 15-17 when they host three days of meetings and trail events in Palatka and Hastings.

They’ll preview the 2nd Annual St. Johns River-to-Sea Loop Summit when they welcome a national trail tour on the 14th in St. Augustine.

Putnam will be front and center as a trail hub where the long distance Florida Trail attracts hikers, the Putnam Blueway paddlers, and the multi-county SJR2C Loop cyclists and walkers who also find trails in development west to Gainesville and northwest to Lake City.

“The first summit last October put the Loop on the map of regional consciousness,” said St. Johns River-to-Sea Loop Alliance President Maggie Ardito.

“A DEO grant helped us develop maps and promote resources around the Loop, including a Tri-County Agritourism Corridor that the summit will celebrate. Particular focus at this second summit will be on the Loop’s health, economic, and community-building benefits and the promotion of trail towns that welcome cyclists from around the world.”

A day of conferencing on the 16th at the St. Johns River State College campus in Palatka will hear from President W. Dale Allen of the Florida Greenways and Trails Foundation and Florida Field Office Director Ken Bryan of the Rails-to-Trails Conservancy. They will position Putnam and St. Johns counties in the state trails movement.

Assistant Director of the DEP Office of Greenways & Trails Doug Alderson will speak about the OGT trail towns program for which Titusville has already been certified and Palatka seeks certification. Other towns exploring candidacy in the five-county Loop that also encompasses Flagler, Volusia and Brevard counties include Hastings and Armstrong, both in St. Johns County.

Summit Chairman and Loop Alliance board member Kraig McLane announced plans for a legislative program during lunch the 16th and social and local touring events the 15th that will follow registration at the St. Johns River Center.

Early summit arrivals on the 14th will be among regional cyclists who will greet the East Coast Greenway Alliance Week-a-Year Tour when it reaches St. Augustine on a trip between Savannah and Titusville along its 3,000-mile route.

The summit concludes Saturday the 17th with:

• A morning fitness event at downtown Riverside Park led by Palatka Mayor Terrill Hill;
• A 28-mile ride to and from Spuds led by Putnam Blueways & Trails, the North Florida Bicycle Club and Velo Fest Community Initiative for a four-hour midday street event that will celebrate the opening of a 20.8-mile Loop section through Hastings, which centers Florida’s first agritourism corridor, and;
• A night on the town featuring samplings from the not-yet-quite-open Azalea City Brewing Company.

Putnam Blueways & Trails cyclists at Palatka’s Gateway Riverfront clock tower. Orange-plumed third from right, “Mom” of the modern-day Florida bicycling movement, Linda Crider.

To register for the summit and for hotel information visit: https://sjr2c.org/, click on 2018 Summit Registration

Get on Board!

FBA Board Directors pose with local cyclists and state partners from FDOT and OGT during a recent meeting in Tallahassee.

Being an FBA board member means working to ensure our organization remains fiscally sound, grows to its fullest potential, and adheres to high standards and ethics. It means connecting FBA to people and other organizations that share all or part of our vision. And it means having a good time, too. After all, it’s about cycling!

If you are interested in becoming an FBA board member, visit our website or email becky@floridabicycle.org.

Ave Maria – Immokalee Cycle Tour in Southwest Florida
(continued from page 12)

Immokalee Inn Motel.

Immokalee means “My Home” in Mikasuki language. The area was originally occupied by the Calusa Indians and centuries later by the Seminole. When the swamps were drained in South Florida, agriculture became the dominant industry: European-American hunters, trappers, Indian traders, cowmen and missionaries moved here. The first permanent settlement was founded in 1872.

One of the largest cattle ranches was owned by the Roberts family; the settlement is now part of the Collier County Museums system and is known as the Immokalee Pioneer Museum, providing visitors with a rare opportunity to experience daily working life on a Southwest Florida pioneer homestead and citrus grove from the early 1900s. Visit http://immokaleechamber.com.

If you return to Everglades City, there is a wide range of accommodations and restaurants. Visitors to the area enjoy touring the original Collier County Court House (now City Hall), the Museum of the Everglades, the famous Rod & Gun Club and the Smallwood Store & Museum in Chokoloskee as well as participating in the many outdoor recreational activities. Several local restaurants close during the off-season and re-open on October 15 which is the beginning of stone crab season!! For more information about the Everglades area, visit https://swflgo.com.
**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 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.

