2017 Florida Bicycle Association Annual Awards

Congratulations to all of our dedicated Award recipients!

Club of the Year
Naples Velo Bicycle Club

Off Road Promoter of the Year
Florida Interscholastic Mountain Biking

Law Enforcement Officer
Corporal Michael Nelson
Collier County Sheriff’s Office

Educators
Robert & Rose Jordan

Supporting Agency
Miami-Dade County Parks, Recreation & Open Spaces Dept.

Program
7th Day Recycler

Bicycle Professional
Amy Ingles, Bicycle/Pedestrian Coordinator, City of Jacksonville

Citizen Bike Advocate
Lee Hiatt, Joyride Bicycle Collective

Citizen Bike Advocate
Mary Crowe, Bicycling in Lakeland

Bicycle Business
Revolutions Cyclery

Advisory Committee
Marco Island Bike Path Committee

Bicycle Friendly Community
Mayor Steve Leary
City of Winter Park

Trails Promoter
Edie McCall, Economic Development Director & Trail Coordinator,
City of Titusville

Elected Official Champion
Senator Keith Perry, District 8

Elected Official Champion
Representative Jackie Toledo, District 60

Elected Official Champion
Representative Emily Slosberg, District 91

Volunteer
Paul Gagnon
Peace River Riders Bicycle Club

Special Recognition
Kathy Oates McLeod
Florida Bicycle Association

Special Recognition
Joanna Hoit
Florida Bicycle Association

Special Recognition
Meg Daly, Founder & President
Friends of the Underline

Visit our website floridabicycle.org/annual-awards for more information on our annual award program and our 2017 recipients. Nominations for 2018 will open in October!
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Patron ($2,500–$4,999)
Advocate ($500–$2,499)
Member Clubs & Shops ($100)
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Help Us Grow the Base! Give to FBA

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

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

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

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

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

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

To become a member supporter of FBA, join online at www.fbaemembership.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
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Meet New Board Members

Kurtis Tucker

I grew up in Indiana with a love for the outdoors. Taught myself to ride a bicycle at the age of six on a neighbor’s bike and that thrill has stuck with me throughout my life. We moved to California when I was 12 and went to middle school and a year of high school. I learned how to work on a bicycle and took several multi-day bike trips to Crescent Beach, Reno, Nevada, Yosemite and other awesome places. Once I camped out at the summit of Tioga Pass on a bike trip and swam in some really cold water!

I moved to Miami at the age of 16 and went to Killian High School. Soon I got a job at a local bicycle store and rode all around town on my bike. The girls wondered why I didn’t want to get a car. Good question.

After graduating early, I took a bike trip in the summer of 1974 from Bloomington, IN up through Michigan. I spent two months on my own and had the time of my life.

I attended the University of Florida and got hooked on road racing and started riding a lot of miles and training hard. I won the North Florida Road Race in 1977 and qualified for Nationals.

Then I went to Germany and Italy for a European racing experience and raced in several competitions in Germany. I worked at the Bennotto Bicycle Factory in Torino Italy and had a chance to get on a professional team but decided I did not want to live that life.

I came home and then served a mission in Spain for my church. After that I married the love of my life and we started a family. We have six children and ten grandchildren with one on the way.

I have worked as a financial advisor/planner for over three decades but still love riding my bike. The feeling of an awesome bike ride never gets old and I love to share that with others.

Courtney Reynolds

I often say that I have the best job in the world. Every day, I get to meet new people and talk about my passion: transportation. Whether it’s carpooling, transit or telecommuting, I love being the go-to resource in Central Florida for people who want to “reThink” their commute. But it’s time I admit that I have a favorite commute option … and of course, it’s the bicycle!

I have been lucky enough to bike to work for more than a decade. I can’t do it every day, and my distance-travelled has ranged from a very convenient 3 miles to a long-but-worth-it 17 miles each way. But the days that I do bike to work are quite simply the best days. It’s some of the only “me time” I get. It allows me to reconnect to nature in a way that just isn’t possible when I’m stuck in a cubicle all day. I see more, I smell more, I am more alive on my bike-to-work days than any other day.

Perhaps it’s my love for bike commuting that gets me so fired up when people object to ever trying it at all. My mom still has a small heart attack on days she knows I bike to work. I get a well-meaning, gritted-teeth grin from my husband as I head out the door with my helmet. And I get it: the data is scary. The headlines reiterate that “accidents happen” and seem inevitable. I had my own wake-up call in 2010 when I was riding my bike on the sidewalk and almost became another statistic: I came upon a motorist who was making a right turn, which of course meant she was looking left, and not at me. I credit my 20-something-year-old response time for actually being able to brake quickly and not go over the hood of that car. The close-call shook me, but it also did something else: it made me question everything I thought I knew about riding my bike. I was on the sidewalk, so didn’t that mean I’d be safe? It wasn’t dark out; I wasn’t wearing dark clothes; I wasn’t going all that fast; so why did something really bad almost happen to me?

I am so grateful that I learned about the CyclingSavvy class not long after that experience. At the time, the Florida Bicycle Association was hosting the development of the curriculum. It was my first interaction with FBA and I was nothing but grateful. The passion of CyclingSavvy’s supporters, the expertise of the CyclingSavvy founders, and the professionalism of the execution converted me, and I’ve never looked back. I became a CyclingSavvy Instructor in 2014 because I wanted to be better equipped to help others bike to work and beyond. To me, promoting biking to work requires more than just cheerleading: it’s about building skills, teaching responsibility, and modeling good behavior.

It’s also about creating new headlines. Because while we may never read “Commuter Bikes to Work, Arrives Safely” on our local news site, I know that it’s possible because it happens every day. People are choosing to bike to run errands, to get to school, and to get to work – and they are arriving safely and with little fanfare. But these are the stories we must start telling: the tale of the perfectly boring ride through the neighborhood to get bread; that time we took the kids to grandma’s house on our bikes and nothing bad happened; and the day we got up early and took a shower at work after biking there. We must start telling new stories to make a safer, better future a more likely reality. To see the change, we must be the change.

I am grateful to Becky Afonso and the entire FBA Board for inviting me to work alongside them to achieve our vision for Florida to be a state where bicycling is safe, respected, and encouraged. Will you join me to encourage more people to bicycle more often? I hope you will.

President’s Message...

Bicycling for Mind, Body & Spirit

by Patty Huff, President

Exciting things are happening in Florida in regards to bicycling opportunities and the emphasis on safety. Florida Bicycle Association is a strong advocate for both educating the public and working together with our elected officials at the local, regional, state and federal levels to promote safety. We can’t do this alone. We need everyone’s voice when there is so much more to accomplish to make our state #1 for bicycling.

