



June 2021

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## SPBC Election Results for 2021-2022 Board of Directors

On Saturday, May 22, the club held our election for officers, with voting online and in-person voting at our social in the park by the North Shore Pool.

We had one opening for the board, as [Frank Smith](#), our sitting VP, decided not to run for re-election.

We had 2 new candidates - Scott Malatesta and Paul (Mr. Penny Farthing) Norris.

The results of the election were as follows (Incumbent):

[Mark Franchetti](#) - I  
[Daniel Bode](#) - I  
[Kris Woodcock](#) - I  
[Jacqueline Middleton](#) - I

[Margaret Joffe](#) - I  
[Michael McNutt](#) - I  
[Tim Robinson](#) - I  
[Rafy Rivera](#) - I

[Paul Norris](#) - Incoming

Thank you for all who voted online and in person, and thank you for the candidates who give their time and effort to make the SPBC a great organization and a club to be proud of.

Mark Franchetti

SPBC President 2020-2021



### Paul Norris

I was born in Sao Paulo, Brazil (British family). I moved to the US in my late teens and, since then, have been involved in competitive running, triathlons, and cycling events – including the Ironman Hawaii, NY Marathon, and La Ruta del Conquistadores.

I recently retired and plan to spend time giving back to the local sporting community.

Hence, my love for cycling ties in well with the goals of the SPBC!

I am best known in the area as the "Penny Farthing rider."

I particularly love riding the Penny, as it brings cycling history alive and sparks instant – and spontaneous – reactions, such as smiling, thumbs-up, and friendly honks!

Soon I'm hoping to go into local schools and talk to students about the history of cycling – and demonstrate the Penny to these youths.

I look forward to contributing to the SPBC - and working with individuals who love cycling.

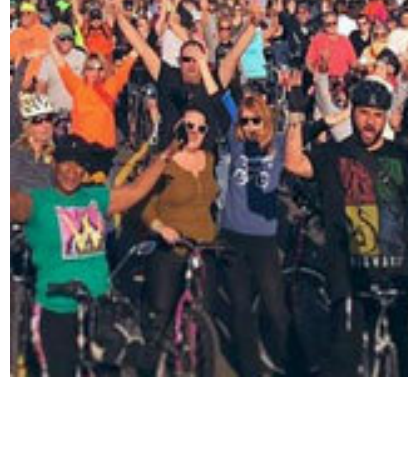
## Riding Solo - by Mike Farrell

This morning I rode my bike alone  
swathed in the cooler air,  
the light breeze, the quiet.  
When I stood to climb the bridge,  
I could hear my gear shift, my pedals creak,  
echoing between the bridge's barriers.  
The gulf waters view, serene, like my state of mind.  
A cell of rain hanging over the next bridge to climb.  
Will a rainbow appear?  
Will a pot of gold be at its end?  
Then I realize, I'm in my pot of gold  
that zone of solitude...when one rides alone.  
mikefarrell  
7.2020



## PLEASE DO NOT USE AERO BARS IN SPBC GROUP RIDES

Many of our weekly riders are triathletes and ride bikes with aero bars. That's because, in triathlons or time trials, you are not allowed to draft or ride in close proximity of others. BUT AERO BARS HAVE NO PLACE IN A PACELINE – the nature of a paceline has riders in close proximity to each other. You have far less stability when using aero bars and your hands are too far away from the brake levers for you to react quickly. It is difficult if not impossible to signal hazards or pass signals back. If you are in the bars in a paceline, you are putting other riders at risk. You are free to use them in time trials and triathlons or when riding alone, but please do not use them on Club rides.



## Special Rides This Fall

by Kris Woodcock

After a sad year of no special invitational rides, we're excited to see many of our old favorites back this Fall. Get out of your cycling rut and try out one of these special events!

### October

The 3-day **Mt. Dora Bike Festival** is back this Fall, 10/7—10/10. Always a favorite with the club, this ride offers numerous daily ride options of 25 miles up to centuries. It takes place in the rolling hills, lakes and small towns of central Florida—take a shot at climbing Sugarloaf if you dare!

