Henderson Retires from Miami-Dade Transportation Planning Organization

When I was first asked to write a piece on David Henderson for his retirement, I jumped at the opportunity. I figured it was a great way to let people know about my friend, who is often mistaken for a serious person. Like when he was at my house around Christmas, and slipped in a framed picture of himself with our family pictures on a bookshelf in the living room. I found it eventually – just last week. I can only imagine what any visitor might have thought, running across a picture of this smiling guy holding a big gnarly stick no less, wondering what it was doing among photos of my wife and my son when he was a baby. I’ve known David for a little over twelve years now. We met when we were both working expectantly on the bike movement in the City of Miami. We had a Mayor that had been convinced by local advocates that the city needed to embrace alternative forms of transportation and, through his position with the County, David became involved in the city meetings and events. He was happy to provide guidance as we pushed headlong into developing plans, strategies and timelines. I worked with David again in 2010 as we were both invited to help a commissioner that was trying to make Coral Gables more bike friendly. David was one of the few faces I recognized in the group and we soon started planning events encouraging the city to adopt new policies. From that time until today, David has ridden 50 or more bike tours, serving as a ride leader – keeping riders safe but also dealing with mechanical issues that present themselves from time to time. Even though he never brags about it, he is one of the original founders of Bike Walk Coral Gables in the city he calls home. With that organization, David has ridden hundreds of miles and helped coordinate several Gables Bike Days – promoting a safe, biking culture to thousands over the years. His steady hand and cool demeanor is evident at meetings and during private conversations – working without complaint, guiding, suggesting, and bringing some historical perspective when needed.

The part that most people see about David is that quick, but dry wit of his and his easy nature. In fact, even when he is preoccupied with the issues of life, David always has a smile on his face. There have been times he has gotten frustrated with people or a situation, but he never seems to let it get the best of him. We could all learn that lesson.

During his career, David has strived to ease traffic and promote alternative forms of transportation. He has done this during his government jobs, both at the State and County level, but also nationally. He has organized summits and workshops urging government and the general public to replace the car with other more environmentally-friendly modes. In his personal life, he lives by his words, walking the few blocks to the Metrorail from his home, riding his bike to work, errands, pretty much everywhere.

With David’s retirement from the Transportation Planning Organization of Miami-Dade, he leaves a serious void. In his role at the TPO, David was the person that dealt with the public, encouraging organizations to apply for money and managing the projects afterward. All this he did with grace and professionalism.

So what’s his next step? Is he going to hang with his father for a while, follow his wife Kim around the world, or maybe wait long before asking him to fill his time with more community work. We may have lost a bureaucrat, but now we’ve found another way to contribute his talents! Everyone I tell about his retirement is shocked. Nobody can imagine the TPO without David. Will the agency still run? Will they have to just shut the doors waiting long before asking him to fill his time with more community work. We may have lost a bureaucrat, but now we’ve gained an advocate. A tireless one at that. Have a little fun my friend, but don’t get too comfortable. Still a lot for you to do.
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 Volunteers Sought for Tandem Bike Skill Development Program

WHAT: The Broward County Parks and Recreation Division’s Special Populations Section is seeking volunteers for a Tandem Bike Skill Development Program which is designed for adults who are blind and visually impaired. Bicyclists who are blind or visually impaired are paired with sighted volunteers on tandem bicycles (bicycles built for two riders) to form a partnership. Participants learn basic biking skills, safety, bicycle mechanics, trust building, and group riding etiquette. The program also provides adults who are blind or visually impaired with opportunities for physical activity, fun, fitness, and social interchange.

In tandem partnerships, the volunteer captains the front seat while the individual who is blind or visually impaired sits in the rear in the stoker position. Tandem partners are matched based on their strengths and weaknesses to complement each other. Both captain and stoker are equally important to the partnership. We meet for five consecutive weeks 1x per week for two hours. We have not determined the start date yet.

WHO: Adults, 18 and over

HOW: Consistent attendance is required in order to participate.

Call Special Populations at 954-357-8160 or SpecialPopulations@Broward.org.

Letter to the Editor
What Is the Proper Response?

by Hugh S. Chakler, FBA certified Ride Leader/Ride Marshal

I was riding my bike in Oregon, and gave a lot of thought to the following:

Recently, a fellow cyclist was shot on the Rickenbacker Causeway in Miami. And, up here in Oregon, a cyclist was recently struck and then was beat up. In both situations the offender was arrested. However, justice may be served differently. I truly believe that the offender from the Rickenbacker Causeway incident will be tried and found innocent due to Florida's stand your ground law. I have more hope with the Oregon incident; I believe the offender was arrested. However, justice may be served differently. I truly believe that the offender from the Rickenbacker Causeway incident will be tried and found innocent due to Florida's stand your ground law. I have more hope with the Oregon incident; I believe the offender will ultimately be found guilty, but who knows?

However, the point of sharing my opinion is not what happens legally, but in either situation, what might have the cyclist done to avoid the situation?

Let's say a driver almost runs you off the road, or better yet, comes too close for comfort. What is the proper (safest) response?

a. Yell at the driver.
b. Give the driver the finger.
c. Chase the driver.
d. (a), (b) and (c)
e. Do nothing and thank your lucky stars you are not hurt.

Just for full and fair disclosure, I have done both (a) and (b). I am older now and hopefully wiser. For some time, I have been afraid of doing (a), (b) and (c). I have been worried that doing any of those things would result in being shot. This is something I have thought of before it recently happened in Miami. We live in the land of sunshine, and in the land of stand your ground, a group of cyclists certainly could seem intimidating. [Editor's note: Hugh's FBA membership address is in Pembroke Pines.]

Further, for some time now, when I am on a group ride, I do become a bit nervous when someone else on the ride decides to do (a), (b) and or (c). I am really nervous because the driver could aim the car toward the whole group of cyclists.

I know in our very aggressive society, it is hard to refrain from doing (a), (b) and or (c), but for your own safety, and everyone else's safety, please try to do (e), and then for sure, you will be around to tell us all about the jerk who just almost ran you off the road.

Meet Our New President

by Courtney Reynolds, FBA President

I grew up in Daytona Beach in Volusia County, where I often rode my bike to my best friend's house, much to my mother's chagrin. Since I did not have a car until after I graduated college, I rode my bike, walked or hopped on the bus to get where I needed to go. (Special shout-out to all those folks who gave me rides in the pre-Lyft/Uber days!)

I learned that not having a motor vehicle did not mean giving up on exploring your neighborhood and the wider world. In fact, it meant a front row seat to discovering what's out there! It also introduced me to the concept that access to transportation meant access to opportunities.

As an adult, my relationship to cycling has changed. Suddenly, the demands of a full-time job, volunteer work, a marriage and two children made riding my bike harder – almost impossible. But what didn't change was the sense of freedom I felt from riding my bike. That great feeling of accomplishment at propelling myself from Point A to Point B with just my muscles and gears to thank. Riding my bike was something I wasn't going to give up, no matter what adult life threw at me. I am grateful for every mile I ride.

In my new role as President of the Board, I am dedicated to our mission to encourage more people to bicycle more often through education and advocacy. Cycling has been such a gift throughout my life; it is an honor to have the opportunity to introduce that joy to others.

But this mission is not something that your Board can accomplish on our own. We need our fellow FBA members to share their great experiences with others, whether it's friends, family members or colleagues. We need you to demonstrate safe cycling and safe driving habits. We need you to invite others to join you as an FBA member to strengthen our efforts to make cycling in Florida safe, accepted and encouraged.

I'd like to challenge each FBA member to ask a friend, family member or colleague to join us on our mission. Becoming a member is an affordable and effective way to lend your support to an organization you believe in. With your help, we could double our membership overnight.

Are you up for the challenge?
I don’t recall the year, and may even have this a bit wrong, but I seem to recall meeting Richard at a Bike Florida spring tour. We were both vendors at the tour, me with coffee service and him with the Sun Cycle mobile bike shop. Sun Cycle was the brick and mortar bike shop he owned, a staple since the late 1970’s, off of US 441 in Tavares. The trailer, pulled by his RV, at the campsite, was a mobile bike shop for the store. The side walls of the 32-foot box trailer folded down to create a walk-in clothing shop. Probably what most cyclists at any tour the trailer attended will remember are the bins filled with SockGuy socks, priced to move, at 3 pairs for $10 – quite the bargain for cycling socks.

That I believe is how we met. At some point, and maybe even at a different tour, Richard and I got to talking, as vendors at bicycle tours often do during down times, and he offered me a job – to take the Sun Cycle trailer on the road to the tours I was working as a coffee vendor to see if it was viable means to generate business. We decided to give it a try one summer in 2007, and if it made money, I could invest into owning the business flat out.

