

# Orlando Area Bicycle Guide



Cycling Maps for Orange, Seminole & Osceola Counties

Safe Cycling Knowledge

Tips on Commuting and Practical Cycling



**METROPLAN**

ORLANDO

*A Regional Transportation Partnership*



# Table of Contents

- 4 About this guide**
- 5 Mechanical dependability**
- 6 Being seen**
- 8 Helmets**
- 9 Other equipment**
- 10 Cycling in traffic**
- 15 Avoiding common motorist mistakes**
- 16 Hazardous situations**
- 17 Special conditions**
- 20 Practical cycling tips**
- 22 Commuting by bike**
- 24 Maps**

---

## About This Guide

Increased bicycling for transportation and recreation brings many benefits to you and your community.

- Bicycling is an ideal way for you to get more cardiovascular exercise in your daily routine.
- It's quite safe when done properly, and the health benefits far outweigh the potential for injury. In cities where more people bike, the safety of each individual cyclist is improved!
- Bicycles are quiet and don't pollute our air or water.
- For many people bicycling is a necessity: many trips are too far to walk, not everyone can afford an automobile and not every trip can be handled by mass transit.
- When you calculate what you get for your money in speed, convenience and health, a bicycle is far and away the most economical means of transportation you can use.
- But let's not forget the best reason for riding a bike — it's fun!

The purpose of this guide is to show you how to get around the Orlando area better by bicycle, and to empower you to make bicycling safer, more practical and more enjoyable.

## Mechanical Dependability

Many minor (and even some serious) bike crashes are due to improperly maintained equipment. If you're not familiar with bicycle repair and maintenance and haven't been on your bike in a while, take your bike to your local bike shop for a thorough checkup.

No matter what your mechanical aptitude, you can do a quick check of your bike to see if it's safe to ride before you hit the road. It's called the "**ABC Quick Check.**"



**A is for Air:** Squeeze your tires across their width; you should only be able to squeeze a little bit. Make sure the tires are filled to the pressure indicated on the sidewall.

**B is for Brakes:** While holding your handlebars and standing off to one side of the

bike, squeeze first your front brake while pushing the bike forward—the rear wheel should lift off the ground. Then, do the same for the rear brake; the rear tire should skid. Your brake levers should not come within a half inch of the handgrips when fully squeezed.





**C is for Cranks:** The “cranks” are the assembly of pedals, crank arms and chainrings. Hold one of the crank arms with one hand pointing toward the ground while

holding the frame with the other, and try to move the crank arm perpendicular to the bike frame. There should be very little play and the pedals should be secure. If you feel knocking or it feels sloppy, take your bike to a bike shop.

### **Quick is for Quick**

**Release:** Quick release skewers on your wheels and seatpost clamp should be secure. If you're unsure about how to properly use a quick release (Hint: it



doesn't work like a wingnut!), make a visit to your local bike shop and they can show you how. A front wheel that comes off while riding can cause a very serious crash.

**Check:** Get on your bike and ride it up and down the driveway to be sure that everything is working properly before you roll out into the roadway.

### **Being Seen**

The key factor in avoiding crashes is being seen! Most of being seen involves being in the right place on the roadway, but at certain times, having the right equipment is also important.

## ***Night Riding***

***The reflectors that came with your bike are not sufficient for safe, legal night-time cycling.***

Florida law requires that you have a white headlight visible from 600 feet away, and a red taillight and red reflector visible from 500 feet away.



Reflectors on the front of the bike are not adequate, as motorist headlights won't reflect off of them at key conflict situations. If you plan to ride regularly at night, buy

as powerful a headlight as you can afford.

The common red flashing LED lights are very effective as taillights and most include an integral red reflector. Other lights and reflectors can be added for additional conspicuity.



During low-light conditions like dawn, dusk, fog and rain it's best to wear bright or "neon" colors like yellow, orange, pink or yellow-green. Bold, solid colors are also advisable if you're riding on long, straight country roads where motorists are likely to get "hypnotized."

## Helmets

Think of your helmet as your last line of defense, not your primary safety strategy. Remember, a helmet won't keep you out of a crash – that's your brain's job! That said, a helmet won't do you much good if it doesn't fit properly. Here are the steps to a having a good-fitting helmet:



**Poorly fitted helmet**

1. Buy your helmet at a bike shop – they know how to fit them!

2. Your helmet should sit level on your head, not tilting forward or back. There should be

no more than two finger-widths distance between your eyebrows and the bottom-front of the helmet.