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**Dashed Bike Lane Lines**

Q Herman asked: Why does the line that separates a bike lane from the travel lane turn to dashed at an intersection?

A That is the correct way to mark a bike lane approaching an intersection, as required by FDOT documents. It helps define the proper actions of both the bicyclist and the motorist. Unfortunately, many intersections are not so marked. Please see this post for the details.


**Violation of Three Foot Law**

Q Brian asked: Can you clarify what the lines are for state and county roads for violators who do not give cyclists 3 feet of space? Are there any demerit points? Is there a record of actually how many such tickets/dollars have been issued by law enforcement officers in the last year or so. My feeling is that this is a written law without any enforcement.

A The applicable statute is this. Note that a violation is punishable as a moving violation.

s. 316.083 – Overtaking and Passing a Vehicle

The following rules govern the overtaking and passing of vehicles proceeding in the same direction, subject to those limitations, exceptions, and special rules hereinafter stated:

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 substandard-width lane, which makes it unsafe to continue along the right-hand curb or edge of the roadway.

Some may believe that cyclists are always required to remain in bike lanes, which is not true. There are many exceptions to the “keep right” rules. Section (5)(a) continues:

- 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 substandard-width lane, which makes it unsafe to continue along the right-hand curb or edge of the roadway.

I didn’t do anything wrong and was trying to be seen, I don’t think what the officer said was practicable, because drivers will often try to squeeze in between me and another lane. And yes bike is my main transportation here in Pensacola, and now I became anxious about it, because cops said if I get hit riding couple inches to the left from the divider line it will be totally me fault.

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**Riding Two or More Abreast**

Q Sandy asked: I live in Weston, FL, where there are specific bike lanes. However there are “clubs” that ride together, 2-3-4-5 abreast at times that literally take over the entire right lane for drivers of autos. Is this legal?

A Under some circumstances, bicyclists are required to remain in marked lanes.

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.

- Some may believe that cyclists are always required to remain in bike lanes, which is not true. There are many exceptions to the “keep right” rules. Section (5)(a) continues:
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Persons riding two abreast may not impede traffic when traveling at less than the normal speed of traffic at the time and place and under the conditions then existing and shall ride within a single lane.

In a narrow lane, two bicyclists riding abreast in the roadway are not impeding traffic more than a single bicyclist riding legally. See these posts for a full discussion of riding abreast and impeding traffic.

**Bicyclists Must Ride the Edge Line?**

Q Yaroslav asked: I had encountered a curious driver, an unproductive argument (with crazy cursing from him), led to calling the police. In short, cops asked me if I rode this road before and where in particular I was on the roadway. I confidently replied that I was riding almost in the center of the lane to be visible and safe. The speed limit in the neighborhood is 35mph. So the sheriff told me I was the wrong one in the situation. He pointed out that the roadway (two-way) is very narrow where a car can barely fit in and also quoted the bike law that I must ride at the rightmost side – and directly showed with his foot where – exactly on the white divider line (there is no shoulder) or on the sidewalk.

I just checked out the law, it states “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.”

I didn’t do anything wrong and was trying to be seen, I don’t think what the officer said was practicable, because drivers will often try to squeeze in between me and another lane. And yes bike is my main transportation here in Pensacola, and now I became anxious about it, because cops said if I get hit riding couple inches to the left from the divider line it will be totally me fault.

A The law is as you stated, but you didn’t quote the entire statute. There is an exception that allows leaving the right side of the roadway under certain circumstances. One of those defined in the statute is when the lane is too narrow for a motor vehicle and a bicycle to safely travel side-by-side, a substandard-width lane.

s. 316.2065 – Bicycle Regulations

3. When reasonably necessary to avoid any condition or potential conflict, including, but not limited to, a substandard-width lane, which makes it unsafe to continue along the right-hand curb or edge of the roadway.

- Subparagraph (6) continues.

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**Persons riding two abreast may not impede traffic when traveling at less than the normal speed of traffic at the time and place and under the conditions then existing and shall ride within a single lane.**

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*A 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 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.

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**In less than a second, the choices we make on our Florida roadways can tragically take a life.**

**DRIVING DOWN HEARTACHE**

A website of story sharing to encourage personal accountability for all road users by honoring and demonstrating lives lost due to roadway tragedies.

Have you lost a loved one on a Florida roadway? Please share your story.

