Celebrating Dunedin as Florida's First Trail Town

By Doug Alderson

Over the past 30 years, Dunedin has transformed from a town catering primarily to vehicle users to a bicycling and pedestrian mecca that has achieved statewide acclaim. It all began with a shared vision and a six-fold strategy:

• Build on the popularity of the Pinellas Trail
• Foster adaptive reuse
• Slow traffic – The pedestrian is No. 1
• Beautify, beautify, beautify!
• Build a sense of place
• Do small projects every year

The incremental steps included underground power lines; lush landscaping and added shade trees; curved streets; reoriented street parking; safe street crossings; easy access to the Pinellas Trail; and businesses catering to trail users. Dunedin is now a destination for people who want a safe and friendly place to walk and ride, and town officials credit the trail for a sharp rise in the business occupancy rate, from 30 percent to 100 percent. This win-win scenario for both Dunedin and trail users resulted in Dunedin being designated as Florida’s first Trail Town by the Department of Environmental Protection’s (DEP) Office of Greenways and Trails (OGT).

Dunedin Mayor, Julie Ward Bujalski, said, “We couldn't be prouder,” and added, “Our downtown has thrived around the trail and attracted folks from all ages and abilities. We like to think of the trail as the main artery of our community.”

Dunedin Economic Development and Housing Director Bob Ironsmith added, “The trail has been a major catalyst for the revitalization of downtown Dunedin, bringing in a constant stream of people who shop, eat and play in our quaint Main Street area.”

Florida State Parks Director Eric Draper spoke on behalf of DEP. “The Trail Town designation tells the nation that Dunedin is one of Florida’s most pedestrian and bicycle friendly cities, as well as a thriving, desirable place to live,” he said. “It is an ideal partnership between the town and Florida State Parks because we share a goal of people enjoying healthy outdoor experiences.”

As part of the shared goal, Draper announced that the Florida Park Service is extending the existing multiuse trail connecting Dunedin to Honeymoon Island State Park by completing a 1.3-mile trail inside the park. The trail will provide safe access to the park’s beaches and amenities, and help reduce traffic congestion and parking at one of Florida’s busiest state parks.

Governor Rick Scott could not attend the event, but said in a statement, “In Florida, we are incredibly proud of our state’s beautiful environment and DEP works relentlessly to keep Florida’s outdoor spaces and trails pristine for the millions of families and visitors that enjoy them each year. I want to congratulate the city of Dunedin on being named the first Florida Trail Town. Trails not only provide outstanding opportunities for recreation, but they also help boost the local economy – generating nearly $60 billion each year and supporting nearly 500,000 jobs.”

To recognize Florida’s Trail Towns, OGT encourages interested communities to conduct self-assessments to gauge their (continued on page 4)
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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 Florida 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.

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Cyclists, Pedestrians Need to Know Safe & Legal Road Position

Originally published in the Fort Myers Florida Weekly April 25, 2018 issue
by Dan Moser, bikepedmoser@gmail.com

This is a column topic I was hoping I'd not have to write about again. But it seems the misunderstanding/misuse of certain traffic laws by those who enforce these laws remain all too common when cyclists or pedestrians are involved. The Florida Bicycle Association alerted me to a news story about a cyclist in Cape Coral who was cited for riding near the middle of a travel lane on a four-lane road rather than hugging the right side. While riding close to the edge may sound reasonable to those who don't know better, riding further into the lane is a practice consistently taught by American Bicycling Education Association and League of American Bicyclists, the two most prominent providers of such education programs.

Why are cyclists instructed to operate away from the right edge? Because it's much safer and perfectly legal in most cases. Safer because motorists approaching from behind will recognize from a distance they can't squeeze past without moving out of the lane. Too many cyclists riding on the edge have been buzzed, squeezed off the road, or even hit by a mirror by motorists who miscalculate space to pass or who believe the road position is an invitation to pass within the lane. It's legal to ride toward the lane's center because whenever a vehicle travel lane is too narrow for a bike and motor vehicle to safely share a bicyclist using the lane may ride anywhere in that lane he or she deems safest. The vast majority of lanes are too narrow to be considered shareable. The exact wording of the Florida law addressing roadway position reads: "Any person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride in the lane marked for bicycle use or, if no lane is marked for bicycle use, as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:
1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. When preparing for a left turn at an intersection or into a private road or driveway.
3. When reasonably necessary to avoid any condition or potential conflict, including, but not limited to, a fixed or moving object, parked or moving vehicle, bicycle, pedestrian, animal, surface hazard, turn, or substandard-width lane, which makes it unsafe to continue along the right-hand curb or edge or within a bicycle lane. For the purposes of this subsection, a "substandard-width lane" is a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane."

The third exception, specific to substandard-width lane, allows a cyclist to use any part of the lane. So, it boils down to two questions law enforcers (and all road users) should know the answers to: What is the definition of a substandard-width lane? And what constitutes legal obstruction of traffic as opposed to illegal obstruction?

Florida Department of Transportation defines a substandard-width lane as less than 14 feet, even though the vast majority of FDOT's and other local roadway lanes are 12 feet or less. That being the case, except in the rare situation where the lane is at least 14 feet (technically defined by FDOT as a Wide Curb Lane), a person operating a bike may use any part of the lane. In fact, FDOT's own statement reinforces it: "With the exception of a few types of high-speed, limited-access roadways (for example an Interstate Highway or the Turnpike), every FDOT travel lane is also a bikeway — no special signs or markings needed. In the state of Florida, the bicycle is considered a legal vehicle and may be operated on the street, unless there is some guidance otherwise, such as marked bicycle lane. Standard travel lanes are 12 feet wide and too narrow to share, so you will need to control the lane." That makes clear lane position and it also reinforces that it is legal in such circumstances to obstruct traffic when operating below the speed limit. And it also means cyclists may ride two-abreast in substandard-width lane since two cyclists riding abreast are not impeding traffic any more than a single cyclist legally taking the lane in a substandard-width lane. Maybe it's asking too much for the general public to understand or agree but law enforcers need to follow this clear guidance of the statute and logic behind it.

As a reminder, when bike lanes exist, cyclists are compelled to use them rather than the motorized traffic lanes except when passing, preparing for turns, or when a number of conditions constitute exceptions, including poor design (i.e. next to on-street parking), lack of maintenance and debris/hazard avoidance, among others.

In the 1970s I worked in Germany for a few years and enjoyed walking to work and taking long hikes on the weekends, trekk ing between villages. Back in the States I moved to the suburbs and relied on my car to commute to work. Culturally, we are so different in this aspect with other countries. In 2001 (17 years ago!) my husband and I arrived in Amsterdam with our bicycles and discovered that there were multiple bike trail options leaving the airport, many with stop signs at the intersections; we could take the fast route beside the interstate or bike leisurely on various trails to reach our destination.