The statewide trail system that is being developed by the Office of Greenways and Trails will improve our prospects to cycle for all the good reasons: recreation, conservation, alternative transportation, healthy lifestyles, a vibrant economy and a high quality of life. The process to complete pathways takes time (and funding) but we’re moving in the right direction. When I first started biking throughout Florida nearly 20 years ago, there were very few trails and very little funding. Today we have the financial support at the state level and leaders at FDOT embracing the concept of Complete Streets and recognizing that all modes of transportation are valid. To continue on this path, we need local and regional advocates to keep this momentum going at the community level and to inform key local political leaders of the value and benefits of building safe cycling trails. Also, FBA is proposing a bicycle caucus with off-session town hall meetings. The purpose of such an alliance would be for politicians to be more involved with the millions of cyclists actively working for safer streets, pro-bike policies and livable communities.

Your FBA Board meets at various locations on a quarterly basis which gives us a chance to hear from you in the local community about what you are doing to enhance and encourage cycling. You also have the opportunity to hear about our projects directly from our executive director who travels throughout our state to encourage and educate the public. Please join us when we meet near you.

What can you do? Encourage your friends, bike shops and bike clubs to join FBA to fulfill our mission. Together we change the world (or at least our state) – to have more cyclists out there enjoying a healthy lifestyle! Be a part of something great. March is Florida Bicycle Month and what better way to celebrate than to help us grow!

Bicycle Law

- Bicycles are vehicles: Bicyclists are drivers
- Same rights, same rules
- Front white light, Rear red light & reflector at night
- Florida Statutes: §316.205(5)

Florida Bicycle Association
Regroup
by Becky Afonso, Director

Oddly enough, the companion bills on the House side, HB 33 and HB 117, cleared all committee meetings. And although HB 116 was not heard on the House floor, HB 33 was heard and passed. This is good news.

Now that we know the fate, we are planning for the future – the 2019 FL legislative session. It’s time to regroup – review lessons learned, be better organized, and identify more legislators to champion our cause.

Granted we took a simplistic approach to law-making by simply asking to include Vulnerable Road Users in the current Move Over law, but what we learned is that the statute definition for vulnerable road users has issues. We even had cyclists contacting us for slighting them in our initiative without realizing that cyclists are defined as a vulnerable road user in the statute.

With the assistance of the House Policy staff, the original HB 117 was replaced with a strike-all amendment to take vulnerable road users out and replace the bill to address bicyclists and pedestrians. The “Operation of Vehicle” general bill became a “Bicycle and Pedestrian Safety” general bill. Thanks to the persistence of bill sponsor Representative Charlie Stone, the Bicycle and Pedestrian Safety bill cleared House committees without objection. In fact, as the bill gained momentum on the House, the following representatives signed on as co-sponsors: Hahnfeldt (passed away in December), Jacobs, Killebrew, McClain, Stark and C. Watson.

A standout on the House side is Representative Kristin Jacobs, District 96. During the December House Bicycle and Pedestrian Safety Workshop, Rep. Jacobs shared her story of riding in Broward County and having a motorist honk and yell about her being in the road, to the point she no longer enjoys road riding. She stated clearly that change is needed. It should also be noted that Rep. Jacobs has organized a session-end bicycle ride on the St. Marks State Trail for elected officials who enjoy bicycling, or know someone that does, as a means to decompress and have fun.

I had a morning meeting with Rep. Jacobs on February 14 to discuss the possibility of another session-end ride, the possibility of a FL legislative bill to address bicyclists and pedestrians, and the possibility of her being a legislative champion for the association. We got a YES on the last measure. Before I could follow up on the other points, the shock of the Parkland shooting was making the news. Parkland is in Rep. Jacobs’ District 96.

If anyone thinks being an elected official is easy, I can assure you, as someone who has run for public office, it is not. If anyone thinks the legislative process is a waste of time, again, I can assure you as someone attending committee meetings and meeting elected officials, it is not.

I believe it is human nature to strive for perfection, but what I have learned is that my idea of perfection is not necessarily the collective idea of perfection. We work with others not to defeat the other or to simply compromise; we work together to create improvements in the best interest of all as we continue to strive for perfection. I call this practicing CPR – Courtesy, Patience and Respect.

We look forward to working with Representative Jacobs, Representative Stone and Florida legislators to pass those improvements in 2019 to save the lives of bicyclists and pedestrians.

New CyclingSavvy Instructor Graduates

A CyclingSavvy instructor (CSI) training was held recently in Orlando where eight students from seven states underwent a rigorous 3-day workshop to become certified to teach CyclingSavvy.

Preparation for the training included reading assignments on teaching/learning, changing beliefs, knowledge, rehearsal for teaching a section of the classroom materials and bike handling drills. Instructor rehearsal resources and teaching assignments were also provided.

The training covers presentation skills, class management, formula and techniques for creating a CyclingSavvy Road Tour and on-road group leadership skills.

**CSI Class of February 2018**

<table>
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<tr>
<th>Name</th>
<th>City</th>
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<tr>
<td>Jacob Adams</td>
<td>Gainesville, FL</td>
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<tr>
<td>Randal Dull</td>
<td>Columbus, OH</td>
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<tr>
<td>Carl Fenske</td>
<td>Greensboro, NC</td>
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<td>Lester Leatham</td>
<td>New Orleans, LA</td>
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<td>Damon Richards</td>
<td>Indianapolis, IN</td>
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<td>Scott Slingerland</td>
<td>Bethlehem, PA</td>
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<td>Jeffrey Viscount</td>
<td>Charlotte, NC</td>
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<tr>
<td>Brian Watson</td>
<td>Bremerton, WA</td>
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For information on becoming a CSI or about taking a CyclingSavvy session, 3-part course or the online courses, visit cyclingsavvy.org.

**Congratulations CSI 2018 Graduates!**

Savvy cyclists are poised up to ride. (left)

Jeff and Carl proudly present route renderings. (above)

Jeff proudly presents his chalk talk route. (below)
Is it Time to Replace Those “Share the Road” Signs with Something Better?

by Hugh Aaron, President Bike Walk Indian River County

Hugh Aaron is a retired attorney and the current volunteer president of Bike Walk Indian River County, Inc., a nonprofit coalition of community volunteers working to make Indian River County safer and more accessible for bicycle riders and pedestrians. Hugh received the FBA’s 2015 Citizen Advocate award.

Most of us have seen the yellow “Share the Road” signs on Florida roads. Those signs are typically used on roads that do not have dedicated bicycle lanes. The bicycle illustration on the signs provides a clue that the signs have something to do with people riding bicycles on the road. But what do these signs really mean?

Are the signs telling motor vehicle drivers that they need to do something special to share the road with bicycle riders? Or, are the signs telling bicycle riders that they need to do something special to share the road with motor vehicle drivers? And, exactly how does one type of road user go about sharing the road with another?