The back of the trailer, normally the work space of the mechanics, was converted to a morning coffee station (it should be clear to all that I don’t wench). Afternoons the back doors closed and the side doors opened to create the walk-in clothing shop. That summer I was out on the road for over 150 days (or so it seems), drove to at least 20 events through 15 states and spent many an evening explaining to other Kampground of America (KOA) campers that I don’t sleep in the trailer.

I should probably explain here that I did not pull the trailer with Richard’s RV. Instead, Richard invested in a new Dodge Duly Diesel truck with automatic transmission and a hitch for the trailer. My dad and then I invested a bed of the truck into quite the posh living space – a plywood board over the wheel wells that an air mattress fit perfectly on top of while allowing for storage underneath. Dad did the woodwork and Mom made the curtains for the truck’s bed cover windows.

And so, for one summer, I was the Sun Cycle Events Operations Manager. I won’t lie, it was work. The responsibility of clothing inventory, care for the truck and trailer, plus arranging for shipments of coffee and other numerous jobs were challenging, and character building. But as the summer ended, Richard crunched the numbers and told me the experiment barely broke even. Richard wasn’t up for giving it another summer and I managed a job offer from Bike Wisconsin to serve as their Assistant Tour Director. It was a mutual understanding to move on with no love lost.

When I was let go from Bike Wisconsin, Richard learned of my availability and asked me if I would take the trailer to the Horsey Hundred in Kentucky. There was one catch – the automatic Dodge Duly Diesel, replaced with an older Dodge Duly, one with a manual transmission. I told Richard I had never learned how to drive a stick. He challenged me to learn. And with his help, I did it. I drove a stick shift to Kentucky and may I add, perfectly parked the trailer for the event. I was quite proud of the accomplishment, but what stood out to me, to this day even, is that a man took the time to teach me how to drive a stick shift, and then trusted me to drive an $100,000 investment to Kentucky and back.

Brian, Pam and even Mark, Sun Cycle employees I spent the most time with, know what I’m talking about, the way of Richard. In the history of Sun Cycle Tavares, I was the only employee who drove the trailer solo. Some of that is on me, being a bit of an independent, but it would not have happened at all if not for Richard. Richard believed in me and that took me to places I never dreamed of, and opportunities that changed my life.

Ecclesiasties 3:1 To everything there is a season, and a time to every purpose under heaven.

The news of Richard’s passing was awful. My day stopped. The first memory I had was of his calm and reassuring demeanor, sitting in the front passenger side of that older Dodge, asking me why I kept my hand on the stick as I took manual transmission driving lessons from him on County Road 448. I got the feeling my doing so made him nervous, like I should have both hands on the wheel when not shifting. I told him it was a bad driving habit from my Honda Element, automatic transmission mind you, to rest my hand on the gear shift. He may have taken a breath and exhaled, but he didn’t yell at me to keep both hands on the wheel; he just softly and confidently said to me that I didn’t have to leave my hand on the gear shift. It’s about as close as two strangers can come to having a father-daughter moment. Maybe it’s my first memory because our relationship, at times, was that powerful.

I’ll never forget my time at Sun Cycle nor the man that showed me a better way to treat people. He never doubted my work ethic and I never doubted his fairness. Richard Swartz, I’ll miss you. I am forever grateful for that season together. Rest in peace.
Bicycling in South Florida – Amenities and More

by Patty Huff

When travelling to South Florida, most visitors are familiar with the services available in Naples and Miami. But what lies in between? Answer: Everglades City! Situated along the Florida Circumnavigation Saltwater Paddling Trail and being a gateway to the Ten Thousand Islands and the Everglades, Everglades City is an important recreational hub for biking, hiking and paddling. Recently designated a Florida State Trail Town, Everglades City has been making great strides to further accommodate cyclists, hikers and paddlers who come by the thousands to visit this historic city just 30 miles east of Naples and 60 miles west of Miami.

For those wishing to venture out to nearby off-road biking trails or just meander around this quaint community, a bicycle rental facility was opened earlier this year. Anyone arriving by air also has access to rent bikes from the airport. In addition, the Ivey House and Everglades City Motel offer complimentary bicycles to their guests. However, since most cyclists bring their own bikes, eight new bike stands were purchased and distributed to local businesses. The Museum of the Everglades has a decorative “alligator” bike rack and now a new “dolphin” rack is located at the community park across from City Hall. Perhaps the most popular amenity has been the recent addition of a Dero bike repair station which is also located at the local park and is under cover. It has a complete tool kit for bicycle repairs in addition to its large capacity air pump (much easier for locals to use rather than the smaller ones at home). Another convenient feature is that anyone can access the location of this and other Dero Bike Repair Stations throughout the world by clicking dero.com/fixitmap/fixitmap.html.

The cycling opportunities in South Florida include both on and off-road trails. The Tamiami Trail between Naples and Miami is a two-lane highway with shoulders, and there are many scenic dirt roads throughout the seven surrounding national and state parks in the Everglades; lanes Scenic Drive in the Fakahatchee Strand Preserve being one of the most popular. For a paved off-road trail, Shark Valley in Everglades National Park allows cyclists to experience South Florida’s ecosystem up close on its 15-mile round trip excursion (sharkvalleymartours.com/everglades-bicycle-tours/). In addition to the basic amenities of water, food, parking, etc., the parks offer information, nature viewing, and other recreational activities. Learn more about hiking/cycling and paddling the Everglades at evergladesroogg.org/places-to-visit and click on ROGG-Map 2019. Free guided bicycle tours will begin in October.

Everglades City and the neighboring communities of Chokoloskee and Ochopee have lodging and good restaurants. Visit swglo.com for more information.

League of American Bicyclists Update

Posted July 29, 2019 by Caron Whitaker

The Senate Environment & Public Works Committee released the text of the roads portion of the transportation reauthorization bill this morning and it is great for biking and walking.

The new bill makes key improvements to funding programs while also including a new set of climate-related programs and bicycle-friendly policy. Not only did we get much of what the League asked for on safety and infrastructure, bicyclists will benefit from new programs regarding emission and congestion reductions.

It’s because of those who attended the National Bike Summit, our League members, and our legislative action alert responders that the League has been able to build support for these issues on Capitol Hill.

Visit bikeleague.org to learn more about bicycle advocacy at the national level. Florida Bicycle Association wishes to thank those that have attended the National Bike Summit and assisted on “Lobby Day”. FBA serves as the state coordinator for the League and we hope to have a strong Team Florida presence in 2020. Save the Date: March 15-17, 2020. Details to follow on both the League and FBA websites.

Roundabouts Continue to Plague Florida Cyclists by Jim Dodson

Our office was recently contacted by our third cycling client in the past several months who had been hit by a car in a roundabout. This is extremely frustrating because these crashes are simple to avoid. The prevailing similarity is an explanation by the driver that “I never saw them.” We began to look for a better understanding of these totally preventable crashes.

There seems to be some consensus among traffic designers that roundabouts are effective in reducing injury crashes across the entire range of road users. However, that fact simply does not hold true when their effectiveness is evaluated on behalf of bicyclists, a smaller subgroup of users adversely affected by them.

We reviewed a 2009 study in the Journal of Safety Research which looked at safety data in the Netherlands, where it is well known that traveling by bicycle is a way of life. One finding of the study was that construction of a roundabout increases the number of serious injury crashes with bicyclists. The study noted the most common type of roundabout crash occurred at the entry or exit point between a circulating bicycle and a vehicle. We have found this to be our experience, as well. A large number of crashes in the study were caused when the driver failed to yield the right-of-way to the bicycle. Further, the most common driver explanation was “I never saw them.” Our experience also confirms both of these observations.

One thing that we noticed in the study was the very low number of two lane roundabouts they encountered. The vast majority were single lane. We have never encountered a bike crash in a single lane roundabout. They simply have fewer points of conflict. Our experience is that there are far more two lane roundabouts in Florida, many handling relatively high volumes of traffic. The issues facing cyclists are more complicated since most roundabouts have no separate bike lane and rarely a protected bike lane.

One of the most interesting findings in the study affecting bicycle crashes in roundabouts was the relative infrequency of drivers encountering cyclists. Translation: drivers who don’t encounter that many cyclists in roundabouts are not consciously looking for us. In addition, many are not aware of their own responsibility in safely navigating through a roundabout being used by one or more people on bikes sharing the lane. This doesn’t excuse them, but it gives us a bit of perspective.