Last April my 10-year-old grandson (with his father) joined me in Italy to celebrate his birthday. Liam is used to hiking with his family in the hills around Marin County north of San Francisco so he had no problem managing the 7 to 12 miles we walked each day. Ancient cities were designed for pedestrians so experiencing the maze of roads throughout Rome reminded me how different our urban areas are planned — focusing on the automobile as the primary means for transportation. We happened to be in Rome when their annual marathon was held: 20,000+ runners and another 5,000 participating in a fun run with families. The entire historic section of central Rome was barricaded for the event which meant only pedestrians and cyclists were able to traverse the inner city. What a treat it was to walk in the streets with no cars! I just imagined what a wonderful world it would be without the automobile in our urban areas. With almost three million residents and nearly 500 square miles, this metropolis functioned very well with only foot-traffic. It was a true holiday! The following day things were back to normal with cars and cyclists back on the roads. So many Europeans still bike to work; you see them winding in and out of traffic, women in their dresses and men in their suits. Cycling is such a major part of the culture overseas that they are the "norm" rather than the exception as a means for transportation.

Florida Bicycle Association (along with city, county, regional and other statewide organizations) is working hard to improve safety and education in Florida. Support from local municipalities is so important when trying to promote multi-modal transportation. The following 26 communities have been awarded by the League of American Bicyclists as "Bike Friendly" in the State of Florida: Sanibel, Cape Coral, Naples, Key Biscayne, The Villages, Indian River County, Broward, South Lake County, Tallahassee, Fernandina Beach, Weston, Orlando, Tampa, Venice, Inverness, Lakeland, Miami, Boca Raton, St. Petersburg, Doral, Miami-Dade County, South Miami, Winter Park, Miami Beach, Miami Shores and Gainesville. And, congratulations to City of Dunedin which was recently designated by the Office of Greenways and Trails as Florida's "First Trail Town." Someday, maybe cycling and walking will be accepted into our culture as the "norm" and we can all live happily (and healthier) ever after!

President's Message...
by Patty Huff, President

What lies ahead? Cycling and alternative modes of transportation in this country continue to evolve, and Florida is part of this transformation. Cycling now is bigger and better than ever before. Whether you ride your bike to work, commute to school, bike for exercise or recreation, pedal bikes for fun or support all over the world. Or, as Visit Florida says "Cycling is the New Golf!" Now we have e-bikes, bike sharing, and dock-less bikes, all new ways of getting around. The challenge is how to govern this growth phenomenon. The hope is the progress being made in Florida will give us safer corridors for alternative transportation and healthier lifestyles.

Italy has 60 million residents and in 2016 there were 275 bicycle fatalities or 4.6 cyclists deaths per million. Florida's population is close to 21 million people with 140 fatalities in 2016 or 6.7 cyclists deaths per million (45% more than Italy).

The question is what we can learn from our overseas friends? (1) Urban roads are smaller and designed for slower traffic; (2) Bicycling / walking are accepted means of transportation; and (3) Healthier lifestyles which was evident when a cluster of villages in Sardinia, Italy, was listed as the first Blue Zone region and identified by a research team in 2004 to have nearly 10 times more centenarians per capita than the U.S. The study showed that their longevity was the result of their diet consisting of locally grown products, their strong family values, celebrating their elders (at 72, I like that!), walking 5 miles a day or more, drinking a glass or two of red wine daily (I enjoyed that in Rome!) and laughing with friends! All this sounds good to me!

Florida Bicycle Association (along with city, county, regional and other statewide organizations) is working hard to improve safety and education in Florida. Support from local municipalities is so important when trying to promote multi-modal transportation. The following 26 communities have been awarded by the League of American Bicyclists as “Bike Friendly” in the State of Florida: Sanibel, Cape Coral, Naples, Key Biscayne, The Villages, Indian River County, Broward, South Lake County, Tallahassee, Fernandina Beach, Weston, Orlando, Tampa, Venice, Inverness, Lakeland, Miami, Boca Raton, St. Petersburg, Doral, Miami-Dade County, South Miami, Winter Park, Miami Beach, Miami Shores and Gainesville. And, congratulations to City of Dunedin which was recently designated by the Office of Greenways and Trails as Florida’s “First Trail Town.” Someday, maybe cycling and walking will be accepted into our culture as the “norm” and we can all live happily (and healthier) ever after.

Dunedin Florida’s First Trail Town (from page 1)

strengths and weaknesses in relation to nearby trails and users. Trail Town candidates are then considered for approval by the legislatively established Florida Greenways and Trails Council. Designated Trail Towns are featured on the Office of Greenways and Trails website and given metal signs that can be placed at trailheads and town gatesways. Businesses are also given trail town stickers to put in their windows. Towns that are on or near all types of non-motorized trails for biking, multi-use, hiking, horseback riding or paddling can qualify. Contact Doug. Alderson@dep.state.fl.us.
Executive Director’s Corner...

Two Wrongs Don’t Make a Right
by Becky Afonso, Director

A ccording to Wikipedia, “Two wrongs don’t make a right,” is a proverb that contradicts this fallacy – a wrongful action is not a practical or morally appropriate way to correct or cancel a previous wrongful action. Two wrongs don’t make a right is said to emphasize that it is not acceptable to do something bad to someone just because they did something bad to you first.

I share this proverbial lesson because it’s the first thought I have when cyclists take matters into their own hands – namely, to justify riding against traffic because of distracted driving. I understand the fear of being hit from behind, but I don’t understand how putting one’s self in the position of a potential head-on collision solves distracted driving.

In a July 4, 2017 article from the Gainesville Sun, reporter Douglas Ray used the Florida International University’s “Statewide Analysis of Bicycle Crashes” (published May 2017) to provide the following take-aways from the study:

- Motorists were at fault in more crashes (46 percent) than bicyclists (30 percent), but fatalities more often involved mistakes by bicyclists.
- It is far more dangerous for bicyclists to ride against the flow of traffic.
- While 10 percent of crashes involving bicyclists who were under the influence of alcohol resulted in a fatality, 28 percent of cyclists who used drugs died when they crashed.
- Nighttime crashes resulted in more fatalities than daytime crashes.
- Helmets did a better job of protecting cyclists from injury than reflective clothing or lights, but both helped. Of the 503 fatalities, 80 percent had no safety gear.
- The biggest mistake made by cyclists was failure to yield, resulting in about 15 percent of the crashes.
- The biggest mistake made by motorists was driving out of their lane, followed by changing lanes and turning.