Under Florida law, the general rule is that bicycle riders must ride “as close as practicable to the right-hand curb or edge of the roadway.” However, Florida law also requires that motor vehicles give bicycle riders three feet of clearance when passing. The average motor vehicle is about nine feet wide and the average bicycle and rider is about two feet wide. That means that in order for a motor vehicle to pass a bicycle with the required three feet clearance, a lane must be at least 14 feet wide (9+3+2).

In reality, very few roads in Florida have lanes that are 14 feet wide. Lanes that are less than 14 feet wide are referred to as a “substandard-width lane.” In roads with these “substandard-width lanes,” it is dangerous for a bicycle rider to try and hug the side of the lane because doing so encourages drivers to pass the bike rider too closely in violation of the three foot passing law.

Fortunately, Florida law deals with this problem by providing that the general requirement that bicycle riders must ride as far to the right as practical does not apply to roads with substandard-width lanes. As a practical matter this means that bicycle riders on roads with lanes that are less than 14 feet wide may ride in the lane rather than having to hug the side of the road.

Very few drivers are aware of the three-foot passing law or that Florida law permits bicycle riders to ride in the lane on roads with lanes that are less than 14 feet wide. The “Share the Road” signs do little to educate drivers or bicycle riders about these requirements.

Indian River County has just launched a pilot project in an attempt to help educate drivers and bicycle riders and make our roads safer for all users. The pilot project has been implemented on Old Dixie Highway on the south side of the City of Vero Beach. That section of roadway was selected for the pilot project because it has substandard-width lanes and is heavily used by bicycle riders.

The pilot project replaces the “Share the Road” signs with a combination of pavement markings called “sharrows” and “Bikes May Use Full Lane” signs. The sharrows are placed in the lane to show bicycle riders where they should be riding (and to alert drivers to be aware that bicycle riders may be in the lane). The sharrows are augmented with signs showing an illustration of a bicycle and stating “May Use Full Lane.” These signs are intended to educate the public that the particular road has substandard width lanes and that bicycle riders are therefore permitted to ride in the lane (as opposed to being required to hug the right-hand side of the road).

In a perfect world with an unlimited road budget, the sharrows and “May Use Full Lane” signs would not be needed because all roads would be widened to at least 14 feet or have dedicated bike lanes or off road multi-use paths. However, in today’s budgetary environment that is simply not realistic. Having bicycle riders “share the lane” with motor vehicles is not a perfect solution as it may result in some occasional slow down in traffic. However, if an occasional slow down in traffic saves lives, that is a tradeoff we should all be willing to live with.

I encourage other bicycle advocates around the state to approach your local government with a request that they replace the ambiguous “Share the Road” signs with the more useful combination or sharrows and “Bikes May Use Full Lane Signs.”

The E-Bike Invasion

by Jim Dodson

Jim is an experienced bicycle accident lawyer, cyclist and bicycle safety advocate who has been representing accident victims for over 25 years. Although his primary office is in Clearwater, he represents injury victims throughout Florida. He is the author of the Florida Bicycle Accident Handbook which answers the most commonly asked questions by injured cyclists. If you have questions about a Florida cycling accident, this valuable resource is available free of charge at www.jimdodsonlaw.com.

Each of us who participate in organized bicycle clubs and club rides need to realize the e-bike invasion has begun. They are definitely moving mainstream.

E-bikes have made dramatic advances in technology as well as in acceptance by mainstream cycling enthusiasts. The International Mountain Biking Association has reversed their anti-e-bike position and is supporting the use of e-bikes on certain trails. Sales of e-bikes in the United States have witnessed a significant increase year to year. It is projected nearly 400,000 will be sold in the United States this year more than double last year’s sales. They remain a small 2.5% segment of the 16 million bicycles sold each year in the United States.

They have become attractive across the spectrum from the casual cyclist to the more serious. Generally they are pedal assisted having a handlebar mounted display allowing the rider to select a level of the electronic aid from zero to full power when climbing hills or when dealing with challenging terrain. They are being purchased by novices, committed commuters and serious group riders as well. They are particularly attractive to someone who feels they can no longer keep up with their ride group and want a little boost on a hill or if they become fatigued on an unexpectedly difficult ride.

E-bikes have not been addressed by the laws in most states, including Florida. The shared use non-motorized (SUN) trails throughout Florida will have to address how they approach e-bikes since they are specifically limited to non-motorized bicycles. Bicycle clubs may find it necessary to decide how their use may affect club rides and events. The proposed use of the bikes on trails around the country has sparked a significant debate both pro and con.

Generally, e-bikes are considered to be pedal bikes with a motor assist. Most e-bike motors produce no more than 750 Watts. Most have a motor assist dial which allows them to be ridden entirely without electronic assistance or with full assistance which typically tops out at 20 mph. No one would consider buying one to use as a road bike in the pedal only mode since these bikes weigh two or three times that of a carbon frame bike. We can expect their weight and capability to improve dramatically as the technology is refined.

Like most products, e-bikes are manufactured by mainstream companies like Specialized and Giant who produce bikes that operate pretty uniformly across their market line. But there are a lot of small companies making e-bikes that don’t limit the rider to 20 mph. Some are capable of 28 mph or more and some do not require any pedal assist at all. There will invariably be the inventive home operator who devises a way to add an electric motor to a bicycle capable of producing even greater speeds thus exposing those around them to greater danger.

*Legal information is not legal advice. Nothing in this article may be considered legal advice. If you have specific questions for Jim Dodson, simply call his office at 1-888-340-0840. There is never a charge to talk about your case.

The Gold Baton

In the spirit of the Alert Today Alive Tomorrow’s Pedestrian and Bicycle Safety Baton, the Florida Bicycle Association now has its own baton to share around the state. Our “20th Anniversary and Beyond Bicycle Partner” Gold Baton is in the hands of our executive director and each of our board directors to showcase our partners in bicycling education and safety. Be on the lookout for your photo opportunity with FBA!

Congressman Mario Diaz Balart receives our partnership baton from FBA President Patty Huff during the Everglades Seafood Festival.
BWCF Uses Rides to Advocate for Bike-friendly Routes
by Barbara Giles

An impressive group of biking advocates gathered for the grand departure during Bike 5 Cities last May.

When Bike/Walk Central Florida (BWCF)—known for advocating for bikeable, walkable communities—started inviting local residents and leaders to join them for two organized bicycling events last year, some should have guessed they had ulterior motives.

**Bike 5 Cities** (held May 6, 2017) and its map started out simply to show people where they could ride comfortably through the urban settings of Orlando, Winter Park, Maitland, Casselberry and Eatonville. The ride’s route and map, as well as the event, turned into advocacy tools to show leaders where the gaps exist to connect these cities via bike. The **Mobility Week Bike-friendly Roads Ride** (October 31, 2017) was a more intimate affair. It took local leaders and transportation planners from Orange and Seminole counties, local cities, FDOT, Florida Hospital, and Healthy Central Florida on a tour showcasing trails, cycle-tracks and other bike routes that work well. Once again, the ride highlighted gaps and danger zones in connectivity within the cities.