Visit www.drivingdownheartache.org

We will drive safely, save lives and stop the sadness.
Peace River Riders Bicycle Club to the Rescue!

by Court Nederveld, Club President

It was a dark and stormy day when the email bingding indicated a new and obviously important arrival. The succession of emails elucidated a critical need by the Charlotte County School District. I quote from the emails.

Lisa Indovino, Community Educator, Safe Routes to School for Charlotte, DeSoto, Hardee, Manatee, Sarasota Counties to Charlotte County Schools: “We had a very successful year in Charlotte County with the bike trailer! The PE teachers at all 10 elementary schools have been trained to use the trailer and to teach bike safety at their schools.

This week, I’ve already received emails from two teachers who want to book the trailer for the upcoming year. However, since the bikes did get a lot of use last year, there are many bikes in need of repair – not anything major, I don’t think, but a lot of the smaller bikes have flats and for some reason the rear wheels are locking up. Would it be an option for your department to do the repairs on the bikes? I think I would be able to purchase the supplies needed such as new tubes if someone would be able to do the repairs. Or another option I was considering was to try to get a local bike club to volunteer to fix them up.”

Richard Duckworth, Operations Manager for Charlotte County Schools responded: “I’m running pretty shorthanded this year in the maintenance section. If we can get one of the clubs to help, we can assist. I suspect Gary Harrell at MPO could offer some recommendations.”

Peace River Riders Bicycle Club, to which I am the president, was contacted. I was reluctant to offer the club’s assistance without knowing what we were getting into, so I responded: “I would like to try to get some members to take this on. Do you have a list of repairs? Do you have the parts? How many bikes, where are they, where would the repairs be done, tools? Let me know!”

Richard Duckworth responded: “We have 8 flats: 24x2.125, 10 flats: 20x2.125; one wheel frame missing tire and tube: 20x2.125. Seats, frames, handles all appear in good shape. All the bikes need to be cleaned, chains inspected, oiled, etc. There are 31 bikes total. All the bikes, as you know, are stored in the bike trailer. We can relocate the trailer wherever is convenient to facilitate the repairs, including keeping it here. We don’t have tools, but can assist with airing them.”

So far it doesn’t sound too ominous but still there is the question of how to get a bunch of volunteers to step up and fix bikes for free? I know, about a Bike Fixit party? And so I responded: “Let me know when all the supplies needed are in place. I’m thinking maybe a ‘repair party’ can happen and may need the trailer to move to a place where we can work on the bikes AND party at the same time. (Yes, there may be adult beverages involved.) Additionally I want to invite the media in the hopes that next year someone else will step up and take on the project.”

Gary Harrell responds: “Looks like a good project to be completed every year. Good discussion as one of the recommendations for the Charlotte County BPAC Master Plan is to create new bicycle/pedestrian programs.”

Lisa pens: “Court, everything you need will be there on the bike trailer for you and your team. You had asked about tools earlier and I believe there is a really basic tool set (singular) on the trailer, but it’s just for tightening things, so I’m hoping some of your guys/girls have some tools. There is also a pump on the trailer, but it’s really basic and not incredibly accurate as it doesn’t have a gauge.

Court, I don’t want to rush you as I’m obviously so grateful to have your help, but I do know that there is a community partner who plans to use the bike trailer to host a bike rodeo on August 11th, so I was wondering if you might have the repairs done by then. Either way, the trailer will need to go to the event on the 11th (bikes fixed or not).”

Even though our club had been designated the repair group with an implied time constraint, I’m still not sanguine about what we are facing. So the questions continue. “Where are the bikes? I’m going to proceed with the party idea, otherwise pretty sure no one will show up. (Yes volunteerism (another term for unpaid worker) is wonderful but does have some limitations.) If the trailer needs to be moved, I need to find someone to move it and a place to do the repairs. Tools, since there seems to be any, can you tell me if the wheels are quick release or do we need a vise grips to get them off. Are the tubes Schrader or Presta valves? Just don’t want to show up to repair with nothing to use to do the repairs.”

Richard Duckworth filled in the missing info: “We can certainly assist by relocating the trailer. There are 14 bikes with rear rim brakes, the remainder are coaster. I appreciate this as the process is not looking quite like you had originally imagined. However, these are publicly owned bikes, purchased with tax dollars, and owned by the public school system. As with anything involving the school system or tax dollars, we must be conscious of our obligations to the public and students, as well as the expectations of the same.”