Be especially careful of cars entering with you, cars entering when you are on the inside or the outside lane and cars on your left in a two lane roundabout who may inexplicably execute a right turn out of their lane across you. We have had each of these circumstances in recent crashes.

Safe Riding; Rules of the Road

by Cpl. Michael Nelson, Collier County Sheriff’s Office, Past President Bikes For Tykes, 72shovelmike@gmail.com

In my previous article in the Spring 2019 Messenger (page 4), preparations for a bicycle ride were discussed. In this article, the basic rules of the road will be covered to make your ride safer and hopefully more enjoyable.

First rule, only as many people on a bicycle as there are seats on the bike you’re riding. Which means only one person per seat. So unless you are on a tandem, or custom bicycle, or have a child seat attached, you are on the bicycle by yourself. Grinding pegs or extended wheel axles are not meant for passengers, and neither are handlebars or baskets. Baskets may be great for pets, and accessories, or bags, but not people!

The next rule is one of the most basic rules, but everyone seems to forget it, just like most drivers. Signal your intentions. You remember those hand signals you learned when you first started riding?

• Putting your left hand out parallel to the road to signal a left turn, or putting your left arm out with your elbow bent so your hand is pointing upward to signal a right turn (you can also just extend your right arm out parallel to the ground to do the same thing),

• Putting your left arm and hand out at a downward 45-degree angle for stopping or slowing down.

(continued on page 13)
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What Bicycling Feels Like
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FBA board members are committed to the mission and vision for bicycling to be safe, accepted and encouraged in Florida. We are proud to educate on safely sharing roadways and paths. We also support and encourage the creation of great places to ride, including natural surface trails (we get dirty but clean up nice). We meet four times a year and ride whenever we can. The work is meaningful and the cycling is never boring, just ask our Executive Director.

Working Together to Build a Bicycle-friendly Florida
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OUR VISION: is for bicycling to be safe, accepted and encouraged in Florida.
OUR PURPOSE:
• Protect and advance the interest of bicyclists
• Educate the public about sharing roadways and paths with people on bicycles
• Encourage the creation of great places to ride
• Continue to grow as a financially stable, well-managed organization

Help Us Grow the Base! Give to FBA
The Florida Bicycle Association was founded by people like you who want to make Florida a better place to ride a bicycle. Our projects and programs that benefit bicyclists are made possible primarily through membership and sponsorship to our organization. Simply put, without membership, sponsorship and donations, the Florida Bicycle Association would not exist. Keep bicycle enjoyment alive in Florida and help us in the fight against bicycle fatalities. Join FBA!
Did you know your membership donation to FBA is tax-deductible?
FBA is a 501(c)(3) education and charitable nonprofit corporation. You can join FBA online or download and mail an application from our website, www.floridabicycle.org. You can request an application to be mailed to you by contacting Becky Afonso at 813-748-1513.

Does your place of employment offer matching gifts to non-profits? Think FBA!
Bicycling is one of life’s simple pleasures to enjoy, not fear. Join or donate to the Florida Bicycle Association and let’s ride together for Florida bicycling excellence. Contact Becky Afonso at becky@floridabicycle.org for more information on ways to donate to FBA.

The Florida Bicycle Association (FBA) was incorporated in 1997 for educational and charitable purposes. FBA is a not-for-profit, tax-exempt corporation under Section 501(c)(3) of the Internal Revenue Code. Donations, including membership dues, are tax deductible. A copy of the current financial statements may be obtained by contacting FBA.

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

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Please see the website for rates and specifications or e-mail: Becky@floridabicycle.org. Publishers reserve the right to review advertising content and to reject advertising that, in the opinion of the Association, is neither in the best interest of FBA’s members nor its goals and objectives. Although we carefully review articles and information submitted, FBA is not responsible for the information or opinions contained herein unless explicitly stated as official policy of FBA.

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Autumn Issue – August 15
Winter Issue – November 15
Spring Issue – February 15
Summer Issue – May 15
Autumn Issue – August 15
Lake Apopka: Story of redemption
by Joe Dunn, Friends of Lake Apopka President, FBA certified Ride Leader/Ride Marshal

Why would anyone want to cycle around the fourth largest lake in Florida?

Before World War II, Lake Apopka was the third largest lake in Florida. The 50,000-acre lake was known as the bass fishing capital of the Eastern United States. Clark Gable and Al Capone came here to fish for trophy large mouth bass. But the war put a strain on the nation’s agricultural production and a levee was constructed to drain the northernmost 20,000 acres for farming. The fertile, lake-bottom “muck” was perfect for growing vegetables. For almost 50 years the farms prospered while shedding fertilizers into the lake. Massive algae blooms killed aquatic plants, starved game fish of oxygen, and the phosphorus levels jumped to almost 300 parts per billion. By the 70’s, the lake was a pea-green mess and Lake Apopka was the most polluted lake in Florida.

In 1991, a concerned local biologist, Jim Thomas, founded the Friends of Lake Apopka (FOLA). The collective voice of this citizen advocacy group prompted the State of Florida to purchase the farms on the 20,000-acre North Shore, thereby eliminating the single largest contributor to the lake’s demise. It was a crucial pivot point in the lake’s recovery. The St. Johns River Water Management District (SJRWMD) assumed stewardship of the North Shore and has spent the last 20 years restoring it as natural wetlands to reduce the lake’s phosphorus.

The Lake Apopka North Shore is now home to an 18-mile gravel trail that is teeming with wildlife, including 350 species of birds. An 11-mile Wildfire Drive attracts more than 100,000 visitors a year from all over. In April 2017, Friends of Lake Apopka (FOLA) held our first organized bike ride around the 30,000-acre lake. The purpose of the ride was to raise awareness about:
1. The ongoing restoration of Lake Apopka
2. The wonderful network of cycling trails around the lake
3. The need to “Connect the Trails” into a 40-mile loop trail

Lake Apopka straddles two counties: Orange County on the east side and Lake County on the west. West Orange Trail (south & east), South Lake Trail/Hancock Road Trail (south & west), and Lake Apopka Loop Trail (north) surround the lake. But to get from West Orange Trail to Magnolia Park, cyclists need to ride three miles on shoulder-less roads with cars. Similarly, on the west side cyclists need to ride on three miles of curvy, shoulder-less roads with cars to get from Green Mountain Scenic Trail Head to Hancock Road.

Sixty-five intrepid cyclists did the inaugural FOLA 40, starting in historic Winter Garden. The ride around the lake was actually 42 miles, but “FOLA 40” had an alliterative ring to it. We put off-duty Sheriff’s deputies at every intersection of the road portion of the ride to protect the cyclists. Our local bike shop, Winter Garden Wheel Works, did the bulk of the organizing and our local brewery, Crooked Can, provided chilled adult beverages and a fun finishing spot. An annual tradition was born.

That first year, two Orange County Commissioners, Bryan Nelson and Betsy VanderLey, cycled the daunting roads that connected West Orange Trail to Magnolia Park. They took up the cause. Orange County and MetroPlan Orlando helped fund the bike path in late 2015.

On the west side, the Lake County Board of Commissioners and local legislators are exploring a Public/Private Partnership to connect Lake County’s Green Mountain Scenic Trail Head and Hancock Road with a dedicated cycling/walking trail. That last connection will create a 40-mile loop around Florida’s fourth largest lake and that loop will sit directly on Florida’s Coast-to-Coast Connector.

The 65 inaugural participants spread the word about the beautiful scenery on the FOLA 40 and created a following. But many interested cyclists weren’t up to riding 40 miles. So in 2018, we added three new distances that were out-and-back routes from Magnolia Park: An 8-mile ride that went to the historic Pump House and back. That route that runs directly along the lake’s shoreline and has spectacular views of the lake, herons, osprey, anhingas, black-bellied whistling ducks, and more. The 16-mile version goes halfway across the North Shore and back. Most of that route is lake shoreline, but you also get to explore the marshes and canals of the wetlands.

Sharing How Outdoor Recreation Makes Us Healthier and Happier
by Eric Draper

On a recent bike ride on the Palatka-to-Lake Butler State Trail, I saw a young parent pushing a stroller, and it reminded me of taking my kids out to enjoy the fresh air. I believe that because of their early outdoor experiences, my kids make fitness a part of their lifestyle as adults.

Outdoor activity has a tremendous positive impact on our health, fitness, and emotional well-being. That’s why the Florida Department of Environmental Protection’s Division of Recreation and Parks is strengthening its support of outdoor recreation for public health and fitness across the state. This means going beyond state parks and trails and into communities to inspire people to get active outdoors. For example, the Outdoor Florida app (OutoorFlorida.org) now gives anyone with a smartphone or computer the ability to search for recreation opportunities on public lands statewide.