“The Bike 5 Cities ride’s instant popularity tells us that people want to know where the comfortable routes are and that there is a demand for more bike-friendly infrastructure within these cities,” said BWCF board member Lisa Portelli, dreamer and doer of the ride.

Last year’s Bike 5 Cities closed to capacity, and post-ride surveys showed that riders overwhelmingly want more routes and trails and to be shown where they can ride. “We’re hoping to double capacity this year,” said Portelli.

BWCF’s loftier goal is to encourage decision-makers to build more bike-friendly roads with a priority on slowing speeds and accommodating all road users. If in the meantime, if BWCF happens to put on a fun, not-to-be-missed bike ride, that’s just icing on the cake.

**Bike 5 Cities 2018 will be held on Saturday, May 5.** For more information visit www.bikewalkcentralflorida.org.
Boy Shares His Passion for Bikes
by Mateo, a high school junior originally from Ecuador, South America, earning Florida Bright Futures Community Service Hours through his contributions to Florida Bicycle Association.

After witnessing first-hand his enthusiasm for cycling, Mateo was asked to tell his story. The beginning - Chapter One, was featured in our Winter Messenger (page 9). We hope you enjoy the next three chapters. We pick up the story where it left off, December 31, 2006.

Chapter Two
That New Year’s night, fueror and happiness increased all around my house or at least that was my perspective. Maybe it was just me or maybe it was the first time I opened myself that widely and I saw the world around me more clearly. I was happy and couldn’t leave my bike for even a second; I fell asleep on it.

Weeks passed and I rode my bike every day, but I was frustrated. The training wheels were still on, keeping me from real freedom. I met Renny, a guy from my neighborhood who was 5 years older than me. Renny’s claim to fame was being the world champion, however I later learned it was not true. As a kid, I believed in everyone and everything that was told to me.

Renny became my best friend anyway and he is the one who taught me how to ride my bike. Surprisingly, it only took three tries. I fell once and almost caused a major car accident on the second, but I learned on the third. That was for sure one of the most significant moments of my life as a BMX rider, but not as much as the support of my family.

I have lived with my mother, my Aunt Patricia and my sister ever since I can remember and I am really lucky to have my aunt around. She is incredible. She is my mentor, psychologist, teacher and life coach. She has always been there for me and of course, was the one who started me in this crazy journey with racing.

One Sunday morning after church Aunt Patricia took me to the city’s BMX park against my mother’s will. She took the time to go to the starting hill and just left me there. I knew what to do and did everything I’d seen on TV… well not quite. I didn’t have the experience to do everything, but someone there did. My first BMX coach spotted me that very day and if it weren’t for him my life would have been God knows what.

Chapter Three
Another December in Quito, “the great capital.” The city’s foundation party had just ended, but celebrations continued. The sleepless youth of the city did not understand reasons to calm their excitement and the community elders couldn’t understand the necessity for the youth to be “reckless.” I didn’t understand it either. But I felt the fueror.

I should note that a significant trait of Quito is that its weather is unpredictable. In December, it could be raining one day and sunny and beautiful the next. On this one particular day, however, everything felt in its place: the weather was stable and the ambiance was neither loud nor quiet.

This was the day I met Eduard. Eduard had watched me mimic those TV memories and he called me over. As I moved towards him I noticed his judging eyes gazed upon me, scrutinizing my own. I didn’t know it at the time, but I was looking at the man who would become my BMX coach.

I remember him saying to me, “I see you enjoy the track very much. Would you want to join our club?” I said yes immediately. It was one of the happiest questions I was ever asked. I can look back on my life and remember the emotions that describe the stages of my life – this one without doubt was happiness at its greatest expression.

My Aunt Patricia drove me back to the house asking me if I had completely lost my sanity. She peppered me with questions, “What is your mom going to say? Who is going to drive you there?” The questions were a quiet voice playing in my mind, taking a back seat to what I felt in my heart.

Once we got home, I ran directly to my mother and asked if I could be an assistant to this club. My mother looked at my eyes full of joy, my pupils nearly fully expanded. She said yes. My elation was finally fulfilled.

Chapter Four
It was two days until my birthday and around that time my mother had been repeating the same phrase over and over: “As you grow your sense of responsibility...”

Old Florida
by Randy Reago

What does that phrase mean? Not sure I can give you a definitive answer, but for me it means Marineland, Weeki Wachee, Silver Springs, Stuckey’s, roadside motels, fruit stands and Six Gun Territory (remember that place? It was in Ocala for about 20 years and closed in 1984).

However, after spending the weekend in Inverness, I now have a new memory of what that means, and the best place to experience Old Florida is from the Withlacoochee State Trail. At 46 miles, like hundreds of other paved trails throughout the U.S., it is the conversion of a disused railway track into a multi-use path for

Polk County News
Power Pedalers Bring Smiles
by Jack Cormier, Communications Specialist, Central Florida’s Polk County Sports Marketing

Smiles. That’s the first thing that Trish Pfeiffer mentions when asked about the impact of the Power Pedalers program connected with two bicycle events, the Blooming Bike Ride and the Tour de Tow, produced by Bartow Cycling Events in partnership with Main Street Bartow, Inc. – the smiles on the children receiving what is, most times, the first bike of their young lives.

“We’re up to 128 bikes,” said Pfeiffer, a Bartow, Florida, native who today serves as a Bartow City Commissioner. The bike giveaway program started in 2012. “And that’s everything from riders who need to use training wheels to 17-year-olds.”

The program’s goal, from the start, was a simple one. “My husband Bob and I felt it was a good start toward cultivating not only a love of cycling but also learning about a healthy lifestyle,” she said.

The Blooming Bike Ride takes off the first Saturday of March – March 3 this year – while the Tour de Tow is Sept. 22, the third Saturday in September. Bikes are given away before the ride starts at 8 a.m.

“That’s pretty early in the morning for some of these kids,” said Trish. “But they are wide awake when it comes to the bikes.”

Heartland for Children, the local not-for-profit agency responsible for the foster care system in Polk, Hardee and Highlands counties, identifies the children for the event.

“We cover the cost of the bikes with sponsorship dollars,” said Trish. “And a few bike donations. We buy them from the local Walmart.”

However, the route Trish and her husband took to become bike event managers was about as twisty as the backroads that lead to Bartow. It was 10 years ago when the then-organizers of the event turned to Trish, whose husband is an avid cyclist, and asked them to take over.

“Cycling is my husband’s therapy,” she said. “But when it came to running an event, I had no idea what I was doing, but I grew into it.”

What started off as an event in conjunction with Magic on Main has grown into two of the largest organized cycling events in Polk County. “We should have at least 250 cyclists out here for it,” said Trish.
walking, running, cycling and sometimes horse riding.