At this point it was a call to arms. An email to club members and a post on our Facebook page went out:

1: We need warm bodies (the more the merrier) to wrench, clean and blow air.
2: We need a place to do this. The school will move the trailer to where we need it. (We can’t do it on school property if we have adult beverages.)
3: Couple hours of your time.
4: Pizza, soda, adult beverages, water etc. We’ll order the pizza delivered after we start so we know how much and what type to order. (all courtesy of the PRRBC)
5: Media coverage: Much as I know volunteers are to be used and not seen, I think we need to have some recognition for what the PRRBC and we do.

The outpouring of offers of free labor was outstanding. So the plans moved forward with this notice to members: Saturday July 28th. We’ll gather behind the Acme Bicycle Shop after the morning’s usual ride. So I’m thinking wrenching, cleaning, assembly, can start by noon. I have no idea how long it will take because I don’t know for sure what we’ll find as we get into it. But regardless, the party starts and ends when we want it to. Once we get a hard number on how many slaves, I mean volunteers are there, we’ll get some pizza delivered; I’ll have some sodas, water, adult beverages on hand to help replenish the blood sweat and tears we spill as we bring these bikes back up to snuff. See you there and I thank you, the school district thanks you and the children thank you. Don’t forget to bring any tools you might have, Acme Bicycle Shop has graciously offered the use of any weird tools we might not have and possibly any parts needed not supplied by the school district.

So how did it go?

Let me just say that Peace River Riders Bicycle Club are without contradiction the finest, most magnificent, kindest, unselfish people ever placed on this planet. The bike fixit party was a gigantic success. In 92-degree heat, we worked for three hours until every one of the 31 bikes were cleaned, tuned up, parts replaced and test ridden around the parking lot. I was very impressed with the effort and good times. Some of the bikes really needed TLC and they are now ready to go for another school season. Hopefully lots of kids will learn to safely ride their bikes and it will lead to a lifetime of fun while developing good healthy habits.

A good day of doing good from a community-oriented bicycle club – the Peace River Riders Bicycle Club.

Safe Group Riding

(continued from page 13)

should ride far enough left to discourage motorists from trying to squeeze past within the lane. Often this is described as the right tire track.

All two-lane roads must be shared with motor vehicles. Cyclists should ride single file as far to the right as practicable (safe). This does not mean you must ride as far to the right as possible. One last thought. The initial writer mentioned that crossing the double yellow line is illegal. Florida statutes again address this in sections (316.085 and 316.0875). Knowing these laws and following their parameters allows you to legally cross the double yellow line.

Dave Lawrence is a League Cycling Instructor, the Director of Safety and Government Liaison and a board member of the Sumter Landing Bicycle Club. He also serves on the Bicycle Pedestrian Advisory Committee for the Lake-Sumter MPO and is Secretary for the Bicycle Friendly Advocacy Council in The Villages.
Ride Leader/Ride Marshall Training
by Eddie Mingus

O ne June 23 I attended the Florida Bicycle Association’s Ride Leader/ Ride Marshall Training which was held at the Lake Myrtle Sports Complex in Auburndale, Florida. The facility is home to the Polk County Sports Marketing and the Polk County Sports Hall of Fame. The building has numerous pieces of sport memorabilia of local athletes and news articles and photographs from their beginnings to their rise to stardom. Some of the notables are Ray Lewis who played for the Kathleen High School Red Devils to “Banana” George Blair to the Miss Budweiser Hydroplane.

The day started off with a brisk ride on the TECO Trail which cuts through the complex. The group of 7 took out to Florida Poly Tech, Florida’s newest state university to take a glimpse of the unique architecture. The ride continued out to scenic Lake Juliana and Lake Arietta. The ride finished up down Berkley Road which has an ample bike lane.

Our very own FBA Executive Director Becky Afonso and Program Director Mary Beth Garcia hosted the training and information event. It was a very informative 5-hour class which included a lot of interaction between fellow cyclists and Mary Beth. The program was broken down into segments that included Florida state law, statistical information, hydration and nutrition, helmet fitting and riding etiquette.

Some of the things I found to be a bit surprising was how little some of us knew on the law as it relates to where we are allowed to ride, how many people had ill-fitting helmets, and the differences of riding etiquette between clubs in attendance.