- Although cyclists were frequently hit while riding on the sidewalk, these crashes resulted in fewer fatalities.
- That’s the data and a link to the complete study can be found on our Resources by the FDOT webpage under State information – www.floridabicycle.org/resources-by-the-fdot/.
- Numbers aside, what any and all of us can control is our behavior. Does our behavior on the road reflect abiding by traffic laws? Are we humans in compliance of these laws 100% of the time?
- It starts with you. As for myself, I challenge myself to stop at the stop bar and not perform a rolling right-hand turn, even when on a bicycle. Sound silly? Perhaps, but practice makes perfect and I personally believe the basic fundamentals of vehicle control are neglected. Vehicle control is a constant while driving; there’s no room for distraction. Unfortunately, the envelope seems to push towards being distracted when it should be pushing towards 100% compliance of traffic laws.
- Care to give 100% compliance a try? Control your vehicle and go the speed limit or under, especially in neighborhoods where children play. Control your vehicle and stop at the stop bar before making a right turn on red. Control your vehicle when driving with the flow of traffic. Challenge yourself and others to achieve 100% compliance of traffic laws. Seeing bad behavior doesn’t justify your bad behavior. Stay diligent to 100% compliance. Two wrongs don’t make a right, especially if those wrongs leave someone dead.

How Did You Celebrate May--National Bike Month?

The League of American Bicyclists has sponsored National Bike Month since 1956. Celebrated in communities from coast to coast, National Bike Month is a chance to showcase the many benefits of bicycling – and encourage more folks to give biking a try. No worries if you missed celebrating National Bike Month because there is time, from May through September, to take on the National Bike Challenge: https://www.lovetoride.net/usa

See some National Bike Month celebrations in Florida on pages 7 and 11.

Ride Leader/Ride Marshal Training Program Update

by Mary Beth Garcia, Ride Leader/Ride Marshal Program Director

Hurry, It’s Not Too Late To Register for the RLRM Workshop!

Inaugural RLRM Program Public Certification Session!

I t’s not too late to register for the upcoming Florida Bicycle Association Ride Leaders/Ride Marshal Certification Public session in Polk County, Saturday, June 23, 2018! You asked, and we listened! Several independent cyclists and local bike clubs with limited ride leader populations asked FBA to host a public session certification class. After a year of successful training and promoting the Ride Leader/Ride Marshal Certification program throughout Florida, FBA will be hosting our first Public General RLRM certification workshop on Saturday, June 23, 2018 at Lake Myrtle Sports Complex, 2701 Lake Myrtle Park Road, Auburndale, FL.

The classroom certification session starts at 12:00 PM and ends 4:00-4:30 PM with an optional pre-session safety ride at 10:00 AM. All interested participants MUST REGISTER in advance through the FBA website at http://floridabicycle.org/.

4-hour certification workshop includes:

- Bike safety and Florida bicycle and pedestrian laws and cyclist rights on the road
- Preparation from bodies to bikes, helmet fitting and nutrition
- Communication such as hand signals, pre-ride tutorials, on the ride coaching, and branding your club or organization through cycling professionalism
- Coaching and mentoring skills to develop stronger, safer cyclists in your club or organization.
- Advanced cycling skills for 17+ group rides like paceline etiquette and how to control skill with speed
- Accident and rider down tips and preparation
- Community and family ride leader skills (if applicable)
- On the road (optional) and written test for certification

Registration Fees:

- FBA members: $15.00 per registrant
- Non-FBA members: $30.00 per registrant (FBA individual Membership is $25.00 per year)

Bike helmets are required for all participants. For more information please contact Mary Beth Garcia, Ride Leader/Ride Marshal Program Manager, at MaryBeth@floridabicycle.org or 305-389-5156.

Reminder: FBA offers private workshops for your club or organization at your location as well. If that works better for your club or charitable organization, we can personalize the training to your specific ride leader needs and challenges. Please contact us for more information on how we can certify your club or organization ride leaders.

Tailwinds!

The Villages Win League of American Bicyclists Gold

T he Villages retirement community is now a League of American Bicyclists recognized Gold Bicycle Friendly Community (BFC). Less than 7% of the 450 BFC’s across the United States have attained Gold status. The Villages is the first community in Florida to earn Gold, and there is only one other Gold level city in the Southeast US, Hilton Head SC.

“We applaud these Bicycle Friendly Communities for making bicycling a safe and convenient option for transportation and recreation,” said Bill Nesper, Executive Director at the League of American Bicyclists. “We are encouraged by the growing number of leaders who see bicycling as a way to build more vibrant, healthy, sustainable and connected communities and bike. The Villages–one of the world’s largest retirement communities--is now recognized nationally for what the cycling citizens of The Villages enjoy everyday. Through our hard work and the attentive review of the League of American Bicyclists, our active cycling in our golden years has earned us LAB Gold.”

investment in bicycling promotion, education programs, infrastructure and pro-bicycling policies.

Diana Mirkin heads up The Villages Bicycle Friendly Advocacy Council, which led bicycle friendly changes to the community and filed the application for Gold. She said: “Senior cyclists are the fastest growing age group in US biking and it is wonderful that the top drawer bicycling infrastructure and programs of The Villages—one of the world’s largest retirement communities—is now recognized nationally for what the cycling citizens of The Villages enjoy everyday. Through our hard work and the attentive review of the League of American Bicyclists, our active cycling in our golden years has earned us LAB Gold.”
Birth of a BMX Racer by Mateo

Mateo is a high school junior 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. We hope you are enjoying this unique perspective.

I woke up on my birthday this year having thoughts about time. Time spent at school. Time spent with family. Time spent on the BMX track. I smile. What BMX did to my person is inexplicable and the hopes were still coming. This is time that I look forward to, BMX racing.

My story left off back in Ecuador, going to the BMX track for practice. I was hooked. But I wasn’t always confident. I remember a race back then, not a big one, just a city wide race. I wasn’t sure whether to race or not, since it had been awhile since I had trained for a race. But I was filled with excitement and open to good news of being on the track. I asked my mom about the race, expecting her to say NO. To my surprise, she really wanted me to race, and so I did.

Once I got to the start gate time stopped. I see my cherished family move in what seemed to be slow motion cheering me on. At the gate my heart was in complete rage, a feeling I’ve never felt before when racing. I was accelerated and out of breath. Once the gate dropped, it was complete release. I let myself go with the dirt; up, down, I just drove along. I recall the dust blossoming under the wheels as I went into a racing rhythm. Wheels spinning, my spirit free and the dust, the dust was just amazing.

I don’t recall knowing that I had won the race until my mother congratulated me. Everyone called my racing that day a “revelation. Perhaps this is what I was born to do, to be a BMX racer.

Mateo recently did a research paper on BMX for a high school class assignment. In his paper he included an interview with Spencer Cole, an 11-year BMX veteran racer residing in Palm Harbor, FL. Spencer is 16 years old. Spencer is the current N.A.G. (National Age Group) number 3, he possesses a W6 (WORLD POSITION #6) and is sponsored by one of the major manufacturers of bicycles in this industry.

Spencer: Have you ever had an injury? If so, in those moments of true pain have you ever considered quitting?

Spencer: Never in my worst crash when I broke my back did I consider quitting. I have too much love for this sport to give it all up.

Mateo: Do you love BMX?

Spencer: Ha, ha, do I love BMX? I do not; I adore it. It’s been my life since I was five and I couldn’t imagine it any other way.

Mateo: You ever had an injury? If so, in those moments of true pain have you ever considered quitting?