Reaching our goal includes building tools for outdoor advocates such as the Florida Bicycle Association. We want to help you spread the message about the many benefits of bicycling, so we are planning an initiative that will promote outdoor recreation online and in print and include advocacy training resources and a statewide summit in 2020.

A big part of making the case for (continued on page 17)
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

Angco Striping has developed an advanced method of application and materials for green bike lanes
Pathway Perceptions Pavement Markings
a leader in the industry for performance durability and safety.
You’ll know it when you see it, and you will see it.

ANGCO STRIPING
1075 N. Ronald Reagan Blvd, Longwood, FL 32750
(407) 578-8308 | www.angcostriping.com

Saturday, November 16 • 2:00–5:00pm
Clermont City Center
620 W. Montrose Street, Clermont, FL 34711

The FBBPW will take place in conjunction with the Florida Freewheelers 40th Annual Horrible Hundred in Clermont

Workshop is open to anyone who wishes to learn or share ideas with other bicycle enthusiasts to be part of the solution for Florida bicycling concerns.

The workshop is FREE and those who register in advance will be eligible for a complimentary entry to the Horrible Hundred on November 17.

This year we are getting a little dirty with a spotlight on off-road and the new Florida Interscholastic Cycling League. Leadership from Swamp Mountain Bike Club will share their perspective on off-road issues and the potential to build an advocacy coalition for natural surface funding - good information for roadies as well.

We welcome all bicycle community leaders, movers and shakers to join the conversation.

United we stand!

Please visit FloridaBicycle.org for more information or contact Becky Afonso at becky@floridabicycle.org

TRAILS AND STREETS
BICYCLE SUMMIT

Bicycle Best Practices Workshop

FLORIDA

TRAILS AND STREETS
BICYCLE SUMMIT

FBA Annual Florida Bicycle Best Practices Workshop (FBBPW)

Angco Striping has developed an advanced method of application and materials for green bike lanes
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(407) 578-8308 | www.angcostriping.com
In 2018, The Villages was recognized by the Florida Bicycle Association as a Bicycle Friendly Community. These monthly rides encourage folks to practice bicycling best practices.

The Villages Recreation and Parks Department completed the 55-plus page application. Kraig McLane has worked tirelessly for the Tri-County Trail Connection. He made this issue his #1 priority. As a result of these efforts, Bonita Springs received national recognition by Smart Growth America as one of the 12 communities in the United States for its exemplary work on implementing complete streets.

Kraig McLane led the effort to educate the public about the value of roundabouts and road diets, which has been critical in bringing these changes to Bonita Springs.

Elected Official Champion: Kathryn Starkey, Pasco County Commissioner, District 6
Port Richey
The Tri-County Trail Connection won the 2014 Future of the Region Development/Infrastructure Award from the Tampa Bay Regional Planning Council. Today, the future of the region is here and the Tri-County Trail Connection on the cusp of the same award.

Commissioner Kathryn Starkey has been a leader in bringing this connection and for Pasco County. Her leadership and public service record are admirable and inspirational to many members of the FBA. Kathryn lived in France, Spain, the United Kingdom, and Germany for 35 years of her life. The Tampa Bay area is a place that is very special to her and Bay and Biciklue are a direct connection to Kathryn and Jay B. Starkey’s neighborhood. She named the new project “Starkey Gap,” which is the name of a project that brought bikes to the area.

Special Recognition: Conen Bickford
Bike Walk Indian River County, Inc.

Conen Bickford serves as the Secretary/Traffic Manager for Lake Highland Preparatory School (LHP) of Orlando. In 2015, LHP funded a Cycling Class for the department, which enabled CEs to bring the course directly to the campus. Since then, Bickford has continued to prioritize safety by sending new staff to attend the courses, most recently in 2019. The Department is committed to funding cycling education and implementing educational programming is a stated goal of the organization.

Laura Aaron is one of the premier Tireless Touring Champions. Her work in community education has not gone unnoticed. Laura is recognized as an all-volunteer 501(c)(3), community coalition that raises awareness with tools they own or at their local bike shop. Laura’s initiative and new awareness of the lack of these resources resulted in this tremendously successful campaign to keep bikes rolling in our community. Work stations provided through “Pump Us Up” will benefit the entire community.

Volunteer: Laura Aaron, Bike Walk Indian River County, Inc.

Bike Walk Indian River County, Inc. (BWIRC) is an all-volunteer 501(c)(3), community coalition working to make Indian River County a safer, more accessible and more comfortable place for people to ride bikes and walk. Laura Aaron is one of the BWIRC’s founders and an active BWIRC board member/office. She participates in every facet of the organization, providing insight and expertise to advance the mission. True to her cycling role on the office, the board has evaluated and streamlined the board’s participation in community education and safety. This helps to make our streets safer and keep our organization centered on our cause.

Laura immediately started writing grant applications and implemented grassroots efforts to generate support for her “Pump Us Up” program. She initially hoped to raise $1,200 to cover the cost of one work station. As of this July, she has raised more than three times that amount. Laura also mentored high school and college volunteers, roads to bike and kayaks, who generously agreed to order, assemble, install and maintain the work stations at no cost.

One work station has been ordered. One is being installed in the Boys and Girls Night at the Gail Z. Young Achievement Center and the other is being installed adjacent to a bus stop at a local community health clinic. Through Laura’s fundraising success, Bike Walk Indian River County is planning at least two additional work stations to be installed at the local transit hub and another near a newly completed community multi-use trail. Many cyclists take for granted having the ability to maintain their equipment, often with tools they own or at their local bike shop. Laura’s initiative and now awareness
It’s time to nominate worthy individuals and organizations to acknowledge their significant service and contributions to bicycling in Florida during 2019.

**Categories include but are not limited to:**
- Bicycle/Pedestrian Advisory Committee, Bicycle Club, Off-Road Club or Advocate, Enforcement Officer or Agency, Educator or Regional Trainer, Trail Manager or Promoter, Bicycle Friendly Community or Business, Supporting Agency, Program or Event, Bicycle Business or Store Advocate, Bicycle Professional, Citizen Bike Advocate, Developer, Elected Official, Champion, Volunteer, Special Recognition.

Please visit floridabicycle.org to submit your nomination online starting on October 1, 2019, or mail your nomination to FBA, PO Box 2452, Oldsmar, FL 34677. (please include your contact information with mailed nominations).

**Nomination Deadline for 2019 FBA Annual Awards is January 31, 2020.**

**Recipients announced March 1, 2020 to kick off Florida Bike Month!**

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**FICL Leaders Summit**

This is an invitation. It may seem differently, but I assure you, this is an invitation. An invitation filled with challenge and reward, and it’s open to anyone – moms and dads, cyclist and non-cyclist, retired school personnel to current non-profit executive directors. Anyone, and I mean anyone, who has the time and passion to commit to a youth organization centered around mountain biking.

This is an invitation to involve yourself with Florida Interscholastic Cycling League (FICL). FICL was founded in 2018 as a non-profit 501(c)(3) Project League of the National Interscholastic Cycling Association (NICA). The mission of FICL is to facilitate the development of high school and middle school teams/clubs for grades 6-12 and provide the education, training, licensing and insurance for coaches and volunteers. The 2019/2020 Inaugural FICL season, and those that follow, will produce high-quality mountain bike events and races that emphasize the value of participation, camaraderie, positive sporting behavior and well-being over competition. This idea of mountain biking becoming a youth development sport for middle school to high school students is REAL. It’s happening here in Florida and it needs you!

I say this as someone who just completed a two-day National Interscholastic Cycling Association (NICA) Leaders Summit. The summit was held in Gainesville and attended by over 25 passionate cyclists from across Florida, including Jacksonville, Lakeland, Winter Park, Tampa, West Palm Beach, Orlando, Pembroke Pines and St. Petersburg. This summit is one of many requirements to become a coach in FICL. Coaching may seem daunting, but as someone who loves sharing the joy of cycling – cycling in any form – this is an opportunity to a lifelong passion.

Coaches — both new and experienced — spent two days developing skills, gaining knowledge and building community. This October, Florida will make history by providing the opportunity for every middle and high school, public or private, to form club teams and participate in a scholastic mountain bike season with four races scheduled over March, April and May of 2020.

Participants of the Leaders Summit learned the NICA holistic approach to coaching that creates an environment in which young people can grow and thrive. In the NICA program, there are no bench warmers – everyone on a team rides and races. There is even an all-girls component, Girls Riding Together (GRIT), to further encourage participation. This inclusivity is key for both the student athlete and the parents as it means everyone progresses, everyone participates. My takeaway from the summit, to which was filled with positive and encouraging information, was the value of coaching for process, not performance. For the coach, this means cultivating mental flexibility and problem solving for the individual and the team. The focus is not on results (finish place) as it is on finish line feelings (accomplishment).