Think you’re too old to enjoy it? You’re not. The first five people I saw on the asphalt were 65+, and since I’m turning 60 this year—along with Madonna, Michelle Pfeiffer, and Adam Baldwin (I didn’t see any of them on the trail)—I felt at home. In fact, the place to be on a Saturday morning in downtown Inverness is the state trail, because me and my 30-ish companions, Stephanie and her husband Kelo, had to slow down considerably because of the throng of brightly clad boomers on the path. We were not only surprised by the number of cyclists but by what they were riding—many of them were using recumbent bikes, which place you in a laid-back reclining position with the pedals in front of you.

On the Withlacoochee it apparently doesn’t matter how you hit the trail as long as you do, because in a span of three hours I saw a horse-drawn carriage, a bike pulled by a pit bull, two electric bikes, and numerous walkers and runners. Like bird watching? Without stopping, we saw an Anhinga, Cormorants, Turkey Buzzards, and Sand Hill cranes (speaking of birds, on the 15-mile stretch of Hwy 44 from I-75 I saw more of these cranes than I’ve seen in my lifetime). Cycling is also a great way to get close to deer because if you coast they can’t hear you coming. Since our hotel was only 1 ½ miles to the entrance of Fort Cooper State Park I ventured there early Saturday morning and got within 10 feet of a yearling, which I’m not sure was more surprised by me or the fact that it’s five companions had split.

Segments of the trail travel through heavily-forested areas where you’re flanked by gopher tortoise holes, sinkholes, and lakes, but since it parallels US 41 heading north from Inverness you are intermittently spilled into towns like Hernando, Holder, and Citrus Springs, where you will encounter Mom and Pop stores with names like Burger Ranch, Chicken King, and Ferris Groves. Also contributing to the homey atmosphere are the motorists, because every time I encountered a busy cross street the drivers slowed down or stopped, obviously used to the abundance of cyclists. This made me glad I stayed at a locally-owned hotel instead of a chain (speaking of that, the Central Motel actually had a normal coffee maker instead of those that make individual cups. Hallelujah).

There are also benches approximately every mile—some of them shaded—and during the 20 mile journey north from Inverness to the trail’s end in Citrus Springs we encountered seven trailheads, most of them with drinking water. There are also countless paths venturing from the asphalt, some connecting to neighborhoods and some going into the wilderness, so if you have tire treads at least 1.95” wide you can check them out, which I plan to on my next trip.

I also plan to head south on the trail to Brooksville next time. You know why there? It’s the home of Weeki Wachee.
North Brevard Rail Trail Opens

The long anticipated North Brevard Rail Trail opened February 24, 2018, preceded by a ribbon cutting event the day before with speakers from City of Titusville Mayor, Walt Johnson, Brevard County District 1 Commissioner Rita Pritchett, Florida State Parks Director Eric Draper, Georganna Gillette, Space Coast Transportation Planning Organization; Heather Garcia, FDOT District 5; State House Representative 50 Rene Plasencia “Coach P”; Tourism Development Council – Brevard County – Eric Garvey; Paul Haydt, East Coast Greenway Alliance.

The 15-mile Florida East Central Regional Rail Trail within Brevard County stretches from Canaveral Avenue in Titusville to the Volusia County line.

We Got the Dirt!

FBA website now features
OFF ROAD Resources

ARE YOUR Wheels Turning?

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.

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Florida Bicycle Association

Where My Ride Takes Me

FBA Executive Director enjoyed the Lake Trail on Palm Beach during a recent visit to West Palm Beach for the South Florida Safe Streets Summit

Photo credit Lisa Hamel, HomeTown News

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Florida Bicycle Association
of a stolen bicycle to its owner. Certain black cyclists who were interviewed by the Department of Justice indicated that law enforcement hassared them. The Department of Justice concluded that law enforcement had disproportionately burdened black cyclists. In Jacksonville, the location of pedestrian citations also did not match the area of greatest safety risk. There was no strong relationship between where citations were issued and where the increasing numbers of pedestrian deaths had occurred. An additional substantial concern was just how frequently law enforcement issued pedestrian citations in error. From 2012 to 2017, 658 tickets were issued in Jacksonville to pedestrians where it was claimed that they failed to use a crosswalk. But more than half, 353, were issued improperly. The officer citing the pedestrian failed to understand applicable pedestrians laws. Of these erroneous tickets, 48% were citing blacks.

The question remains understanding the motive for the disparate issuance of tickets to blacks and poor. Is law enforcement guilty of racial profiling? Are the practices motivated by discrimination? The answer is not clear. In Jacksonville, the local NAACP has demanded that the Jacksonville Sheriff’s Office suspend the issuance of pedestrian tickets because of its racial bias. In my own bicycling and pedestrian court cases, I have experienced numerous examples of law enforcement not properly understanding the law which was applied to blacks and whites. I have seen cyclists cited for riding the wrong way on the sidewalk. There is no wrong way. I am unaware of a single citation being used to a motorist for violation of the three feet passing law in Jacksonville. Yet I have represented several cyclists around the state who were hit by a car while the car was passing, and where a 3-foot passing violation was not issued. I have seen multiple cases where law enforcement doesn’t understand that cyclists may legally “take the lane” in a variety of situations. Quite often, we cyclists are not resigned to riding in the road’s gutter. We may legally and safely ride in the middle of the lane. Police officers may believe that the far right edge of the lane is the only place for cyclists – if not the shoulder. This is simply not the law.

If you have been treated unfairly by law enforcement while riding your bicycle or walking, please contact me to discuss your legal rights.

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.

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**Southern Glades Bicycle Trail**

Are you looking for a place to ride your bicycle that will take you out into wide-open spaces, beautiful scenery, wildlife and no cars or trucks to bother you? Someplace where you can breathe and feel the glory of nature around you?

One of my favorite places to ride is the Southern Glades Bicycle Trail because you are truly heading out into the wilderness, but on a wide dirt and gravel track with easy access. A cyclist can start at either end and ride many miles without encountering any other human beings. If you start at the end of the L-111 canal just off US 1 along the stretch between Homestead and Key Largo, you can ride out to where the canal leads to Manatee Bay and then turn around and ride all the way up to the entrance on State Highway 9336, about two miles East of the entrance to Everglades National Park.

The ride is about 13 miles of wide-open space where you will see some great vistas of the Everglades and are likely to see some amazing wildlife. Of course there are alligators and plenty of great egrets and great blue herons. In addition, you may get a glimpse of a manatee or schooling tarpon and recently I came across a cottonmouth right near the trail. You may also encounter a buzzard roost along the north side of the canal about 3-5 miles from the US 1 overpass.

Normally I start my ride at the entrance along 9336. You may want to park your vehicle down at the Cole Visitor Center just inside Everglades National Park. There is plenty of parking and you may feel more comfortable leaving your car there for a few hours. Ride the two miles back to the entrance to the bike trail where you will have to dismount to cross the dam just inside the entrance. Cross to the south side of the canal where you are likely to encounter ospreys and owls in the first two miles. At mile six there is another bridge to cross to the north side of the canal. Follow that down all the way to the entrance at the US 1 flyover.