Spencer: Never in my worst crash when I broke my back did I consider quitting. I have too much love for this sport to give it all up.

Mateo: Do you recommend kids to start BMX?

Spencer: I do recommend kids to start BMX racing. It is fun for everyone and I’ve met my closest friends from this sport from all across the world.

Juice Bike Share Celebrates Three Years in Orlando by Courtney Reynolds

The three-year anniversary of Juice Bike Share, the City of Orlando’s bike share system, was celebrated on Tuesday, May 1, in downtown Orlando with a bike ride and a party. Riders and supporters of the bike share program attended, including Ricardo Williams. Ricardo is known around town as a “Juice Bikes Super User,” thanks to his more-than-6,000 miles recorded on the orange bikes.

The full Juice Bike Share program rolled out back on May 1, 2015, with 200 orange bikes across the City Beautiful. The goal was to make it easier for residents and visitors to travel around downtown in a healthy and environmentally-friendly way.

Since then, bike share members in the City of Orlando have racked up a mighty 169,809 miles – the equivalent of cycling around the earth’s circumference 6.8 times – on the bikes. This equates to a whopping 6,792,372 calories burned and 149,740 pounds of carbon emissions saved from entering the atmosphere. Those who opted to bike instead of drive a car, saved a combined amount of $98,489.

The top-performing bike share station is at Lake Eola, near the city’s weekly Farmer’s Market. Juice riders’ trips average less than a mile and a half, filling a mobility gap for journeys that are too far to walk, but too short of a distance to warrant driving. Of recently surveyed members, 57.6% said they had taken trips on Juice bikes that they wouldn’t have taken without bike share, with 32.2% saying this was because the destination was too far to walk.

Juice Bike Share is largely utilized by local residents for exercise and day-to-day errands. 76.10% of trips are taken by Orlando residents, 66.1% of whom report using bike share for exercise and recreation. 45.8%, meanwhile, make use of the service to navigate to social gatherings, and 33.2% for shopping and personal errands.

Juice Bikes presented the “Most Valuable Partner” award to reThink Your Commute, a program managed by FBA Board Member Courtney Reynolds. Chris Mahoney, a reThink Outreach Specialist, joins Courtney to accept the award.

“Juice Bike Share has been a game changer for the City of Orlando and surrounding areas. Providing access to an easy and affordable transportation option has opened the doors for many opportunities. Whether for commuting or recreation, it has been a sincere joy to see people riding our orange bikes. Three years may not seem like a long time, but for thousands of people riding over 150,000 miles, it has added up to something amazing,” shared Seiji Schoppert, Juice Bike Share’s operations manager.

Juice Bike Share is managed by Cyclehop, LLC, a bike share consulting and operations company with 20 years of experience in the cycling industry. For more information about the Orlando bike share program, visit JuiceBikeShare.com.
You don’t have to venture to the movie theater for some serious summer adventure. If you prefer your thrills on two wheels, one of the more intense off-road rides that Central Florida can offer is at Loyce E. Harpe Park.

Just make sure you take your trail bike. Anything less pretty much ensures you will eat trail – or take a swim – more than once.

Formerly known as Carter Road Park, Loyce E. Harpe Park, named after Polk County’s first parks and recreation director, was once a phosphate mine. The main trail winds through the woods, around man-made ponds and up and down hills and dales. However, if you wander off the main trails – they are marked blue and yellow – and onto the red trails, you’ll soon find yourself facing rocks, dirt and, it being Florida plenty of sand. And don’t forget the berms and other obstacles created and maintained by the Ridge Riders Mountain Bike Association. But no matter where you are in Loyce Harpe, you want to pay attention to the trail – one false move and you’ll join the Swim Team Club into one of the ponds. All in all, Loyce Harpe offers bikers nearly 10 miles of trail.

One of the park’s main attractions – or detractions, depending on your stance on native amphibians – is Big Mamma. A nearly 14-foot-long alligator who is often seen hanging around, Big Mamma may be the largest, but surely not the lone, alligator in the park. She even has a stretch of trail named after her.

Alligators aren’t the only wildlife to be seen at Carter Road. In addition to the water birds, riders report sightings of foxes, bobcats and otters. There are even the occasional armadillos, which have been known to break more than a few spokes.

When the park opened in 1998, members of the local Ridge Riders Mountain Bike Association recognized the former phosphate mine’s potential for off-road recreation. So they began cutting trails.

Today, Loyce E. Harpe draws two-wheeled enthusiasts from around the state to tackle some of the most beautiful and challenging mountain-bike terrain in Florida.

With four miles of descent and 37 different trails, there is a trail for every different skill level. Trails are named appropriately, from The Beast, a dangerous stretch complete with steep descents, gnarled roots and craggy rocks to get over, to the wide and open Dog Park and the narrow and twisting Roller Coaster – which takes you by the apply named Big Mamma’s House – it is easy to spend a day challenging friends or just yourself.

Loyce E. Harpe Park is located at 300 W. Carter Road in Mulberry. Besides the bike trails, there are four adult softball fields, six multi-use fields, a dog park, a playground and public bathrooms. The trails are open rain or shine, but only the most intrepid should dare the advanced trails when they are slick.
Bicycle/Pedestrian Advisory Committee: Marco Island Bike Path Committee

The Bike Path Committee is a volunteer group that was established in 2006 to promote safe and convenient bike paths in Marco Island. The Committee also looks at pathways in order to minimize overall city costs, reduce traffic congestion, ensure public safety, improve the environment, boost the economy and to enhance recreational opportunities and the quality of life on Marco Island.

At the end of 2012, the City of Marco Island had completed approximately 28 miles of bicycle lanes and 11 miles of shared-use pathways. The members of the Marco Island Bike Path Committee are strong advocates of responsible use and stewardship of the natural environment; and believe that both motorists and bicyclists must behave responsibly.

Bicycle Friendly Community: City of Winter Park

The City of Winter Park is one of seven League of American Bicyclists-Designated Bicycle Friendly Communities in the state of Florida. As city cycling advocate, Kathy Oates McLeod knows this is not an easy accomplishment; the application alone is nearly 50 pages.

The process, however, demonstrates what the community is providing in terms of its very serious of building a healthy and sustainable future for all generations. Winter Park is the city of arts and culture and as it turns out, cycling. As stated in the 2017 Comprehensive Plan under Transportation, the very first goal is a Balanced transportation system.

“The City of Winter Park desires to ensure a planned and well-balanced transportation system that promotes a walkable, bicycle-friendly environment throughout the community, including along the roadway network.”

This vision for Winter Park was built through communications about values, hopes, dreams and desires for a shared future. A silver destination from the League of American Bicyclists is quite an accomplishment.

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The City of Winter Park is a Bike Friendly Community designated by the League of American Bicyclists.

Bicycling is a healthy, convenient, and affordable transportation mode for all ages, and it is a wonderful way to enjoy Marco Island’s three larger systems: The Coquina Bike Trail, the East Coast Greenway that runs the East Coast of the United States, and the Key West Trail.