Rewards, for me, have sometimes come from going beyond my comfort zone. I may have learned this late in life, like over the last 10 years, but I have gone beyond my comfort zone, with no regrets, to find myself pushing further. Sometimes the challenge comes in the form of an ask, like being asked to learn how to drive a stick shift. Sometimes, it’s part of the job, like public speaking. No, I never saw myself driving stick or addressing an audience, and yet, not only can I drive a stick shift (pulling a trailer no less!), I find myself accepting any invitation to address a crowd to talk bike.

Today, the thought of coaching student athletes – something so foreign to one who would rather watch from the stands – is within reach outside of my comfort zone but I am going to do it. In fact, I look forward to being a Level One FICL Coach for this 2019/2020 inaugural season. Currently, over 18,500 student-athletes participate in leagues across the country with league growth averaging 35% every year. This is an exciting time for kids and adult mentors in Florida to be a part of the fastest growing youth mountain bike program in the US.

I applaud those from across the state who stepped up this past weekend to attend the NICA Leaders Summit. If you missed it, that’s OK. Missing the Leaders Summit doesn’t mean you missed out. There is still time and this is your invitation to get on board. I encourage all of you to offer assistance however you can, to these newly formed FICL teams. This is the ask, the invitation, the challenge. It’s also the opportunity, for yourself and for Florida youth, to promote self-reliance via mountain biking. This is long-term athlete development to create lifelong cyclists. Yes, you’re invited to join and support the Florida Interscholastic Cycling League. It’s an open invitation waiting for you. Please accept. Visit floridamtb.org to learn more and get on board!
The Florida Bicycle Association's (FBA) Ride Leader/Ride Marshal (RLRM) program was launched over 18 months ago. Within that time, we have facilitated 12 sessions; five of them public workshops and the rest hosted by private bicycle clubs or organizations. We are proud of the over 200 RLRM's throughout the state of Florida who have attended the workshops and passed their certification exam. I sleep just a little better knowing we have more safe cycling advocates and leaders on the roads and trails in Florida educating our cyclists.

Thank you to all the bicycle clubs, bicycle shops and safe cycling organizations that have supported us privately and through attendance at our public sessions. Our next RLRM Public Session – Save the Date – is October 26th in Central Florida (Deland area) and will be in collaboration with Bike/Walk Central Florida and FDOT, our program sponsor. More details coming soon so please keep an eye out for eblasts from FBA and posts on our website promoting this next public certification workshop.

In June we surveyed certified RLRM’s to see what was working, what was challenging and solicited their feedback on what else they needed from FBA to be successful, post certification. We are pleased that the certified graduates believe the program is beneficial and they highly recommend the course. (see above graph for results)

1. **The top 3 skills and information the course.** (see above graph for results) beneficial and they highly recommend the certified graduates believe the program is beneficial and they highly recommend the course.

2. **What has been the most challenging situation faced as an FBA certified RLRM?**
   - a. Keeping groups together on rides, keeping the same and consistent posted pace
   - b. Encouraging other cyclists to follow the laws and safety standards
   - c. Communication up and down the pace line, front to back

3. **What is the most rewarding aspect/ experiences as an FBA certified RLRM?**
   - a. Fellow cyclists and club members thanking me and showing appreciation for keeping them safe, having a great ride and everyone coming back safely to the ride start
   - b. Having the knowledge and credibility as a certified RLRM to enhance safety and awareness in my club and community
   - c. Being able to lead, train and develop new cyclists and other members of our bike club on safe cycling skills

4. **Additional training or support from FBA they would like to receive?**
   - a. Yearly refreshers, advanced courses and continuous training to keep up with their certification and more importantly professional cycling and RLRM skills
   - b. CPR, first aid/medical training and group safety at the scene of a crash
   - c. Universal skill cards and signals for all cyclists to use for all rides in the state of Florida and throughout the USA

5. **Would an FBA certified Ride Leader/ RLRM private Facebook page be of interest to you?**
   - a. 70% said yes—so we launched in July 2019!
   - b. 30% said not a FB user

6. **What else would you like to share with FBA about the certification process or specific needs, ideas, etc?**
   - a. #1 response was nothing, I have everything I need, as the course was comprehensive, I liked the process and FBA is a great resource to me
   - b. More information on organized rides throughout the state needing certified RLRM’s
   - c. Opportunities to get more involved with FBA to support my community on safe cycling at public events and forums

Thank you to all the certified RLRM’s who participated in the survey. Your feedback is truly a gift and we will continue to respond to your needs. The Facebook page is up and live – please visit and post your progress. We are working on apparel/tech items to support you on your rides and continuous advanced development strategies for 2020. If you would like to sponsor an FBA RLRM Certification Workshop, please contact me @ marybeth@ floridabicycle.org or visit floridabicycle.org/fba-ride-leader-ride-marshal-program/

**Thank you and Tailwinds!**

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**Safe Riding (from page 6)**

These signals are a bicyclist’s turn signal and brake lights, and we all know how dangerous it is if these items don’t work on a car, and a bicycle is no different. Without signals, traffic or drivers of vehicles have no way of knowing what you are doing or where you are going so let’s all use signals and communicate our intentions.

By Florida Statute, if you are riding on the roadway that includes riding in a marked bicycle lane adjoining the roadway, bicyclists must obey the same traffic laws as any other vehicle. A bicyclist should operate their vehicle (bicycle) in the same manner as expected by any other driver. You must stop at stop signs and should never make a left turn without stopping first, or roll thru a stop sign. Neither one of these are safe. You can be injured (or worse) and put others at risk of injury. Also, jumping onto the sidewalk to go around a corner and then jumping back on the roadway is not allowed. Please don’t try it because these actions are seen as a violation of disregarding a traffic control device.

While riding your bicycle, always ride in the same direction as cars and other traffic. The myth of riding against traffic to see traffic coming and therefore avoid a crash has been proven wrong statistically many times over. One of the reasons is that roadways with narrower lanes can cause unexpected or unforeseen dangers that only proper vehicle direction will relieve. Those dangers include crowding by large vehicles, trucks with trailers, delivery vehicles, or extended towing mirrors for trailers attached to a vehicle.

More dangers of wrong way riding to consider include curbs, debris, and traffic that will potentially block a path or way off the road, leaving you no way to avoid a dangerous situation that is coming right at you. Also, it is very hard to correctly judge the speed of an oncoming vehicle. Also, motorists may not see you if you are riding in the wrong direction, against traffic, as they won’t expect traffic flowing in that manner. Remember, drivers are taught to look left, look right, then look left again before they enter onto the roadway, and by that time you may be riding directly into their path. The car or vehicle coming onto the roadway may not be able to stop in time to avoid the crash due to possibly not seeing you, or misjudging your speed and the reaction time needed to avoid your unlawful action.

A bicyclist should avoid making strange or unexpected driving maneuvers. A bicyclist should never cut diagonally (corner to corner) across a four-way intersection. This and cutting across multiple lanes of traffic to get into a turn lane are unexpected actions; this will confuse motorists and exponentially increase the possibility of a crash and injury. When on the roadway, even if you are in a marked bicycle lane, you are expected to behave as every other vehicle on the road. That is what motorists expect and plan for as they are driving, and the same holds true for cyclists, so be safe and enjoy your ride.
Polk County News

A South Lakeland Cycling Staple Enjoys an Evolving Market

by Jack Cormier

Before opening his own bike shop, LeRoy Manninen knew what he was looking for.

"I wanted to be the 'Cheers' of bicycle shops," said Manninen, harkening back to the popular sitcom from the 1980s. "I wanted people to come in and the staff would know their name. I wanted it to be a place where people hung out, with a staff that would offer advice, not just sell products."

Nearly a decade later, LeRoy's Bikeworks, 6935 S. Carter Road in Lakeland, has achieved many of the goals the owner set for it. From group rides through the quiet neighborhood streets surrounding the or through the nearby off-road cycling mecca of Loyce E. Harpe Park on Thursday nights – followed by pizza and beverages — to early Saturday morning fun rides, topped off with waffles and coffee, Manninen’s shop isn’t just a retail and rental outlet, it has become a vibrant hub of activity.

"We think of our rides as social events," he said. "We group the riders, of course, but our rides aren’t for cliques. And not everyone has to be a racer. Many of our customers enjoy that feeling they had as a kid, taking to the road with friends. Afterwards, it is fun to watch those new to the sport interact with the veterans. It’s a good sport for sharing."