Along the way there is another trail that leads north along another canal, I have not fully explored that trail but it looks very promising with opportunities to see plenty of birds and other Everglades critters.

The Southern Glades Bicycle Trail is so close to urban population yet is a world of its own, far from crowds and traffic, where you can escape and enjoy some fresh air and a little adventure!

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**BICYCLING OFF-ROAD**

by Kurtis Tucker

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**Wheels of Justice – Ask the Attorney**

**Discrimination**

by Christopher G. Burns, Esq.

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**Boy’s Passion for Bikes**

 grows with you.” As I look back now, of course she was right.

At the time, however, I didn’t get it. I was too young. I had no empathy towards the expression and generally nodded my head in agreement without fully understanding its meaning. My life, as I saw it at the time, was on the rise. I had freedom. I was doing what I loved and my first day of training was fast approaching.

It was sunny on the morning of training day. The breeze caressed my face like a fine piece of silk, but it was Monday. A treacherous Monday. Later in the afternoon the clouds had covered the sun and they turned into a grayish color. Suddenly the sun seemed afraid to shine, but not me. This was my time, the time to be me, neither my fears nor the upcoming rain could stop me.

My mother drove me to the BMX practice, completely lackadaisical because she thought practice might get cancelled. Thankfully for me, the people who run the track and the club members were fearless and ready to ride. Without a doubt this was the group I needed to be a part of as I felt the same way: fearless and ready to ride. To be continued...
Ride Leader/Ride Marshal Training Program Update

By: Mary Beth García, Ride Leader/Ride Marshal Program Director

The first Ride Leader/Ride Marshal training certification workshop was held for members of the North Florida Bicycle Club on January 27, 2018 in Jacksonville, FL. We appreciate Club President Mark Atkins, Board Member Lisa Elwell and Ride Coordinator Nick Tallyn for hosting the workshop and recruiting their ride leaders to attend.

The 4-hour session was well received with 100% of the participants rating the session “Very Worthwhile” or “Worthwhile.” They found value in the skills and would transfer what they learned on their next group ride as leaders. 100% of the participants stated they would recommend this certification class to other clubs or organizations.

It was a great kick off for FBA and our new program. We look forward to scheduling more workshops with other bicycle clubs and bike event organizations throughout the state.

Please contact us for more information @ MaryBeth@floridabicycle.org.

Tailwinds!

Join FBA Today!

Your membership makes a difference.
Add your voice for the future of all bicyclists in Florida.

Name ____________________________________________
Gender: [ ] Male [ ] Female
Business/Club/Agency _____________________________________
Address ________________________________________________
City ______________________________________________________
State ________ Zip _______________________________________
Phone ___________________________________________________
Email ____________________________________________________

Membership type:
[ ] Individual ($25) [ ] Family ($35)
[ ] Student/Snowbird ($15) [ ] Supporter ($50)
[ ] Club/Business/Agency ($100) [ ] Benefactor ($100)
[ ] Champion ($250) [ ] Legacy ($500)

[ ] Other/additional donation _______________________________

Membership include 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

SUPPORT OUR SHOPS /
SUPPORT OUR MEMBERS

Florida Bicycle Association is proud to have the support of our bicycle shop members. We encourage our members to support the shops that support FBA. Check out the FDOT District listings on page 15 to find the FBA bicycle shop near you.

PURCHASE WITH PURPOSE!

Is Florida NICA Bound?

There’s a push in Florida to start a National Interscholastic Cycling Association (NICA) league. The proof is this photo of Coach Maxwell Gledhill (back row, second from left) and his team The Florida Red Hills Composite. They traveled from Tallahassee to the Alabama Interscholastic Cycling League first race of the 2018 season. To learn more please visit Florida Interscholastic Mountain Biking website – www.floridamtb.org and Facebook page www.facebook.com/floridamtbleague/.
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.

Crossing in Front of Stopped Vehicles

Q. Giles asked: When a bicyclist is traveling from one side of the roadway to another and comes up upon a roadway/driveway when vehicles are stopped waiting to make a turn into oncoming traffic, is the bicyclist required to walk the bike across or are they allowed to ride in front of the stopped cars?

A. Lacking any traffic control devices and whether on the sidewalk or in the roadway, there is no requirement for a bicyclist to stop and dismount to cross another roadway.

The motorist may be in violation of this statute:

s. 316.1945 – Stopping, Standing, or Parking Prohibited in Specified Places

(1) Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic control device, no person shall:

(a) Stop, stand, or park a vehicle:

1. On a sidewalk.

2. Within an intersection.

3. On a crosswalk.

Although there is no prohibition to riding in front of vehicles stopped in a crosswalk or sidewalk waiting to enter the intersection, extreme caution is recommended. Drivers are not necessarily expecting or looking for a bicyclist. That is particularly true if the cyclist is approaching from the right on a sidewalk, a paved shoulder or unlawfully riding against the required flow of traffic in the roadway.

eBike

Q. Dean asked: Is an e bike with the following specs legal in the state of Florida: 500 w motor, fully operational pedals – bike can be manually operated, no pedal assist, Class 2 throttle, top speed 20 mph. The bike in question is the PRODECOTECH PHANTOM X2 V3 36V 500W 8-SPEED FOLDING ELECTRIC BIKE W/ CLASS 2 TWIST THROTTLE

A. If it meets the definition of “bicycle” in the statutes, it can be operated on the roads like any other bicycle without a driver’s license or registration.

s. 316.003 – Definitions

(3) 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. Any person may ride, having two tandem wheels, and including any device generally recognized as a bicycle equipped with two front or two rear wheels. The term does not include such a vehicle with a seat height of no more than 25 inches from the ground when the seat is adjusted to its highest position or a scooter or similar device. A person under the age of 16 may not operate or ride upon a motorized bicycle.

Stop Sign

Q. Kathy asked: I received a ticket this evening for failure to stop at a stop sign. Also from the left came a man on a bicycle and was hit by my failure to stop at the stop sign. The man did not slow down nor reduce his speed coming into the intersection. What laws apply to intersections on a bicycle?

A. All almost of the laws that apply to drivers of other vehicles apply to bicyclists. Bicycles are vehicles.

When facing a stop sign, a driver must stop and wait until the intersection is clear to proceed.

s. 316.123 – Vehicle Entering Stop or Yield Intersection

(1) The right-of-way at an intersection may be indicated by stop signs or yield signs...

(2)(a) Except when directed to proceed by a police officer or traffic control signal, every driver of a vehicle approaching a stop intersection indicated by a stop sign shall stop at a clearly marked stop line, but if none, before entering the crossing on the near side of the intersection or, if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection. After having stopped, the driver shall yield the right-of-way to any vehicle which has entered the intersection from another roadway or which is approaching so closely on said highway as to constitute an immediate hazard during the time when the driver is moving across or within the intersection.