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Winter Park Bike Pathways

The Bike Pathways Committee is a
Baltic Story (Part 1 of 2 part series)

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

Regular Messenger readers may recall a story that I wrote about following the migratory birds south in the fall, across France. This time it's spring in northeastern Europe and I'm surfing the lilac blooms north, starting from Warsaw. Twenty-seven years after the collapse of communism, former East Block Poland, as well as the ex-USSR Baltic States are still quite monotonously dour, so the flowers provide welcome respite from the grey and green of the countryside. Another colourful accent is provided by the postage stamps that I collect en route, as I wander from post office to post office seeking additions to my lifetime collection, the ideal souvenir for a bike traveller, a shopping trip that contributes virtually no additional mass to the 16 lbs. that I pack in my panniers! To enjoy the lilacs at their peak, one must gain almost a line of latitude daily (66 miles as the crow flies).

For the first couple of days I'm accompanied by my partner Hisano, but she soon develops a swollen knee that I rectify by an adjustment of her cleat position. But she will need three days to recover and she must return to Warsaw anyway, to retrieve her passport, still in the hands of a remote spot on an unfamiliar map and get there right on time, it's me. For the occasion, though a native Canadian, I have chosen my Italian passport, reluctant to arouse any sensitivity among Russian custom officers who have witnessed Team Canada win too many Gold Medals in world championships, particularly hockey. The usual discomfort at the border without first procuring the necessary documents (and of course, they weren't on a stamp-collecting mission). Presumably Adolf was aware that obtaining a Russian travel visa is a tedious and expensive process. It remains so, and it cramps my style.

That's why I've ridden 40 other European countries before finally coming here. Maybe 1,300 times in my life I have awoken in the morning with no idea where I'm sleeping that night, travelling with no unnecessary encumbrances such as sleeping bag or tent, confident of always finding a room somewhere. But Russian authorities are not into spontaneous adventure. Long before departure, they demand submission of proposed itinerary, including all hotel reservations! That's a hassle for a footloose and fancy-free traveler, but if there is any cyclist who can pick a remote spot on an unfamiliar map and get there right on time, it's me. For the occasion, though a native Canadian, I have chosen my Italian passport, reluctant to arouse any sensitivity among Russian custom officers who have witnessed Team Canada win too many Gold Medals in international hockey tournaments, often at their home team's expense. At the border, I know I've made the right choice when the officer smiles upon presentation of my visa and shouts JUVENTUS, a popular Italian soccer team, and likely the only word we mutually understand! We still must run the gauntlet of six other, more sullen border guards. We receive a much warmer welcome from Russian mosquitoes. Apparently, foreigners are recruited for pest control and are obliged to slap at least 100 of them before being granted entry into the country.

Maybe a reflection of my Italian heritage, I've long valued beauty in all aspects of life. In rural Russia, the concept appears to be entirely superfluous. The Soviet era has left a legacy of austere structures in various degrees of decay. The term “East Block” seems to graphically apply to the grey concrete monoliths. Some older wooden farmhouses retain their charm, actually enhanced by the absence of paint. Lilacs provide the odd splash of colour, as does the occasional tulip, still in bloom at this latitude in mid-June. All in all, not very pretty here, but as an environmentalist who values peace and quiet, I approve of Russians' evident disdain for lawnmowers, weed-eaters and leaf-blowers. Local landscaping is definitely 100% certified organic! The city of Pskov will provide the only respite from the monochromatic architecture, with its warm brick medieval walls as well as its white and blue orthodox churches topped with golden onion dome steeples.

From a geographic perspective, western Russia is more on the scale of western Canada than it is with its Eastern European neighbours. It is often 30 miles or more between outposts of civilization. Our cabin on Lake Peipus, Europe's second largest, is the only accommodation available along a 150-mile stretch of road. We cover 280 miles in the four days in Russia, getting the cost of our visas almost down to $1 per mile. As with Dr. Seuss' Green Eggs and Ham, I conclude that I kind of like this country, once finally sampled... and happily, it is a lot easier to exit than it is to enter. At the Estonian border, formalities are concluded in mere minutes, and a heavy rain keeps the mosquitoes grounded (or drowned). I am pleased to add three new bike stamps to my collection at the Narva post office. Conveniently, communication has been fully restored, as Estonia has rapidly embraced English as its second language, aligned as it is with Finland to the North rather than with Latvia to the South. The country is the size of the Netherlands, but has only one tenth the population, so motor traffic is light. As with the other countries that used to lie on the wrong side of the Iron Curtain, prices here are half those of Western Europe. In Sillamae, population 15,000, something is conspicuous by its absence: there are no houses! "East Blocks" prevail here, that is, rows and rows of Soviet era apartment buildings. Charmless as they may be, I appreciate their considerable environmental value, imposing a fraction of the ecological footprint compared to low-density car-dependent single-family homes that Western culture still considers the Shangri-La to which everyone must aspire.

(to be continued next issue)
I received an inquiry: “What is the legal basis that bicyclists facing stop signs on shared use paths are required to stop in obedience to those signs? The law on stop signs, Florida Statute 316.123, only applies to drivers of vehicles approaching intersections, not crosswalks.”

You are correct that Florida Statute 316.123 applies to vehicles on the road, but you can’t stop your analysis there.

There are several other basic rules for our analysis. First, under 316.006 (2) and 316.006 (3), municipalities and counties have the jurisdiction to put stop signs wherever they want including on multiuse paths. By the way, those multiuse paths are always on city or county property, we own it as citizens, but give the control to cities or counties. There is no limitation on that jurisdiction to place stop signs. Second, bicycles are vehicles under Chapter 316 of the Florida State Uniform Traffic Control statutes – specifically 316.003 (3). The third point is, under 316.2065(10), a bicyclist is a vehicle that has the rights and responsibilities of motor vehicles and that includes obeying traffic rules. Finally, all vehicles in the state of Florida have to obey traffic control devices - 316.074 – Obedience to and required traffic control devices: (1) The driver of any vehicle shall obey the instructions of any official traffic control device applicable thereto, placed in accordance with the provisions of this chapter, unless otherwise directed by a police officer, subject to the exceptions granted the driver of an authorized emergency vehicle in this chapter.

It is commonly understood by everyone that a stop sign in a traffic control device, though it is not delineated in the statutes. Governmental road departments refer to the USDOT Uniform Manual for Traffic Control Devices (https://www.gpo.gov/fdsys/pkg/FR-2012-05-14/html/2012-11712.htm) to define what stop signs look like (think octagonal, red and with the word STOP on them). Incidentally, there are lots of other things that are traffic control devices that we may ignore: white lines on the side of the road, yellow chevrons and words printed on the road are all traffic control devices.