3. Properly configure the straps. This can be complicated; read your helmet's instructions carefully. The front, rear and chin straps should meet just below your earlobes.

4. Make it snug! You should only be able to fit two fingers under your chin strap. You should feel pressure when you open your mouth.



**Well fitted helmet**

## ***Florida's Helmet Law***

Children age 15 and under are required to wear an approved helmet whenever they ride a bicycle or are a passenger on a bicycle or bicycle trailer on a public street or path in Florida.

## **Other Equipment**

### ***Water***

Cycling in Florida means heat! And when it's not hot, it's often dry! The first thing to go when you get dehydrated is your judgment. So, always carry water—either in a water bottle or a hydration pack.

### ***Air***

Sooner or later you're likely to get a flat tire, so you'll need a pump to refill your tire after you've patched it. What's that, you don't have a patch kit? Your local bike shop can show you what you need to repair a flat tire. Some shops even offer clinics where you can learn how to handle basic repairs. Use caution if filling your tire from gas station compressors—they are designed to pump large quantities of air and can over inflate your tire, causing a blowout.

### ***Bells & Horns***

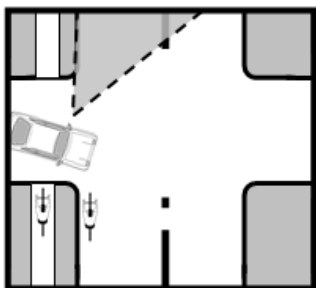
It's always good to be able to give some sort of audible warning to people around you. Bells work well on paths where you pass a lot of walkers, skaters and other cyclists. To get the attention of motorists, you will need a horn, though your voice is much more reliable and available in an instant.

## Cycling in Traffic

Bicyclists on roadways are defined as vehicle drivers in Florida, and as the driver of a vehicle you have the same rights and responsibilities as other drivers. And there's a good reason for this: we know from many years of studies that bicyclists fare best when they act and are treated as drivers of vehicles.

To see the laws, go to [www.bikeorlando.org](http://www.bikeorlando.org) and click on the link under Florida Bicycle Traffic Laws, or visit your local library and see Florida statutes 316.2065 and 316.151.

### ***Ride Right!***



Like every other driver, bicyclists must drive on the right-hand side of the road. Driving on the left side—against the flow—is dangerous and illegal as it takes you out of the normal scanning patterns of other drivers, reduces

the time other drivers have to see, react to and avoid you, and often makes you unable to see important traffic signs and signals. The only exception allowing driving on the left side of the roadway is on one-way streets.

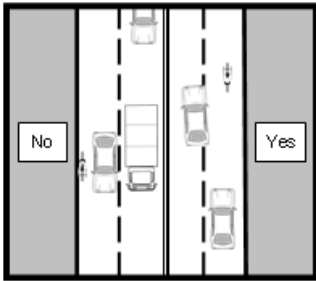
### ***But How Far Right is Right?***

There are four questions a cyclist needs to ask him- or herself when considering where to be positioned in the lane.

#### ***#1 The Speed Question***

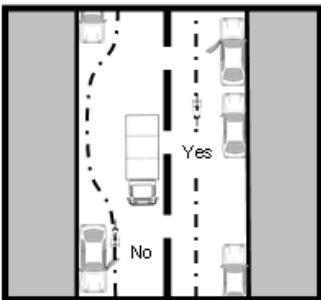
*Are you moving at or near the speed of other vehicle traffic on the roadway?* If yes, you are **not** required to keep right and should move toward the center of the lane.

## #2 The Lane Width Question



Is the lane too narrow for you and a passing motor vehicle to safely share? If yes, you should keep toward the center of the lane. This is not a dangerous practice! Cyclists who ride this way will tell you that

motorists give them a wider berth when passing and that they never hear the sound of squealing brakes behind them! As a slow-moving vehicle you are required to keep in the right lane on multi-lane roads (unless turning left). Since a bicycle is a narrow vehicle, you are expected to make it easier for overtaking drivers to pass you by keeping as far to the right as is practical, **unless it is unsafe for you to do so.**



The Florida Department of Transportation states that 14 feet is the minimum width that will allow passenger cars to safely pass bicyclists within a single lane. Keeping right does not mean you have to ride in the gutter or hug the edge

of the road where you risk hitting the curb or running off the roadway. Drive where you can comfortably control your bike and avoid common obstacles.

---

### **#3 The Destination Question**

*Are you preparing for a left turn?* If yes, you should keep toward the center of the lane and should choose the lane that takes you to your destination, just as a motorist would.