All drivers are required to exercise due care when approaching an intersection.

s. 316.183 – Unlawful Speed

(1) No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event, speed shall be controlled as may be necessary to avoid colliding with any person, vehicle, or other conveyance or object on or entering the highway in compliance with legal requirements and the duty of all persons to use due care.

(4) The driver of every vehicle shall, consistent with the requirements of subsection (1), drive at an appropriately reduced speed when:

(a) Approaching and crossing an intersection...

Red Light at T-intersection

Q. Mark asked: If a cyclist is riding in a bike lane or should and come upon a red light, must the cyclist stop if the only intersecting road is on the opposite lane (a T-intersection)? Is there a difference in what is required for a bike lane as opposed to a shoulder?

A. I assume you are referring to a bicyclist crossing the top of the T in the intersection. If it is in a bike lane it is clear. The bike lane is part of the roadway and the following statute applies.

s. 316.075 – Traffic Control Signal Devices

(c) Steady red indication

1. Vehicular traffic facing a steady red signal shall stop before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection and shall remain standing until a green indication is shown...

If on a paved shoulder, it is less clear. The paved shoulder is not part of the roadway, but the statute does not specify the location of the vehicle, only that it is facing a red light.

The crosswalk referred to in the statute is part of the roadway and does not include the paved shoulder.

s. 316.003 – Definitions

(15) Crosswalk

(a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway.

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

Eye Protection

Q. Ken asked: Is there any FL statute covering wearing eye protection on a bicycle when going fast? Officers are sometimes stopping people when riding an electric bicycle at like 20 mph warning of bug strikes that could cause them to veer off the sidewalk or the edge of the lane into traffic and getting hit. One officer in Pinellas Co. threatened to take a man’s electric bike away for not wearing eye protection.

A. Although it is a good idea to wear eye protection while riding, there is no Florida or Pinellas County requirement for bicycle operators, including e-bikes that meet the definition of bicycle, to wear eye protection.

The officer may be referring to the statutory requirement for some others to wear eye protection. An e-bike is not a moped or motorcycle.

s. 316.211 – Equipment for Motorcycle and Moped Riders

(2) A person may not operate a motorcycle unless the person is wearing an eye-protective device over his or her eyes of a type approved by the department.

(3)(a) This section does not apply to persons riding within an enclosed cab or to any person 16 years of age or older who is operating or riding upon a motorcycle powered by a motor with a displacement of 50 cubic centimeters or less or is rated not in excess of 2 brake horsepower and which is not capable of propelling such motorcycle at a speed greater than 30 miles per hour on level ground.

s. 261.20 – Operations of Off-Highway Vehicles on Public Lands; Restrictions; Safety Courses; Required Equipment; Prohibited Acts; Penalties

(1) This section applies only to the operation of off-highway vehicles on public lands.

(5) It is a violation of this section:

(c) For a person who has not attained 16 years of age, to operate an off-highway vehicle without wearing eye protection...

s. 316.2074 – All-Terrain Vehicles

(3) No person under 16 years of age shall operate, ride, or be otherwise propelled on an all-terrain vehicle unless the person wears a safety helmet meeting United States Department of Transportation standards and eye protection.

Another matter though is that it is unlawful to operate a vehicle under anything other than human power on a sidewalk.

s. 316.1995 – Driving upon Sidewalk or Bicycle Path

(1) Except as provided in s. 316.008 (powers of local authorities) or s. 316.212(8) (golf carts), a person may not drive any vehicle other than by human power upon a bicycle path, sidewalk, or sidewalk area...

I recommend writing a letter to the police chief asking that officers be informed of the information in this post.

*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.
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 fbtc@piercepages.com or go online to post your own entry. See complete calendar, including many out-of-state rides we don't have room to print here, at www.floridabicycle.org/touring.

**MARCH**

**March 18 (Sun)**  Palm City
Riding for Heroes
Starts 7:30 a.m. at usitin Wilson Memorial Park 2050 SW Mapp Rd, Palm City, FL 34990. 40, 58, 80 & 105 mile route options.

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**APRIL**

**April 7 (Sat)**  Tampa
Cycling for Autism
Starts 8:30 a.m. at Whiskey Joe’s 7720 W Courtney Campbell Causeway, Tampa, FL 33607. 16 & 32 mile options.
https://www.interbayrotary.org/events/cycling-for-autism/

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**April 8 (Sun)**  Cocoa Beach
Cross Florida River – One Day
Starts 7:00 a.m. at Shepard Park 200 E Cocoa Beach Causeway, Cocoa Beach, FL 32931. 77 miles to Champions Gate. Sun: Starts 8:00 a.m. 90 miles to Bayport Park Ramp 4140 Cortez Blvd, Spring Hill, FL 34607. https://spacecoastfreewheelers.com/charities/xfl/

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**APRIL 15 (Sun)**  Fort Lauderdale
Tour de Coast
Starts 7:00 a.m. at Snyder Park 3299 SW 4th Ave, Fort Lauderdale, FL 33315. 31 & 62 mile options. https://tickets.velosportevents.com/event/Tour-de-Coast

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**MAY**

**May 3-6 (Thu-Sun)**  Springdale
Suwannee Bicycle Association Spring Pedal n’ Paddle Festival with Century
Multiple on and off road options throughout the weekend. http://www.suwanneebike.org/events/springfest.php

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**June 16 (Sat)**  Spring Hill
Crankin’ Out Cancer
Starts 7:00 a.m. at Eovm Lounge 14251 Powell Rd, Spring Hill, FL 34609. 30, 42 & 61 mile options. https://raceroster.com/events/2018/13984/tour-de-forts-classic

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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 Riders Bicycle Club, Coastal Cruisers
FDOT Statewide Bicycle/Pedestrian Coordinator: Mary O’Brien, 850-414-4283
Visit floridabicycle.org, for more FBA Member club and shop information

FBA Member Bicycle Shops: Acme Bicycle Shop, Bicycle Center of Port Charlotte, Bike Route (Fort Myers), The Bike Route (Naples), Billy’s Bike Shop, Fort Myers Schwinn Cyclicry, Pedelec- SQB LLC Electric Bicycles, Bent’s Cycling & Fitness, Road & Trail Bicycles, Pedeco Electric Bikes (2 locations, Naples), Road and Mountain Bikes; Trek Bicycle Store (Naples), Cape Coral, Estero, Fort Myers

**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
FBA Member Bicycle Shops: Champion Cycling & Fitness, Bike Works of Gainesville