A bicycle doesn’t become a pedestrian once it’s on the sidewalk. It remains a “human powered vehicle” but its driver has to “use due care” to not collide with pedestrians or other bicycles - 316.130(15). Here’s where you get to the end the analysis. Pedestrians are required to stop for stop signs: 316.130(1) says: “(1) A pedestrian shall obey the instructions of any official traffic control device specifically applicable to the pedestrian unless otherwise directed by a police officer.” As noted above, cities can place stop signs wherever they want to. So, if you’re operating on the sidewalk/multi-use path under 316.130(15), you are still a vehicle under the definition of a bicycle. Statute 316.074 says all vehicles shall stop for stop signs without any limitation as to whether you are on a sidewalk or a officially designated road. Even if you think you’re a pedestrian because you’re on the sidewalk or multi-use path, under 316.130 (1), you have to stop at traffic control devices (stop signs) which cities can put on sidewalks under 316.006 (2) (a).

Finally, I would like to point out something else in the Florida Supreme Court Civil Jury Instructions. (http://www.floridasupremecourt.org/civ_jury_instructions/instructions.shtml#300).

There is a jury instruction I use for traffic cases in trial. It is Florida Standard Jury Instruction 401.10 titled: “EQUAL AND RECIPROCAL RIGHTS OF MOTORISTS AND PEDESTRIANS.” Jury instructions are extremely important in a trial because these are guidelines the judge reads to the jury to tell them how to make their decision. It contains the gravamen of justice that our courts are supposed to render in our courtrooms.

401.10 EQUAL AND RECIPROCAL RIGHTS OF MOTORISTS AND PEDESTRIANS: All persons [whether [pedestrians] [or [motorists]] [or [other]]] may use the [street] (highway) but each has a duty [to comply with lawful regulations of its use applicable to [him] [her]...to use reasonable care for [his] [her] own safety and for the safety of others.

When you are considering the rights of motorists and pedestrians and human powered vehicles “each has a duty to comply with lawful regulations of [the street highway] use applicable to him/her and to use reasonable care for his/her own safety and the safety of others.”

What’s that mean? In a phrase: “Just be nice.”

Sure, you can argue that “stop signs” are applicable to roads only and not pedestrians or that cities and municipalities don’t have a right to place stop signs on pedestrian walkways or multi-use paths. The judge would listen to you very patiently and then he would proceed to rule against you. She/he would be guided by the principle of “equal and reciprocal rights” and “use reasonable care.” The end result of your position – that stop signs don’t apply to bicycles on multi-use paths – would be that bicycles don’t have to “stop for stop signs.”

As my constitutional law professor used to say: “and then they’ll parade out the horrors of the consequences of these behaviors – the little old ladies in wheelchairs, children with horrible scars, etc.” No judge will agree with that position. If you don’t stop for a stop sign whether it’s on a street, sidewalk, or multi-use path, you just ran a stop sign. You will pay the fine and court costs and spend one-half of a day in court for that privilege. So, “just be nice.”

Wheels of Justice – Ask a Lawyer
So, “Just be Nice”
by J. Steele Olmstead, Esq.

I

Ask the Editor by Way of Bike Walk Indian River County
by Hugh Aaron, President Bike Walk Indian River County

Hugh Aaron recently received two inquiries via their Contact Us form about signage and lane width in reference to his article in the Spring 2018 Messenger on page 6, titled “Is it Time to Replace Those ‘Share the Road’ Signs With Something Better?”

John Windmiller: I am a 68 year-old retired engineer from IDOT (Illinois Dept. of Transportation). I am an avid biker both in Illinois and Florida. I read Mr. Aaron’s article in the latest edition (Spring 2018) of the FBA newsletter. My first comment is … the standard lane width on urban streets < 45 mph is 12ft. The standard lane width of rural highways is also 12ft. The general width of a vehicle is 6-7 ft. The Share the Roads signs should be abandoned because few drivers will comply. The symbol with the arrow and bike emblem would be great. Just move it over so it covers the right edge of pavement out to 3ft. That is where bikers are the safest.

Hugh: Thanks for the email. Good info. So far the experiment with the signs and sharrows in Vero is going well. We are working with local government to expand the project to other roads. Our public works department put the sharrows in the middle of the lane. That placement may be mandated by the MUTCD (Manual on Urban Traffic Control Devices), but I haven’t checked. To me, a little to the right of center would be better. I would not want them near the right edge, however. That might result in cars trying to pass within the same lane, a dangerous situation.

Edward Reid: Thanks for printing Hugh Aaron’s article on replacing Share the Road signs. I suggest one important improvement on Bicycles May Use Full Lane signs – omit the word “May.” Almost everywhere these signs are placed, bicyclists MUST use the full lane for safety. Saying, “may” sends the wrong message, especially to naïve bicyclists, who are likely to read “may” as “may when absolutely necessary.”

Obviously this train has left the station and I can’t stop it. Still, it’s worth keeping in mind how much difference one word can make.

Hugh: Thanks for the note. I appreciate your enthusiasm. Changing the sign would require a change in the federal Manual on Uniform Traffic Control Devices. Here is the applicable MUTCD section. FDOT and the local public works departments in Florida (and probably everywhere) all consider the MUTCD to be binding. They won’t vary from it under any circumstances. I suspect it is a funding and/or liability issue. But I understand your point. I see way too many riders hugging the side of the road.

Section 9B.06 Bicycles May Use Full Lane Sign (R4-11) Option: 01 The Bicycles May Use Full Lane (R4-11) sign (see Figure 9B-2) may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

02 The Bicycles May Use Full Lane sign may be used in locations where it is important to inform road users that bicyclists might occupy the travel lane.

03 Section 9C.07 describes a Shared Lane Marking that may be used in addition to or instead of the Bicycles May Use Full Lane sign to inform road users that bicyclists might occupy the travel lane. Support: 04 The Uniform Vehicle Code (UVC) defines a “substandard width lane” as a “lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the same lane.”

Kenneth City Police Department “Biking with a Badge” Event

This free Florida Bike Month event features bicycle safety tips and laws discussion before riding local neighborhood streets. Drinks, snacks and giveaways – including two new bicycles – are part of this favorite annual event.
O
ne of the great perks of living in south Florida is the number of accessible trails for nature enthusiasts to hike or cycle to fantastic places that are off limits to motorized vehicles. Some of these spots are so remote that they do require a mountain bike and self-sufficiency. And, because it is a swamp, many of the trails are under water much of the year. This year, through April, it has been extremely dry with 41% less rainfall than usual which has given us the opportunity to bicycle in areas that most people have never seen, nor envisioned as a Florida landscape. The Fakahatchee prairies are such a place – beautiful and wild! The accessibility of the trails throughout this park varies by season and by year. 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.

During the last weekend of April, my friend Maureen Bonness invited my husband and I to join her for a 30-mile round trip tour through areas of the Fakahatchee Strand Preserve State Park, which is just seven miles north of Everglades City on SR29. At the Headquarters there are restrooms, a water fountain, maps and a donation box ($2 for hikers/bicyclists) available for visitors. Park rangers are often on site to provide more information. Be sure to wear a helmet, bring sunscreen, extra tube or patches and lots of water (with electrolytes). We didn’t experience any mosquitoes but it’s always handy to have some spray in the ‘glades. From this starting point we rode north on Janes Scenic Drive which is an old railway bed constructed in the 1940s to log out the old-growth Bald Cypress trees used during WWII to build flight decks for aircraft carriers.