Which is exactly how Manninen got involved. With a degree in education and proficient with computers, he was hired to inventory a bicycle shop in Miami. In the span of a few months he was hooked and quickly worked his way from the storeroom to the sales floor. Ultimately, his growing passion for the sport took him from what started as a part-time gig into full-time bicycle shop employment. After working a few years at Bent’s Cycling in Lakeland, he struck out on his own.

Today, the shop thrives mixing retail and rental business with conversation and coffee. As for the future, Manninen sees the evolution and growing popularity of cycling increasing. Polk County in general, and Lakeland in particular, he feels, are prime areas for cycling.

"From Circle B and Loyce Harpe to the lakes downtown, Lakeland is a beautiful place to cycle," he said. "Are there things that can be improved? Sure – there is no reason why you can’t bike from Bartow to Lakeland on the Fort Fraser Trail, for instance – but Polk County is a great place to be a cyclist."

And when asked, he has a quick answer for those who think cyclists are ruining area parks.

"Cycling is a good thing for parks like Loyce Harpe and Circle B," he said. "We travel in areas where the public doesn’t usually go, and no one is more respectful of nature than we are. People who are doing things they aren’t supposed to be doing don’t like company. We’re like another set of eyes to keep a watch over the park."

As for the future of the sport, a new breed has entered the arena.

"Gravel bikes are becoming more and more popular," he said. "They are more of a hybrid, a cross between a mountain bike and a road bike. They are more popular elsewhere, but folks here have realized they are perfect for Circle B. Slowly, they are becoming a bigger and bigger part of this market."

LeRoys Cycle Works is located at 6935 S. Carter Road and can be reached at (863) 937-9028.

Lakeland Opens Cycle Track

The City of Lakeland officially celebrated the opening of the New York Avenue Cycle Track with a ribbon cutting ceremony on Friday, August 2.

New York Avenue is the first street in Lakeland to be converted from two-way operational use, between Lime and Main streets, to a singular northbound travel lane with an adjacent 8-foot wide bike path with yellow delineator posts separating the north and south travel lanes. A concrete median separates vehicles from cyclists. Majority funding for the $674,000 project was provided by the Florida Department of Transportation who issued a $530,000 grant toward design and construction costs. Lakeland is recognized as a Bicycle Friendly Community by the League of American Bicyclists.

Join FBA Today!

Your membership makes a difference.

Add your voice for the future of all bicyclists in Florida.

Name ____________________________________________

Gender: □ Male □ Female

Address ____________________________________________

City __________________________________________________________________________

State _____________ Zip __________________________________________________________

Phone __________________________________________________________________________

Email __________________________________________________________________________

Membership type: □ Individual ($25) □ Student/Snowbird ($15) □ Club/Business/Agency ($100)

□ Family ($35) □ Supporter ($50) □ Champion ($250) □ Legacy ($500)

□ Other/additional donation ____________________________________________

Membership includes a FREE subscription to the FBA Messenger!

Please mail check to: Florida Bicycle Association, PO Box 2452, Oldsmar, FL 34677
Or go online to: www.floridabicycle.org
See Something, Do Something
by Dan Moser

Data comparing traffic-related deaths, injuries, and financial loss to those same costs for crime are hard to come by, but a recent University of Michigan Transportation Research Institute (umtri. umich.edu) study did just that. They found serious crime in Michigan in 2015 resulted in $2.0 billion in monetary costs and $8.0 billion in total costs (monetary and non-monetary quality-of-life) versus overall traffic crashes resulting in $4.6 billion in monetary costs and $19.3 billion in total costs. More significantly, they documented 539 criminal homicides versus 1,011 fatal crashes and 28,775 non-fatal violent crimes versus 76,065 crash-related injuries. When comparing non-monetary statistics for Florida, in 2017 there were 561 homicides versus 3,117 traffic fatalities and 42,909 non-fatal violent crimes versus 254,310 crash-related injuries (sources: flhsmv.gov and fdl.state.fl.us). Even when only the human factor is considered, traffic incidents are clearly more of a societal problem than crime. However, other than Florida Highway Patrol, most law enforcement agencies dedicate only a fraction of their budgets and manpower for traffic law enforcement.

If nothing else, the following common violations that affect non-motorists’ safety and access could initially be targeted:

- Blatant violations by motorists turning right on a red light without first stopping, putting vulnerable road users at high risk when attempting to cross at intersections.
- Folks on bicycles operating against the flow of traffic instead of riding in the same direction as other traffic.
- Motorists obstructing foot and bicycle traffic by parking on sidewalks.
- Drivers who are clearly distracted by their electronic devices, eating, or other easy to spot non-driving activities.

Each of these violations is obvious when occurring so the only reason I can speculate they are not addressed is because they are purposely ignored.

No one wants to see our roads turned into places where everyone must fear being pulled over each time we’re out there but something needs to change because the current approach isn’t working, as confirmed by our year-after-year crash (continued on page 17)

Distracted Driving
Wheels of Justice – Ask the Attorney

Question: Does Florida have a new law to curtail distracted driving?

Answer: Florida has enacted a new law on wireless communication while driving. Manual texting and emailing during driving is banned. But is the law strong enough? Will it likely improve safety for others, including cyclists?

After the proposed law passed the Florida House and Senate, Florida Governor Ron DeSantis signed the new law into effect on May 7, 2019. The 2019 law amends Florida’s old anti-texting law passed in 2013. Since 2013, manual texting or emailing while driving has been illegal in the State of Florida, and was defined as a “secondary offense”. A driver could not be stopped by law enforcement for push buttons texting while driving. The police officer could only cite the driver for texting while driving when the driver was pulled over by the officer for some other “primary offense”, such as speeding or careless driving. With its 2013 law, Florida’s law was significantly weaker than many other states’ laws. It was 1 of 5 states where texting while driving was not a primary offense – where drivers could be stopped solely for texting and driving. The 2013 law only applied to drivers who were texting or emailing by pushing buttons on their device. The 2015 law did not apply to voice activated communications. The 2013 law also did not apply to drivers whose vehicles were stopped. The vehicle had to be moving for the driver to violate the law. Sitting still at a stop sign made texting legal.

The 2019 law is only modestly stronger. Texting while driving is now a “primary offense”. A driver can be stopped and cited only for texting or emailing while driving. A driver violates the law when typing or sending a text/email, but also by reading a text/email. Just as with the 2013 law, the 2019 law bans driving while using “hand-held” devices for texting and emailing. It does not ban “hands-free” use of a device to text or email. It is legal to use a hand-held device by any method while stopped. It does not ban using devices or systems for navigation. The new law also does not give the officer a right to search the driver’s wireless communication device without obtaining a search warrant or the driver’s consent. Finally, although the 2019 law generally allows hand-held devices for phone calls, it bans using a hand-held device for phone calls in a 2 areas of increased danger – school zones and road construction zones, if workers are present. A first violation of the 2019 law results in a fine of only $30, while a second violation increases to $60 – an amount which is about the cost of many monthly wireless service plans.

Christopher is an attorney who has specialized in enforcing the rights of injured cyclists for more than 30 years. He is Chairman for the Jacksonville (Fla.) Bicycle Pedestrian Advisory Committee. Consultations are free of charge. 904-632-2424, chris@floridacyclinglaw.com, or www.FloridaCyclingLaw.com.
### SEPTEMBER

#### September 21 (Sat) Key Largo
- ReMARCable Tour de Keys
  - Starts 7am at Holiday Inn Key Largo, 99701 Overseas Highway, Key Largo.
  - 100 miles solo or as a team. Visit [raceroster.com/events/22433?aff=0CSW4](https://raceroster.com/events/22433?aff=0CSW4)

#### September 21 (Sat) Bartow
- Tour de Tow
  - Starts 7am at Main Street Bartow & Central Ave, 180 S Central Ave, Bartow.
  - 17, 35 & 65 mile options. Visit [https://events.racewebs.com/tour-de-tow](https://events.racewebs.com/tour-de-tow)

#### October

##### October 6 (Sun) Sarasota
- Gran Fondo Sarasota
  - Starts 7am at Nathan Benderson Park, 5851 Nathan Benderson Circle, Sarasota.
  - 33, 62 & 100 miles options. Visit [https://teanonty.org/gran-fondo-sarasota/](https://teanonty.org/gran-fondo-sarasota/)

##### October 6 (Sun) Inverness
- Rails to Trails Bike Ride
  - Starts 7am at Rails To Trails-Withlacoochee, 315 N Apopka Ave, Inverness.
  - Up to 100 mile options. Visit [rttrails.org/annual-bike-rides-to-trails.php](http://rttrails.org/annual-bike-rides-to-trails.php)

##### October 6 (Sun) Islamorada
- Tour de Reef
  - Starts 7am at Florida Keys Brewing Co, 81611 Old Hwy, Islamorada.

##### October 12 (Sat) Jacksonville
- Tour de Cure - North Florida
  - Starts 7:30am FIS Campus, 601 Riverside Ave, Jacksonville. 12, 27 & 65 miles.