**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, Cycle Sports of Pensacola

**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: Alexander Barr, 954-777-4284; FDOT Bike/Ped Safety Specialist: Tom Miller, 954-777-4073; FDOT SUN Trail Coordinator: Lisa Maack, 954-717-2253
FBA Member Bicycle Clubs: Boca Raton Bicycle Club, Vero Cycling Club
FBA Member Bicycle Shops: Bike America (8 locations), Tri Bike Run, Wheels of Wellington, Orchid Island Bikes and Kayaks, Bike Tech, Trek Bicycle Store (Boca Raton), Boynton Beach, Fort Lauderdale, Sunrise

**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 Lingenfeltrer, 386-943-5336; FDOT SUN Trail Coordinator: Heather Garcia, 386-943-5077
FBA Member Bicycle Clubs: Florida Free-wheelers, Sunter Landing Bicycle Club
FBA Member Bicycle Shops: Village Cycles (2 locations), Greenway Bicycles, Orange Cycle, Full Circle Cycle, Retro City Cycles, 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; Bike/Ped Safety Specialist: William Abin, 305-470-5406; FDOT SUN Trail Coordinator: Lisa Colmenares, 305-470-5386
FBA Member Bicycle Club: Everglades Bicycle Club, South Florida Triathletes
FBA Member Bicycle Shops: Mack Cycle & Fitness, Elite Cycling & Fitness, Bike Tech (2 locations)

**District 7**
Cities: Brooksville, Clearwater, Port Richey, St. Petersburg, Tampa
Counties: Citrus, Hernando, Hillsborough, Pasco, Pinellas
FDOT Bike/Ped Coordinator: Christopher Speese, 813-975-6405; FDOT Bike/Ped Safety Specialist: Alex Henry, 813-975-6256; FDOT SUN Trail Coordinator: Christopher Speese, 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 (2 locations), Jim’s Bicycle Shop, Trailside.Bike, University Bicycle Center, AJ’s Bikes and Boards, City Bike Tampa

FDOT Statewide Bicycle/Pedestrian Coordinator: Mary O’Brien, 850-414-4283
Visit floridabicycle.org, for more FBA Member club and shop information

HAVE YOU BEEN INJURED WHILE CYCLING?
(I have. That’s why I’ll fight so hard for you.)
Chris Burns is not your typical personal injury attorney. As an avid rider, he combines his experience on the road with his expertise and insight in the courtroom. This unique perspective provides cyclists across Florida with the representation they deserve.
Your race for compensation begins here.
904-632-2424

FDOT Statewide Bicycle/Pedestrian Coordinator: Mary O’Brien, 850-414-4283
Visit floridabicycle.org, for more FBA Member club and shop information

FDOT Bike/Ped Safety Specialist: Jennifer Graham, 904-360-5636; FDOT SUN Trail Coordinator: Barney Bennett, 386-961-7878
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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
FDOT Statewide Bicycle/Pedestrian Coordinator: Mary O’Brien, 850-414-4283
Visit floridabicycle.org, for more FBA Member club and shop information

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 Area Bicycling Association, Sanibel Bicycle Club, Sarasota-Manatee Bicycle Club, Naples Velo Community

Coming soon to an FDOT District near you
Summer and Fall schedule TBA
Stay tuned to www.floridabicycle.org for more information
**Florida Traffic and Bicycle Safety Education Program (FTBSEP)**

**FTBSEP** The Florida Traffic & Bicycle Safety Education Program (FTBSEP) is a statewide, comprehensive training program that teaches individuals how to be more competent and safer pedestrians and bicyclists. The FTBSEP is funded by the Florida Department of Transportation’s Safety Office and is administered through the University of Florida. In addition to training individuals, the FTBSEP uses a train-the-trainer model to teach training workshop participants how to teach pedestrian and bicycle safety education to others of all ages.

**Our Goal and Mission** The program’s goal is to reduce traffic crashes resulting in serious or fatal injuries to pedestrians and bicyclists by administering pedestrian and bicycle safety education training workshops.

Our mission is to deliver high quality, comprehensive pedestrian and bicycle safety trainings to individuals who will learn how to be safer and more competent, but will also be prepared to teach pedestrian and bicycles safety to others in Florida.

**Training Workshops** Funded by the FDOT Safety Office and are provided at no cost.

**Community Workshop** - Prepares participants to teach pedestrian and bicycle safety in their community through bicycle skills clinics, bike rodeos, community presentations, and other events.

**Bicyclists Are Golden Workshop** - Designed to teach older adults how to be safer bicyclists through in-class instruction and outside, on-bike skills. Similar to the Community Workshop, using a train-the-trainer model to teach individuals who, in turn, will teach older adults, including senior recreation center staff, county/city staff, and other community professionals.

Although older adults may have many years of traffic experience, some may be bicycling for the first time in several years. To be a safer and more competent bicyclist, it is important to improve bicycling skills and to be familiar with traffic laws pertaining to bicycling. The goal of this workshop is to empower older adults with the information needed to become a safer bicyclist, and to encourage bicycling not only for recreation, but also as an active transportation option.

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**Safe Riding Tips**

ALWAYS BE PREDICTABLE
- Ride in a straight line, and don’t weave through the road or in-between cars.
- Use hand signals and look behind you for traffic before changing lanes or turning.
- Make eye contact and/or wave to get the drivers attention.

ALWAYS BE VISIBLE
- Ride where others can see you.
- Wear bright colors and/or reflective clothing/vest to be more visible.
- Use lights during the day, and lights and reflectors at night.

ALWAYS BE AWARE
- Pay attention to your surroundings, stay alert, and ride defensively.
- Even if you are doing everything right, you cannot assume others will do the same.
- Always look ahead for potential hazards including road debris, potholes, parked or turning cars, and respond accordingly.

Bicycles are legally considered vehicles, and bicyclists must follow the same traffic laws as drivers of other vehicles.

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**How to participate in our workshops**

1. **Host a Bicycle/Pedestrian Safety Workshop in your community!**
   - Secure participants (minimum of 10 is preferred), a location and date, then contact the FTBSEP.

2. **If you are interested in simply participating in a training workshop, please visit our website calendar to find one in your area and contact us for more information.**

Please ask us about our Mini-grants which are commonly used to purchase equipment to begin a local traffic and bicycle safety education program, provide maintenance for bicycles or equipment, and for other approved uses. Mini-grant applications can be found on the FTBSEP website.

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**Florida Traffic and Bicycle Safety Education Program**

Department of Tourism, Recreation, and Sport Management
University of Florida
P.O. Box 118208
Gainesville, FL 32611-8208
Phone: (352) 294-1685
Fax: (352) 392-7588
Email: safety@hhp.ufl.edu
Website: http://hhp.ufl.edu/safety

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**FTBSEP Regional Trainers**

Certified by the League of American Bicyclists (or CyclingSavvy) and mentored by the FTBSEP.

**Mini-grants**

Please visit our website calendar for more information.

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**Florida Traffic and Bicycle Safety Education Program**

http://hhp.ufl.edu/safety
www.AlertTodayFlorida.com