Taking advantage of the dry conditions, we decided to cycle through Gate 7 (East Main Tram), one of many smaller tram roads which were used to haul out the cut timber. This is fairly easy riding for the first few miles with beautiful tall ferns alongside the road before you hit some sand pits that are covered with water most of the year. Riding over sand is not one of my favorite things; but, as Maureen pointed out, if I sit back on my saddle it would be a lot easier; less air in your tires also helps you through the rougher spots. Leaving the shade of the cypress trees, we entered Four Stakes Prairie which offers an impressive open view of the vast grasslands. The Fakahatchee is home to 44 species of native orchids and 14 species of native bromeliads as well as Florida black bears, white tail deer, alligators, and the endangered panthers to name a few of the wildlife. However, during this dry season, we saw only two deer but lots of wildflowers and bromeliads. Fakahatchee is the only place on earth where Royal Palms and Cypress trees occur together - a truly unique ecosystem.

Before it became a preserve in 1974 (see https://orchidswamp.wordpress.com/history/), the land was owned by many local residents who were “grandfathered in” and allowed to keep their property, so we saw cabins and comfortable camp sites along our tour. One of the sites even had a mailbox with a visitors’ guest book, inviting hikers and cyclists to leave a note.

The last few miles through Four Stakes Prairie the trail connects to a former tram road and gets a little bumpier. We biked along Mud Tram to the border of Fakahatchee and Picayune Strand State Forest which is the fourth largest state forest in Florida. This area was also logged for cypress and pine trees in the 1940s and 1950s; after the logging was completed, the land was purchased by developers and drained for the construction of what was intended to become the largest subdivision in the world. Four canals were dredged and over 200 miles of road paved by the developers, although most of the property was left uninhabited. Since then, Picayune properties have been acquired by the state and the area is now a component of the massive Everglades restoration project. The Picayune Strand Restoration Project began in 2007, and thus far two canals have been filled and most roads degraded. The result will eventually restore the natural hydrology of the forest and associated ecosystems. We cycled on one of the filled canals along the border of the Picayune before crossing back over into the Fakahatchee. The forest at that location burned during recent March wildfires, but it was amazing to see the cabbage palms and wildflowers sprouting new growth so quickly; nature heals itself.

Riding through Dan House Prairie we again experienced beautiful plant life: small ground orchids flourishing throughout the plains. This is the area where we saw deer jumping across the road in front of us. We cycled on lime rock before heading further south to Hercules Fist. This section is comfortable riding on a defined path with a few sandy spots before and after reaching East Main. There is light at the end of the tunnel (tram road) as you approach Gate 7 and meet up again with Janes Scenic, finishing full circle back at Headquarters.

Off-road cycling through the National and State Parks are the best way to experience wonderful wild Florida, particularly wild areas that are off limits to motorized vehicles! Come out and see for yourself!

Remember to check the weather conditions (whether wet or dry) and the storm forecast. An article about a shorter cycling tour through the Fakahatchee was published in the Summer 2016 issue of The Messenger on the FBA website: http://floridabicycle.org/pub_pdfs/Summer2016.pdf.

For more information about other off-road cycling in Southwest Florida, visit: http://floridabicycle.org/florida-off-road-resources/; scroll down to “Related Articles” and click on the various parks. Enjoy your ride!

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 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
Questions about the laws related to bicycling?

Ask Geo @ FLBikeLaw.org*

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.

Is this a Bicycle?

Q Ever asked: The way I read the Florida Statutes the Whizzy Ride e-bike should be considered legal. It can be propelled by human power or the motor can run it under 20 MPH and the seat is above 25 inches. Our local police chief (Miami Beach) has deemed them illegal per those same statutes. How do you see it?

A (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 upon which any person may ride, having two tandem wheels, and including any device generally recognized as a bicycle though equipped with two front or 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.

Lacking any case law or state precedents, I won’t venture an opinion about the legal status of this particular vehicle. A question I would have is whether the vehicle can be propelled by a combination of human power and motor power. I don’t know if either/or is within the definition.

Motor Vehicle on Sidewalk

Q Perry asked: I have any battery operated scooter only goes 20 miles an hour. Can I ride on the sidewalk instead of the street?

A No. Sec. 316.1995 – Driving upon Sidewalk or Bicycle Path (1) .... a person may not drive any vehicle other than by human power upon a bicycle path, sidewalk, or sidewalk area, except upon a permanent or duly authorized temporary driveway.

Register Bikes in St. Pete?

Q Laurie asked: Don’t know if my nephew is pulling my leg or just trying to get me to send him beer money. He said he needs $65 to register his bicycle with the police in St. Petersburg, Florida.

A Bicycles of residents of St. Pete must be registered. I can find no mention of a fee to register a bicycle. You may want to contact the police department and ask them about a fee. Call: Fees 727-893-7537 or Bicycle Compound 727-893-7560 (Open Mon 1pm- 4pm & Tues-Fri 8am-4pm)

DIVISION 2. – REGISTRATION

Sec. 26-201. – Definition.

The term "bicycle license plate" means the means of identification of the bicycle issued by the police department pursuant to the registration of a bicycle and may include a metal or plastic plate or a sticker.

Sec. 26-202. – When required.

(a) Every person residing within the City owning or having in his or her possession any bicycle shall register such bicycle with the police department.

(b) This section shall not apply to retail sellers of new or secondhand bicycles when the bicycles are for sale to the public.

(c) This section shall not apply to persons who are not residents of the City who have in their possession bicycles in the City. If non-residency cannot be established, it shall be presumed that the person is a resident of the City.

Ebike on Pinellas Trail?

Q William asked: I have an e-bike (maximum speed 20 mph) which I would like to use on the Pinellas Trail and Duke Energy Trail in Clearwater, FL. The trail rangers may have different instructions for different parts of the trail as I have been given different answers in St Pete, Clearwater, and Dunedin. Note: I conducted my survey on foot so as not to violate any existing laws that prohibit power-assisted e-bikes from operating on the Pinellas Trail.

A In most circumstances, any motorized traffic is prohibited from a bike path or sidewalk. The state statutes that would normally apply are these:

s. 316.1995 – Driving upon Sidewalk or Bicycle Path

(1) Except as provided in s. 316.008 .... a person may not drive any vehicle other than by human power upon a bicycle path, sidewalk, or sidewalk area, except upon a permanent or duly authorized temporary driveway.

s. 316.003 – Definitions

(4) Bicycle path – Any road, path, or way that is open to bicycle travel, which road, path, or way is physically separated from motorized vehicular traffic by an open space or by a barrier and is located either within the highway right-of-way or within an independent right-of-way.