*Are you heading straight through an intersection?* You may find it necessary to move toward the center of the lane to avoid conflicts with right-turning motorists.

*Are you preparing for a right turn?* If you're turning right and the answers to questions 1 and 2 are "no," you should keep right.

### **#4 The Hazard Question**

*Are there other situations and conditions that make it safer and beneficial to keep toward the center (or even left side) of the lane?* If yes, you may move to whatever part of the lane you feel is appropriate. If you are cycling past parked cars, give yourself **at least 4 feet** of space to the left of them. A car door can open unexpectedly, and "getting doored" can result in very serious injuries. **Do not swerve in and out of spaces between parked cars.** Bad pavement? Broken glass? Bad sightlines at intersections? These problems and more justify moving toward the center of the lane. Use your best judgment.

### **Scanning Ahead**

Try to scan ahead to where you will be in about 10 to 12 seconds, and plan for where you will need to be when you get there. Your primary conflicts come from the front and sides; conflicts from the rear should be of lesser concern.

### **Scanning Before Moving Left**

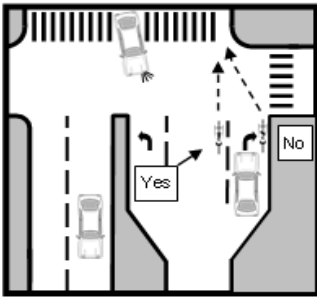
There are many circumstances when it will be necessary for you to move left on the roadway. Always check over your shoulder before moving left. This is

a critical skill and you must be able to scan without making the bike swerve. If you're not able to do this, practice it in an empty parking lot, riding along a straight painted line and scanning over your shoulder until you can do it without veering. If you have a neck mobility problem, take your left hand from the handlebar and place it on your left thigh so you can turn your torso.

## Intersections

Intersections are where most conflicts occur. Again, operating your bicycle in the same way other vehicles do will keep you out of most problems.

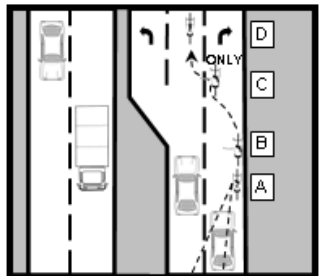
### Going Straight



You have three potential conflicts when going straight through an intersection: overtaking right turn drivers, head-on left turn drivers, and drivers coming from the cross-street.

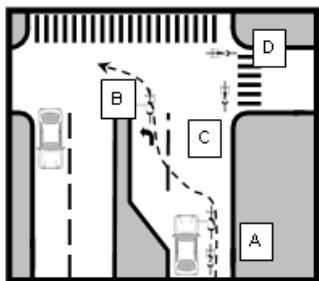
If there is a right-turn-only lane you should **not** be in it. This puts you in conflict with right-turning motorists, and drivers coming from your right will expect you to turn right. If the right lane serves both straight and right turn movements, keep toward the center of the lane.

If the lane you're in changes from a straight-through lane to a right-turn-only lane, you must merge over to the next lane. Negotiate with overtaking traffic in the first lane through hand signals and



eye contact (A), signal your intention to merge (B), move to the left side of the lane (C), then negotiate with overtaking traffic in the second lane (D).

### **Turning Left**



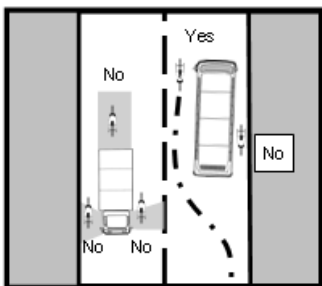
Bicyclists are allowed full use of the lane normally used for making left turns. If there is only one lane for straight and left turns, take control of the lane. If there is a dedicated left turn lane, negotiating with

overtaking traffic through hand signals and eye contact (A), merge with each lane of traffic, and take control of the left turn lane (B). If there is more than one left turn lane, use the one that leads to your destination beyond the intersection.

If traffic is too fast or heavy for you to comfortably make the above maneuver, do what's called a "box left turn": continue straight through the intersection to the far side on the right side of the roadway (C), then stop, swing your bike 90 degrees to the left (D), wait for the traffic signal to change or for a safe gap and drive off in the new direction.

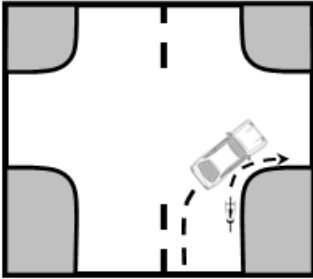
### **Large Vehicles**

Stay out of the blind spots of large vehicles. Never pass public transit buses or tractor-trailers on the right – you may hit a passenger exiting the bus or be squeezed up against the curb.