Having ridden for nearly 20+ years I learned a lot from this class. It’s made me better informed which hopefully will make me a better rider. The skills learned are tangible, useable skills and not just broad concepts to be discussed. If you are reading this, chances are you are a bicyclist as well. We share a common bond – our love of the outdoors and cycling. As a Board Director of the Florida Bicycle Association, I feel we have an obligation to promote our chosen sport and to help spread the word about cycling and to help make this a safer sport for all, including our motorists.

If you want to be a better cyclist then this is the class for you. I would encourage you to get involved, take a bicycling education course and help spread the word on our love of cycling and how we do it safely. Florida Bicycle Association has developed a wonderful program for those who enjoy group riding and would consider being an informed leader or marshal for group rides.


E-Bike Demo
by Eddie Mingus

R ecently I attended an E-Bike demo at the Bike Shop at Winter Haven, 249 3rd St SW; Winter Haven. The Bike Shop is one of Florida Bicycle Association’s business partners and supporters. For me, this was highly anticipated as your Florida Bicycle Association has been working diligently researching the topic and how to support and integrate E-Bikes into the cycling landscape.

The Bike Shop has several models of E-Bikes and their bike of choice is the Raleigh brand. Founded in Nottingham, England in 1885, Raleigh Bicycle Company is one of the oldest bicycle manufacturers in the world. So they might know a thing or two about bicycles. From 1921-1935 Raleigh made motorcycles under the name of Reliant. Currently, Raleigh is owned by a Dutch corporation called Accell.

After a brief instruction by our host and owner, Stewart Mackie, we were instructed to ride a few laps around the parking lot to see how it operates as a traditional bicycle. Then we were told to engage the different settings incrementally to see the power. It was a noticeable difference in the effort I had put into power the bike.

I tested out the Raleigh Lore IE that was powered by a Bosch Power Pack 500 that is a 40v lithium ion battery. The bike itself is a hefty 50 lbs. but don’t let that scare you. The design of the bike allows you to ride it without pedal assist power. It takes a little effort but once going it is easy to pedal. There are four settings for the pedal assist feature: Eco, Tour, Sport and Turbo. Each of the settings gives you a noticeable change in effort. The bike can easily get you up to 20 mph with zero effort.

I was joined in my testing by Steve Vaughn who was testing out the Raleigh Sprite IE. Like the Lore it was powered by a similar system. When asked what he liked about the bike Steve said that it was the ease of handling and power to help him ride distances that are currently unattainable with traditional bikes.

So how do E-Bikes fit in? They just do. They’re bikes just like your traditional bikes. The only difference is that there’s a small motor that allows those without the ability to ride traditional bikes the access to the same roads and trails that traditional riders use. With proper instruction E-Bikes can be operated and used just like traditional bicycles.

Does the bike allow people to go faster? Yes and no. Yes, if you are a strong rider and want to use higher settings to gain speed. No, if you are not a strong rider and just need to get moving. It’s all a matter of perception.

As cyclists we should accept E-Bikes into the fold. Why you ask? It’s just a bicycle and we want to grow our tribe by having more people using bicycles for more than recreational purposes. E-Bikes have a lot of versatility and can help people who did not have access to bicycles before, but now have that freedom that we all enjoy.

Eddie Mingus is a semi-retired Police Detective for the City of Lakeland and a Florida Bicycle Association Board Director.
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 his (and our) calendar, e-mail to FBC@pierepapes.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.