##### October 12 (Sat) Winter Garden
- WGGW “Think Pink” Breast Cancer Ride

##### October 13 (Sun) Clermont
- Fondo Clermont

##### October 13 (Sun) Gainesville
- Pink Pumpkin Pedal-Off
  - Starts 7am at Clinical and Translational Science Institute, 2004 Mowry Rd, Gainesville. 30, 22, 39 & 64 mile options. Valid registration link not available at press time.

##### October 13 (Sun) Orlando
- Ride 4 RMHCCF

##### October 20 (Sun) Heathrow
- Champions Ride for Charities

##### October 20 (Sun) Brooksville
- Good Neighbor Trail Ride Bike
  - Starts 7:30am at Train Depot Museum, 70 Russell St, Brooksville. 21, 35 & 60 miles. Visit [https://raceroster.com/events/2019/21280/good-neighbor-trail-ride-bike](https://raceroster.com/events/2019/21280/good-neighbor-trail-ride-bike)

##### October 20 (Sun) North Port
- Tour de North Port
  - Starts 8am at Imagine School At Northport, 2757 Sycamore St, North Port.

##### October 24-27 (Thur-Sun) White Springs
- Suwannee Fat Tire Festival

##### October 25-27 (Fri-Sun) Tampa
- Team C2C Fall Cross Florida Ride
  - Starts 8:30am at Boys & Girls Club-Alachua County, 2700 NW 51st St, Gainesville.
  - 32, 55, 68 & 103 mile options. Visit [gcfila.org/gcf](http://gcfila.org/gcf)

##### October 26 (Sat) Gainesville
- Sante Fe Century
  - Starts 8:30am at Boys & Girls Club-Alachua County, 2700 NW 51st St, Gainesville.
  - 32, 55, 68 & 103 mile options. Visit [gcfila.org/gcf](http://gcfila.org/gcf)

##### October 26 (Sat) Milton
- Fenner Ride

##### October 27 (Sun) Gainesville
- Horse Farm Hundred
  - Starts 8:30am at First Magnitude Brewing Company, 1220 SE Veitch St, Gainesville.
  - 25, 30, 45 & 57 miles. Visit [gcfila.org/gcf](http://gcfila.org/gcf)

##### October 27 (Sun) Cocoa
- Intracoastal Waterway Century

### NOVEMBER

#### November 2 (Sat) Sanford
- CAAM 200K
  - Starts 7:30am at Celery City Craft Beer Garden, 114 Palmetto Avenue, Sanford.

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 flbicyc@rogerpierc@pages.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.
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.

Power Generated by a Bicycle

Q Joel asked: Does a bicycle have to be a direct pedal drive to be a bicycle? Or can you pedal to generate electricity to power an electric motor, accessories, and charge batteries?
A As long as the bicycle meets the statutory definition of “bicycle”, the power it generates can be used for any purpose other than powering the bicycle itself except as defined.

s. 316.003 – Definitions
(4) Bicycle – Every vehicle propelled solely by human power, and every motorized bicycle propelled by a combination of human power and an electric helper motor capable of propelling the vehicle at a speed of not more than 20 miles per hour on level ground ...

Authority to Block Bike Lane

Q Ashley asked: Today I was riding my bicycle in the bike lane down a busy, one way street. The street consists of two lanes and one bike lane. Police had blocked off the lane nearest to the bike lane with a cone and were doing some sort of survey work (I think). However, the bike lane was not blocked, so I slowed down but continued to ride as there was nothing happening in the actual bike lane and it seemed safer than funneling into traffic. The police were not happy and told me they had, “blocked off the road for a reason”. I apologized and got out of the way. While I do understand cyclists must follow all traffic laws just as a car would, I’m confused about whether I was in the wrong or not? It seems to me they could have indicated that the bike lane was closed too?
A It is difficult to tell if any specific laws apply. There is not enough information to make a determination about the situation.

In an ideal world, we could stop and ask the officer to explain the circumstances and any laws that apply and whether the bike lane is really closed if a cone is in the roadway. Unfortunately, it is difficult to establish a constructive dialogue since officers are not usually very receptive if they feel their authority is being questioned.

Your other option is to ask that a supervisor be requested to discuss the orders given by the original officer.

Bikes on I-95

Q Patricia asked: Is it illegal to ride my bicycle down the side of 95?
A Riding a bicycle on any part of the right of way of I-95 is not lawful except as indicated in the statute. Signs should be posted accordingly.

s. 316.091 – Limited Access Facilities; Interstate Highways; Use Restricted
(2) Except as provided herein, no person shall operate upon a limited access facility any bicycle, motor-driven cycle, animal-drawn vehicle, or any other vehicle which by its design or condition is incompatible with the safe and expedient movement of traffic.

(4) No person shall operate a bicycle or other human-powered vehicle on the roadway or along the shoulder of a limited access highway, including bridges, unless official signs and a designated, marked bicycle lane are present at the entrance of the section of highway indicating that such use is permitted pursuant to a pilot program of the Department of Transportation.

Bicycles on Beaches

Q Lisa asked: Can you ride a bike on any beach in Florida?
A There is no statute that prohibits riding on a beach in Florida. There may be local ordinances that restrict access to certain places by bicyclists. You should check with your local authorities for such information.

You can do that by searching the ordinances by community name and “Muni Codes”.

Which Side of the Roadway?

Q Jennifer asked: Does Florida law state that it is too dangerous for a bicyclist to ride on the right side of the road with traffic that they can choose to ride on the left?
A State law requires bicyclists to travel in the direction of other traffic on the roadway.

s. 316.2065 – Bicycle Regulations
(1) Every person propelling a vehicle by human power has all of the rights and all of the duties applicable to the driver of any other vehicle ...

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 ....

That law was enacted after numerous studies that showed that bicycle travel against the flow of traffic was unsafe.

This article is one of many that explain the reason for the laws.

https://www.quora.com/is-it-safer-to-ride-your-bike-with-traffic-or-against-it.

*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.

Outdoor Recreation Makes Us Healthier and Happier

Outdoor recreation is showing leaders how spending time outdoors is already a favorite activity for most Floridians. Our research shows that outdoor recreation is important to nine in 10 residents. County-level studies of recreation preferences and economic benefits guide the new State Comprehensive Outdoor Recreation Plan. We know that there is great demand for opportunities for walking, wildlife viewing, cycling and hiking in Florida, and trails are among the top four community amenities sought by homeowners of all ages. When communities invest in infrastructure for bicycling and other outdoor activities, it pays big dividends for the enjoyment and health of residents and visitors, and for local and state economies.

I’m proud to live in a state with more than 13,600 parks and recreation areas and 9,000 miles of multiuse trails. This system is growing, and our mission is to inspire and equip people to get outdoors and enjoy these resources to the fullest.

Eric Draper is Director of the Florida Department of Environmental Protection’s Division of Recreation and Parks. The division is the state’s lead agency for outdoor recreation, managing 175 state parks as well as a nationally recognized system of multiuse trails.

An off-road bicyclist at Alafia River State Park. Surveys conducted as part of the State Comprehensive Outdoor Recreation Plan show that cycling is among the top five most popular outdoor activities for tourists and residents. Photo by John Moran

Do Something

A version of this article appeared in the Fort Myers edition of Florida Weekly. Dan Moser is a long-time bicycle/pedestrian advocate and traffic safety professional who cycles, runs, and walks regularly for transportation, recreation, and fitness. Contact him at bikepedmoser@gmail.com and (239) 334-6417.
Winging It in West Volusia

Take a “Wings of the West” Tour and See the Best of Volusia County

West Volusia County, Florida is where many cyclists come to find what they consider the real Florida. A new “Wings of the West” trail is giving visitors a “flight path” to follow in seeing not only some of the most popular classic attractions of the area but also a fresh infusion of the kind of creative and quirky elements that make this destination unique.

The original DeLand Wings mural, created by DeLand native and artist Erica Group, has become an iconic photo spot in downtown DeLand. Now there are wings located throughout the destination at some of the area’s most popular spots for visitors to West Volusia.