However, a local authority may enact regulations or ordinances that affect bicycles, including motorized bicycles, in their jurisdiction.

s. 316.008 – Powers of Local Authorities

(1) The provisions of this chapter shall not be deemed to prevent local authorities, with respect to streets and highways under their jurisdiction and within the reasonable exercise of the police power, from:

(b) Regulating the operation of bicycles.

The local authority in this case seems to be Pinellas County. The main Trail site here seems to indicate that motorized vehicles of any type except as noted are prohibited. http://www.pinellascounty.org/trail/gtrules

Basic rules to help everyone enjoy the trail:

Motorized vehicles (except electric handicap wheelchairs, maintenance, law enforcement and emergency vehicles) are prohibited.

I recommend that you contact the office that seems to have authority over the trail for the county: PCR Administrative Office, 12520 Ulmerton Road, Largo, FL 33774, (727) 582-2100 – select option #2

When you talk to any authority you should ask them the regulatory basis for what they tell you. Is there a regulation or ordinance that backs up what they say? You should also ask if there is other jurisdiction and other local authority in the cities through which the trail runs.

*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.

**JUNE**

June 16 (Sat) Spring Hill
Crankin’ Out Cancer
Starts 7:00 a.m. at Evom Lounge, 14251 Powell Rd, Spring Hill, FL 34609
30, 42 & 61 mile options.
https://raceroster.com/events/2017/12567/crankin-out-cancer?aff=0CWS4&aff=0CWS4

**JULY**

July 8 (Sun) Punta Gorda
Wheels and Wings IX
Starts 7:30 a.m. at Beef O’Brady’s, 1105 Taylor St, Punta Gorda, FL 33950
15, 32, 50 & 60 mile options, plus 40 mile gravel grinder
http://www.peaceriverridersbicycleclub.com

July 15 (Sun) Boca Raton
Frank Start Ride
Starts 7 a.m. at Boca Raton City Hall, 201 West Palmetto Park Rd, Boca Raton, FL 33432
62, 50 and 30 mile options
http://frankstarkride.com/

**SEPTEMBER**

September 8 (Sat) Eustis
Camp Boggy Creek Challenge Ride
Starts 7:30 a.m. at Camp Boggy Creek, 30500 Brantley Branch Rd, Eustis FL 32736
20, 43 & 63 mile options.
http://challengeride.everydayhero.do

September 9 (Sun) Fernandina Beach
Endless Summer Watermelon Ride
Starts 7:30 a.m. at Fernandina Beach Recreation, 2500 Atlantic Ave, Fernandina Beach FL 32034
19, 30, 55, 75 & 100 mile options.
https://raceroster.com/events/2017/12780/endless-summer-watermelon-ride

**Eagle Scout Candidate Drennan Sorrell**

Drennan Sorrell’s Eagle Scout project consisted of collection and rehabilitation of bicycles. Drennan and several scouts from Boy Scout Troop 567 met recently to officially donate over 100 rehabbed bikes to Bike Walk Indian River County’s Bike Rehab Project. He also met his goal of raising $800 to purchase professional bike repair tools and work stands for the Rehab Project. Several bikes collected and rehabbed by Drennan’s project have already been distributed; three to a local family in need, five to local homeless veterans and one to a young lady who needed a bike to search for a new job. This is a truly life changing project for many of the recipients and Bike Walk Indian River County. Thanks Drennan, Troop 567 and the many volunteers from the Vero Cycling Club who donated their time to work with Drennan to complete his Eagle Scout project.

**Great Cycle Challenger Tim Hall**

Tim Hall of the Tampa Bay area would like to share his positive spin on cycling: I am participating in this year’s Great Cycle Challenge. I have dedicated myself to riding 200 miles in the month of June to raise $500 towards children’s cancer research. I believe each person in our community has an obligation to watch out for one another. The Great Cycle Challenge gives me the opportunity and a pleasant platform to discuss cycling around Tampa, FL while raising money for charity. The money goes to the research of several cancers that children could face, or it goes directly to hospitals where children with cancer are treated and have all necessary medical assistance provided with little to no cost to the child’s family. I am doing this because it is good for so many people in our community and it is pushing me to ride more and become more fit.

To learn more, visit Tim’s fund-raising page: https://greatcyclechallenge.com/riders/TimothyMHall
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 Bike/Ped Coordinator: Derek Dixon, 904-360-5653; FDOT Bike/Ped Safety Specialist: Jennifer Graham, 904-360-5636; FDOT SUN Trail Coordinator: Barney Bennette, 386-961-7878
FBA Member Bicycle Clubs: Gainesville Cycling Club, North Florida Bicycle Club, Suwannee Bicycle Association
FBA Member Bicycle Shops: Champion Cycling & Fitness (3 locations)

**District 2**
Cities: Gainesville, Jacksonville, Lake City, St. Augustine
FDOT Bike/Ped Coordinator: Christopher Speese, 813-975-6405; FDOT Bike/Ped Safety Specialist: Tom Miller, 954-777-4073; FDOT SUN Trail Coordinator: Dennis Barr, 954-777-4284
FBA Member Bicycle Clubs: Gainesville Bicycle Club, Vero Cycling Club, Treasure Coast Cyclists
FBA Member Bicycle Shops: The Great Cyclist, Emerald Coast Cyclists

**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: 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, Treasure Coast Cycling Association
FBA Member Bicycle Shops: Bike America (8 locations), Orchid Island Bikes and Kayaks, 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 Lingenfelter, 386-943-5336; FDOT SUN Trail Coordinator: Heather Garcia, 386-943-5077
FBA Member Bicycle Clubs: Florida Freewheelers, Sunner Landing Bicycle Club
FBA Member Bicycle Shops: Village Cycles (2 locations), Orange Cycle, Full Circle Cycle, Fox Firestone Bicycle Shop, The Ride Xperience

**District 6**
Cities: Key West, Miami
Counties: Miami-Dade, Monroe
FDOT Bike/Ped Coordinator: Elizabeth Stacey, 305-470-5308; Bike/Ped Safety Specialist: William Abin, 305-470-5406; FDOT SUN Trail Coordinator: Lisa Colmenares, 305-470-5386
FBA Member Bicycle Clubs: Everglades Bicycle Club, South Florida Triathletes
FBA Member Bicycle Shops: Mack Cycle & Fitness, Elite Cycling & Fitness

**District 7**
Cities: Brooksville, Clearwater, Port Richey, St. Petersburg, Tampa
Counties: Citrus, Hernando, Hillsborough, Pasco, Pinellas
FDOT Bike/Ped Coordinator: Christopher Speese, 813-975-6405; 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, University Bicycle Center, AJ’s Bikes and Boards, Oliver’s Cycle Sports. Ride-N-Roll Cycler

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

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**Bicycle Best Practices Workshop:**
FLORIDA FREEWHEELERS
TRAILS AND STREETS BICYCLE SUMMIT
September 1-3
FLORIDA FREEWHEELERS
HORRIBLE HUNDRED
November 17-18
Stay tuned to www.floridabicycle.org for more information
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