OCTOBER

October 4-7 (Thu-Sun) Mount Dora Mount Dora Bicycle Festival & Gran Fondo

October 6 (Sat) Gainesville Horse Farm Hundred

October 7 (Sun) Sarasota Gran Fondo Sarasota

October 7 (Sun) Inverness Rails to Trails Bike Ride

October 10-14 (Thu-Sun) Venice Southern Tandem Rally

October 12-18 (Fri-Thu) New Smyrna Beach Bike Florida's Lighthouse Tour

October 13-14 (Sat-Sun)Ponte Vedra Beach Bike MS: PGA TOUR Cycle to the Shore

October 13 (Sat) Tallahassee Spaghetti 100

October 14 (Sun) Brooksville Good Neighbor Trail Bike Ride

October 21 (Sun) Gainesville Horse Farm Hundred

October 23 (Mon) Gainesville team C2C Florida Ride

October 24 (Tues) Naples Fit & Fuel Iron Joe Turkey Ride

October 25 (Sun) St Cloud HOP 100 Century Ride

November 1 (Sat) Brooksville Hilly Hundred

November 2-8 (Fri-Thu) Tallahassee, Crawfordville, Apalachicola

November 4 (Sun) St Augustine Spoonbills & Sprockets Cycling Tour

November 6 (Mon) Orlando Lake Nona RMHCFF

November 7 (Tues) DeLand CF Cycle for Life - Central Florida

November 8 (Wed) Sarasota Gran Fondo Sarasota

November 10 (Fri) Sarasota Santa Fe Century

November 11 (Sat) Sarasota CAAM 200K

November 14 (Sun) Orlando Lake Nona RMHCFF

November 15 (Mon) Tallahassee Adopt-a-Bike Ride

November 17 (Wed) Inverness Rails to Trails Bike Ride

November 19 (Fri) St Augustine Coastal Cruisers Bicycle Pasta Bash

November 20 (Sat) Sanford CAAM 200K

November 21 (Sun) Gainesville Christmas Ride for Charities

November 23 (Mon) Gainesville Tour de Cure-Jacksonville

November 24 (Tues) Naples Bike Florida's Lighthouse Tour

November 25 (Wed) St Cloud Horrible Hundred

November 27 (Fri) Naples Fit & Fuel Iron Joe Turkey Ride

November 28 (Sat) St Augustine Coastal Cruisers Bicycle Family Century

November 29 (Sun) Naples Bike Florida's Lighthouse Tour

November 30 (Mon) Naples Bike Florida's Lighthouse Tour

December 1 (Tue) Naples Bike Florida's Lighthouse Tour

December 4 (Fri) Naples Bike Florida's Lighthouse Tour

December 5 (Sat) Naples Bike Florida's Lighthouse Tour

December 7 (Mon) Naples Bike Florida's Lighthouse Tour

December 8 (Tues) Naples Bike Florida's Lighthouse Tour

December 9 (Wed) Naples Bike Florida's Lighthouse Tour

December 11 (Fri) Naples Bike Florida's Lighthouse Tour

December 12 (Sat) Naples Bike Florida's Lighthouse Tour

December 14 (Mon) Naples Bike Florida's Lighthouse Tour

December 15 (Tues) Naples Bike Florida's Lighthouse Tour

December 16 (Wed) Naples Bike Florida's Lighthouse Tour

December 17 (Thu) Naples Bike Florida's Lighthouse Tour

December 18 (Fri) Naples Bike Florida's Lighthouse Tour

December 19 (Sat) Naples Bike Florida's Lighthouse Tour

December 20 (Sun) Naples Bike Florida's Lighthouse Tour

December 22 (Tues) Naples Bike Florida's Lighthouse Tour

December 23 (Wed) Naples Bike Florida's Lighthouse Tour

December 24 (Thurs) Naples Bike Florida's Lighthouse Tour

December 25 (Fri) Naples Bike Florida's Lighthouse Tour

December 26 (Sat) Naples Bike Florida's Lighthouse Tour

December 27 (Sun) Naples Bike Florida's Lighthouse Tour

December 28 (Mon) Naples Bike Florida's Lighthouse Tour

December 29 (Tues) Naples Bike Florida's Lighthouse Tour

December 30 (Wed) Naples Bike Florida's Lighthouse Tour

December 31 (Thurs) Naples Bike Florida's Lighthouse Tour

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: David Agacinski, 239-225-1959; Bike/Ped Safety Specialist: John Kubicki, 863-519-2447; SUN Trail Coordinator: David Agacinski, 239-225-1959
FBA Member Bicycle Clubs: Caloosa Bicycle Club, Sarasota-Manatee Bicycle Club, Area Bicycling Association, Sanibel Bicycle Club, Peace River Riders Bicycle Club, Polk Bicycle Club, Highlands Pedalers Bicycle Club, Coastal Cruisers Club
FDOT Statewide Bicycle/Pedestrian Coordinator: Mary O’Brien, 850-414-4283
Visit floridabicycle.org for more FBA Member club and shop information

District 2
Cities: Gainesville, Jacksonville, Lake City, St. Augustine
FDOT Bike/Ped Coordinator: Derek Dixon, 904-360-5653; FDOT Bike/Ped Safety Specialist: Jennifer Graham, 904-360-5636; FDOT SUN Trail Coordinator: Barney Bennett, 386-961-7878
FBA Member Bicycle Clubs: Gainesville Cycling Club, North Florida Bicycle Club, Suwannee Bicycle Association