The town of Mt. Dora is a charming enclave with shops and great restaurants, so the "apres-bike" is terrific and a great option for a non-riding spouse. Hotels, B&B's and rental homes fill up fast, so book your spot now!

For more information and registration:

[Mount Dora Bicycle Festival](#)  
<https://www.mountdorabicyclefestival.com>

### November

**Gulfcoast Cyclefest** is back on the calendar for Sunday 11/7. This one-day ride hosted by the Sarasota Manatee Club starts at Lakewood Ranch shopping center and rolls through bucolic pastures and Lakewood Ranch subdivisions. Mileage choices from 24-75. Delicious boxed lunch back at the shopping center and tech shirt for the first 850 pre-registered.

For more information and registration check FB—Gulfcoast Cyclefest.

**WOW Ride.** Sorry guys, this one's for ladies only! Hosted by the Village Idiots on Sunday 11/14, this ride also takes you through the countryside of Lakewood Ranch with options of 35-63 and features a special treat—the guys in the VI Club host the rest stops and wait on us hand and foot! Need your water bottle filled, hang your bike on the racks? The guys have got your back! Proceeds from past events have gone to women's charities like Girls, Inc. and the Lakewood Ranch Medical Center Nurses Scholarship fund.

Join the "sea of pink" and ride with the ladies of SPBC, as we've had a major presence in the past at this event. The pink event jerseys are a much-treasured remembrance of the event! Stay tuned to FB to join the fun!



## UM Insurance Protects You Against Distracted Drivers

by Jim Dodson

Distracted driving is a serious concern for cyclists and drivers. The best defense against distracted driving is to be attentive as possible and always practice defensive driving (or riding). In a world where one in four accidents are caused by texting while driving, it has become more important than ever to always keep your eyes on the road. Since you can't control the other drivers, the second best defense against distracted drivers is uninsured motorist (UM) insurance.

I can't stress enough the importance of UM insurance. UM insurance helps make sure you're covered if you've been injured in an accident. It doesn't just apply when you're driving too; it also covers you as a pedestrian, riding your bike, and in many other situations.

The most heartbreaking calls I take are those where I am unable to assist someone seriously injured by an uninsured driver or is involved in a hit and run accident, only because they do not have their own UM insurance. Unfortunately, these situations often result in there being minimal coverage or no coverage available at all for the injured party to seek compensation from.

This happens far more often than anyone wants to imagine. In addition, in Florida, UM insurance is above and beyond whatever insurance limits the other driver carries. For example, if you are hit by a driver who has \$10,000 in bodily injury (BI) liability but you also have UM coverage for \$100,000, this will provide you with a total of \$110,000 in available coverage to seek restitution for your injuries.

There are many other benefits to UM insurance, far too many for one tidbit. If you would like to know more, click [here](#) to get a free copy of my book, *Uninsured Motorist Insurance, Don't Leave Home Without It!* I'd also be happy to answer your questions. You can send any questions you have as a reply to this tidbit, or to [kati@jwdodsonlaw.com](mailto:kati@jwdodsonlaw.com).



## Update From The Mayor's Office On 1st Avenue/Central Avenue Bike Lanes

by Bob Griendling

The Bike Rapid Transit (BRT) Transportation team tells me that indeed, standard bicycle lanes will be added to Central Avenue from 34th Street to 58th Street. It will include painted bike lanes, with the width varying between 4'5" - 6' wide, by narrowing the existing curb lane to 10'.

The posted speed limit on Central will be reduced to 35 mph. This will be completed in late Summer or early Fall. In the interim, we'll be installing bicycle advisory signs on all three roadways (1st Ave South, Central, and 1st Ave North) between 34th Street and 66th Street this summer.

The bike lanes on the 1st Avenues will remain east of 31st Street to west of 16th Street. A transition (and ramp) will be included that allows cyclists to transition to the bikeway on the south side of 1st Ave South (immediately behind the curb between 16th and MLK, and with the concrete separator east of MLK).