Local cyclist Michael Woods took on the task of going to each of the Wings on his bike in one day, using the hashtag #6wings2wheels1day. Here’s how you can do it too:

**Downtown DeLand** – The downtown wings mural, located on Historic Downtown DeLand’s Persimmon Lane, was the original creation in the series. What started as a chalk design used in a photo shoot for a local business has turned into the #DeLandWings social media sensation. There is a new vibe in this classic Florida downtown as artisans, retailers, brewers, and restaurateurs share their wares, creativity and hospitality. It is home to art galleries, live theatre and museums as well as a slate of annual events. Also home to Florida’s first MainStreet program in 1985, DeLand was named “America’s Best Mainstreet” for 2017 and has been ranked as Florida’s best downtown outside Orlando.

**Skydive DeLand** (1600 Flight Line Boulevard, DeLand, FL 32724) – At one of the busiest drop zones in the world, many of the favorite selfies are being taken by visitors with their feet firmly on the ground. Nearly 100,000 people a year take the plunge here. Tandem jumps for beginners, Accelerated Free Fall (AFF) training and advanced jumps are all part of the program offerings. Near the on-site restaurant and gear store, Group’s second set of wings, fittingly painted as biplane wings, can be found.

**Barberville Pioneer Settlement** (1776 Lightfoot Lane, Barberville, FL 32105) – This is home to one of Florida’s premier living history demonstrations, a popular spot for history buffs and school groups and most recently, to a peacock wings mural. “Peacocks reside in the settlement and were the perfect muse for this set of wings,” explained Group. “The scale of this set of wings falls somewhere between adult and child size to please the generations that frequent the settlement.” The village includes several structures set on its large grounds within a moss-draped oak hammock. On guided or self-guided tours, visitors learn of life in rural Florida in the late 19th and early 20th centuries.

**Lake Woodruff National Wildlife Refuge** (2045 Mud Lake Road, De Leon Springs, FL 32130) – The 22,000-acre Lake Woodruff NWR, was established in 1964 as a migratory bird refuge. Bordered by the famed St Johns River on its western boundary, the refuge contains natural habitats including marshes, swamps, creeks, hammocks and uplands. Mannmade dikes form pools that attract waterfowl year-round and bald eagles, deer, marsh rabbits, otters and gopher tortoises are common sights, as well. The final installment on the Wings of the West trail can also be viewed here. The swallow-tailed kite wings are tucked away at the very end of Mud Lake Road. Park in the Live Oak parking lot. Past the gate and to the right, the wings are situated down the trail, under a big oak tree.

**Cassadaga** (1112 Stevens Street, Cassadaga, FL 32744) – The Cassadaga Spiritualist Camp is a 122-year-old community of spiritually-minded people located in rural West Volusia. Visitors come for readings from resident mediums, for church services or just to take in the peaceful energy of the community. Many also attend tours, classes, workshops and, of course, visit the fabulous gift shop. Group’s Cassadaga-inspired creation is a set of life-size fairy wings, free-standing in a clearing at the end of the camp’s Fairy Trail on Chauncey Street.

**Lyonia Preserve** (2150 Eustace Avenue, Deltona, FL 32725) – This 560-acre scrub habitat is home to nearly 100 Florida scrub jays, dozens of gopher tortoises and many other species that thrive in the Central Florida ecosystem. It is also home to the Lyonia Environmental Center, with its engaging and educational displays offering insight into this ecosystem, its flora and fauna. A tour of the center offers an understanding of the county’s environment, natural heritage and ecological challenges. Visitors can also take to the three hiking trails of the preserve for a first-hand look. While there, they can also admire another of Group’s creation, a mural of scrub jay wings, completed in October of 2018. This trail of wings makes an interesting travel itinerary for Florida residents and visitors, combining some of West Volusia’s classic attractions with an extension of that “new vibe” so prevalent in downtown DeLand. So far, the combination is sending visitation soaring to new heights.

“Erica’s new wings in the area have left a positive impression, not only on her canvases but also on the community in which they reside,” said Georgia Turner, executive director of the WVTA. “Thousands of people have been photographed in front of the original wings and now they have other sets of wings to add to their collection.”Visitors are encouraged to share photos on social media with #WingsoftheWest.

The Wings of the West trail is a collaboration between Group and the West Volusia Tourism Advertising Authority.

**ABOUT WEST VOLUSIA REGION:**

A destination with stories to tell, history to share and fun to have. Nestled between Orlando and Daytona, West Volusia encompasses fourteen communities with an eclectic collection of accommodations and attractions. The authenticity travelers are looking for is here. From top-rated downtown DeLand to the scenic St. Johns River, this is real Florida. Start your journey at www.VisitWestVolusia.com.
FDOT Districts

District 1
Cities: Bradenton, Fort Myers, Naples, Sarasota
Counties: Charlotte, Collier, DeSoto, Glades, Hardlee, Hendry, Highlands, Lee, Manatee, Okleechee, Polk, Sarasota
FDOT Bike/Ped coordinator: Deborah Chesna, 863-519-2562; Bike/Ped Safety Specialist: John Kubicki, 863-519-2447; SUN Trail Coordinator: David Agacinski, 239-225-1959
FBA Member Bicycle Clubs: Caloosa Riders Bicycle Club, Highlands Pedalers Bicycle Club, Peace River Riders Bicycle Club, Sanibel Bicycle Club, Sarasota-Manatee Bicycle Club, Gulf Coast Velo, Bonita Bay Bicycle Club, Coastal Cruisers Bicycle Club
FBA Member Bicycle Shops: Acme Bicycle Shop, Bike Route (Fort Myers), Fort Myers
FDOT Statewide Bicycle/Pedestrian Coordinator: Mary O’Brien, 850-414-4283
www.floridabicycle.org/resources-by-the-f-dot for more FBA member club & shop info.

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, Wakulla, 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 Bicycle Shop

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 Wallace, 954-777-4208; FDOT Bike/Ped Safety Specialist: Thomas Miller, 954-777-4073 and Tracey Xie, 954-777-4355; FDOT SUN Trail Coordinator: Wibet Hay, 954-777-4573
FBA Member Bicycle Clubs: Boca Raton Bicycle Club, Vero Cycling Club, Treasure Coast Cycling Association, South Broward Wheelers Bicycle Club
FBA Member Bicycle Shops: Orchid Island Bikes and Kayaks, Conte’s Bike Shop (Boca Raton, Ft. Lauderdale), Bike Tech

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, 386-943-5251; 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 Cycles (2 locations), Orange Cycle, Fox Fire-stone Bicycle Shop, The Ride Experience

District 6
Cities: Key West, Miami
Counties: Miami-Dade, Monroe
FDOT Bike/Ped Coordinator: Shereen Yee Fong, 305-470-5308; FDOT Bike/Ped Safety Specialist: Isis Sotolongo, 305-470-5187; FDOT SUN Trail Coordinator: Shereen Yee-Fong, 305-470-5393
FBA Member Bicycle Clubs: Key West Bicycle Association, Everglades Bicycle Club
FBA Member Bicycle Shops: Mack Cycle & Fitness, No Boundaries Sport, Bike Tech (2 locations)

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: Ginger Regalado, 813-975-6970; FDOT SUN Trail Coordinator: Alex Henry, 813-975-6405
FBA Member Bicycle Clubs: Florida Panthers Tandem Club, St. Petersburg Bicycle Club, Suncoast Cycling Club, Swamp Mountain Bike Club
FBA Member Bicycle Shops: Bike Sport, Chainwheel Drive (Clearwater, Palm Harbor), Jim’s Bicycle Shop

Where My Ride Takes Me

FBA executive director Becky Afonso annually attends the Michigander Bicycle Tour in July as the coffee vendor. While overnighting in Tawas City, Becky was able to take in a ride to the Tawas Point Lighthouse, enjoying cooler summer weather and a chocolate malt from Marion’s Dairy Bar – not pictured but thoroughly enjoyed.
STOP! For School Buses:
It’s More Than Just the Law, It’s a Child’s Life!

Florida law requires traffic to stop for school buses, yet in a single school year, it is estimated that Florida drivers illegally pass stopped school buses nearly 2 million times!

What is the Law?

**TWO-LANE:**
Vehicles traveling in both directions **MUST** stop.

**MULTI-LANE PAVED ACROSS:**
Vehicles traveling in both directions **MUST** stop.

**DIVIDED HIGHWAY:**
Unpaved space (minimum 5 ft.), OR, any raised median or physical barrier. Vehicles behind bus **MUST** stop. Vehicles traveling in the opposite direction proceed with caution.

Children Getting On The School Bus

Children Getting Off The School Bus

The inconvenience of an extra few seconds spent waiting for a stopped school bus is **insignificant** compared to the loss of a child’s life.