District 3
Cities: Destin, Panama City, Pensacola, Tallahassee
Counties: Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa Rosa, Walton, Washington
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
FBA Member Bicycle Shops: The Great Cyclists, Emerald Coast Cyclists

District 4
Cities: Fort Lauderdale, Fort Pierce, Palm Beach, Stuart, Vero Beach
Counties: Broward, Indian River, Martin, Palm Beach, St. Lucie
FDOT Bike/Ped Coordinator: Larry Merritt, 954-777-4683; FDOT Bike/Ped Safety Specialist: Tom Miller, 954-777-4073; FDOT SUN Trail Coordinator: Lauren Rand, 954-777-4499
FBA Member Bicycle Clubs: Boca Raton Bicycle Club, Vero Cycling Club, Treasure Coast Cycling Association, South Brevard Wheelers Bicycle Club
FBA Member Bicycle Shops: Orchid Island Bikes and Kayaks, Trek Bicycle Store (Boca Raton, Boynton Beach, Fort Lauderdale, Sunrise), Conte’s Bike Shop (Boca Raton, Ft. Lauderdale)

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: Michael Ziarnek, 386-943-5251; FDOT Bike/Ped Safety Specialist: Chad Lingenfelter, 386-943-5336; FDOT SUN Trail Coordinator: Heather Garcia, 386-943-5077
FBA Member Bicycle Clubs: Florida Freewheelers, Sumter Landing Bicycle Club, Spacecoast Freewheelers Bicycle Club, Ocala Mountain Bike Association
FBA Member Bicycle Shops: Village Cyclages (2 locations), Orange Cycle, Full Circle Cycle, Fox Firestone Bicycle Shop, The Ride Xperience

District 6
Cities: Key West, Miami
Counties: Miami-Dade, Monroe
FDOT Bike/Ped Coordinator: Elizabeth Stacey, 305-470-5308; FDOT Bike/Ped Safety Specialist: Misleidy Leon, 305-470-5345; FDOT SUN Trail Coordinator: Elizabeth Stacey, 305-470-5308
FBA Member Bicycle Clubs: Everglades Bicycle Club, South Florida Triathletes
FBA Member Bicycle Shops: Mack Cycle & Fitness, Elite Cycling & Fitness, No Boundaries Sport

District 7
Cities: Brooksville, Clearwater, Port Richey, St. Petersburg, Tampa
Counties: Citrus, Hernando, Hillsborough, Pasco, Pinellas
FDOT Bike/Ped Coordinator: Alex Henry, 813-975-6405; FDOT Bike/Ped Safety Specialist: Peter Hsu, 813-975-6251; FDOT SUN Trail Coordinator: Alex Henry, 813-975-6405
FBA Member Bicycle Clubs: Florida Panthers Tandem Club, St. Petersburg Bicycle Club, Suncoast Cycling Club
FBA Member Bicycle Shops: Bike Sport, Chainwheel Drive (Clearwater, Palm Harbor), Jim’s Bicycle Shop, University Bicycle Center, AJ’s Bikes and Boards, Oliver’s Cycle Sports. Ride-N-Roll Cycler (Seminole, Largo)
6 Things You Need to Know to Steer Clear of the Danger Zone

Wide Turns
Trucks turn wide. They start farther left and look like they are going straight.

Blind Spots
Trucks have huge blind spots beside, in front and behind them. If you are in one, the driver can’t see you. The blind spot moves with the cab.

High Workload
Truck drivers have a lot to focus on before and during the turn.

Moving Screens
Trucks can hide you from other drivers. Always be sure to move to a position of vantage and visibility when behind a truck. Yes! All the way to the left.

When Approaching a Slow or Stopped Truck
If you see a slow or stopped truck ahead, do not pass it on the right. Do not pull up to the right of a truck at a red light.

Don’t Go There
When a Truck Passes You
If a truck passes you and slows, brake until you are behind it. Do not stay there!

Don’t Stay There

CyclingSavvy
Empowerment for Unlimited Travel

CyclingSavvy.org /cycingsavvy.org /@CyclingSavvy

No one is infallible.
Truck drivers should scan vigilantly before turning, especially when operating around bike lanes. But as you can see, they have a lot to manage.

Let’s help each other out.
Our system works because we cooperate and compensate for each other’s mistakes. It only takes one person to prevent a crash regardless of who would be to blame. Let it be you.