The semi-dedicated transit lane will run along the inside lane of the 1st Ave South from 66th Street to 16th Street. It will operate in mixed traffic from there into the downtown core - along 4th St, 6th Ave S, and 3rd Street. The semi-dedicated transit lanes will continue from there on 1st Ave North to 66th Street.

Note: These are semi-dedicated lanes, so motorists will be able to use them to access the businesses along the corridor, as well as make turns at signalized intersections.

The bike lanes west of 58th Street will be constructed with the West Central Streetscape project. They'll be standard bike lanes, 5' wide. Posted speed limit will be reduced to 35 mph throughout the project limits.

The project is expected to be bid this summer, with construction expected to begin this fall. Information about that project can be found on the [City's webpage](#).



## When a Driver Passes a Cyclist, Who Has the Greater Responsibility?

by Jim Dodson

We all know that too many drivers act as if they own the road. Unfortunately, we cyclists also have the duty of doing what we can to stay out of their way. The issue of who bears the greater responsibility in a passing situation often isn't closely examined until there is a collision and the cyclist is seriously injured.

As I have discussed previously, Florida Statute 316.2065 requires a cyclist operating a bicycle at less than the normal speed of traffic to "ride as close as practicable to the right hand curb or edge of the roadway." Although we should always ride in the bike lane if available, there are a number of exceptions to this general rule to protect cyclists when they need to take the lane due to an unsafe situation. These include [substandard width](#) lanes and when it is reasonably necessary for the cyclist to avoid any condition or potential conflict. The law cites several examples including the need to avoid a fixed or moving object, a parked or moving vehicle, bicycle, pedestrian, animal, or other surface hazard which makes it unsafe for the cyclist to continue along the right hand curb or edge or within a bike lane.

The implication from this statute is that when a cyclist encounters one of these conditions, he or she may move further into the traffic lane. This sets up an increased opportunity to have conflict with a passing motorist who is likely to be unfamiliar with the law. The motorist is now coming up behind a cyclist who is no longer close to the right side of the road. They must then decide whether to pass the cyclist, and if so, how that will be attempted.

Bear in mind, the driver is operating a vehicle which Florida law recognizes as a "dangerous instrumentality." It represents a potentially grave danger to the cyclist, not the other way around. When a driver passes a cyclist they must do so safely. They must pass at a safe distance from the cyclist which cannot be less than three feet. If the driver can't pass the cyclist at a safe distance in the same lane they must move into the other lane to provide the proper clearance. Regardless of where the cyclist is within the lane, the motorist may only pass them if they can do so safely. Therefore the greater responsibility rests on the driver.



## Big Changes Coming to this Florida Law

by Becky Afonso, Florida Bicycle Association

The Florida Legislature recently passed amendments to section 316.083 (and others) of the Florida statutes. These amendments are in an effort to make the road safer for riders, drivers and pedestrians alike.

CS/SB 950 addresses issues relating to bicycle and pedestrian safety. The bill changes certain elements of the Florida statutes. These changes include:

- Providing that no-passing zones do not apply to motorists who safely and briefly drive to the left of center of the roadway to overtake a bicycle, provided that such a passing continues to give the cyclist the necessary three-foot passing clearance. If a motorist cannot safely pass at a distance of 3 feet or more, the law clearly states they must wait until a safe moment to pass.
- Requiring a vehicle making a right turn while overtaking and/or passing a cyclist to do so only if the cyclist is at least 20 feet from the intersection and at a distance that the driver of the vehicle may safely turn.
- Authorizing cyclists riding in groups, after coming to a full stop, to go through an intersection in groups of 10 or fewer. Motorists are now required to let one such group pass before proceeding.
- Providing guidelines for riding a bicycle in a substandard width lane and authorizing cyclists to ride two abreast to avoid dangerous conditions.

Although this law is not yet in effect, it passed unanimously in both the House and the Senate. Once it is ratified by Governor DeSantis, the effective date of the law will be established.