## Avoiding Common Motorist Mistakes

### *The “Right Hook”*

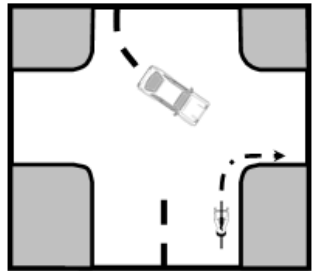


If a motorist makes a right turn directly in front of you and you're going too fast to stop, simply turn with the car. If the car is beside you and you can't see the brake lights, watch the front end of the car. If it drops, the car is braking

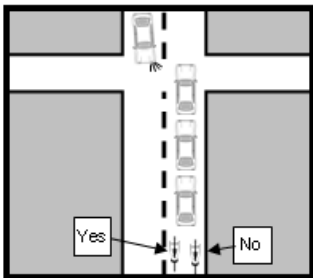
and probably about to turn into your path.

### *The “Head-On Left”*

If an on-coming motorist turns left in front of you, either brake hard — by shifting your weight back and down while using both brakes — or turn right with the vehicle. If you believe a driver may be about to do this, keep pedaling to show your intentions but prepare to brake or steer out of trouble.



If you are at the tail end of a stream of cars, an on-coming driver may turn left if you are hidden by the cars you are following. Keep to the left side of the lane where you can be seen when following such a stream of cars.



---

## **Hazardous Situations**

### ***The “Rock Dodge”***

If you suddenly notice a hazard on the roadway that might make you fall if you hit it, but don't have time to scan behind and fully steer around it, quickly snap your handlebars to the left to bring the front wheel around the hazard, then snap again quickly to the right. Do not attempt to lean the bike. The important thing is to miss the hazard with your front wheel. You can practice this maneuver in a parking lot with a wet sponge standing in for the rock.

### ***Rain***

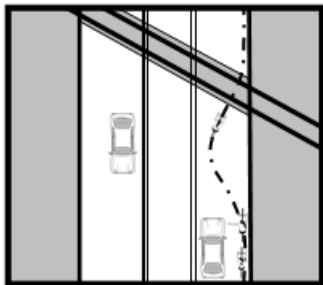
Rain and wet roads pose three safety problems: increased braking distances, hidden potholes and poor visibility. Always brake earlier than normal when it's raining, and never ride through puddles where you can't see the bottom. Wear bright colors to make yourself more conspicuous.

### ***Night Riding***

We've already discussed lights and reflectors. All forms of travel are riskier at night. Some drivers have difficulty judging the speed of approaching vehicles, especially bicyclists since we only have one headlight. In places with a lot of “visual clutter” (lots of signs, other vehicles, flashing lights, neon, etc.) and where motorist speeds are higher, you need to make yourself very conspicuous. Intoxicated drivers are more likely to be out at night. Use your best judgment about how likely you are to encounter drunk drivers when and where you ride.

### ***Crossing Railroad Tracks***

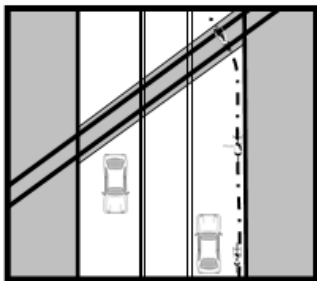
Railroad tracks that cross perpendicular to the roadway are just bumps to ride over; simply slow down, get up off the saddle and ride across.



When tracks cross at angles it is important that bicyclists cross as close to perpendicular as possible.

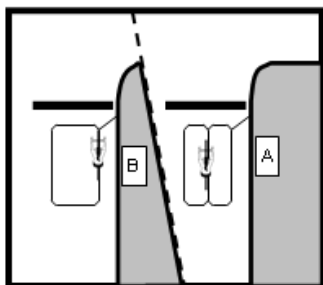
In the first illustration, the cyclist negotiates and takes control of the lane well in advance of the

crossing in order to steer back across the tracks. The second situation is more difficult. Waiting for a gap in traffic is probably the best course of action.



## Special Conditions

### *Loop Detectors*



At some traffic signals a “loop detector” is embedded in the pavement to detect vehicles and send a message to the controller to change the signal. Most of these loops **will** pick up a bicycle. The

loop acts as a metal detector, and most bikes have enough metal to be detected if positioned properly. Look for cuts in the pavement near the stop bar. If the loop is a long rectangle with another line down the center (A), place your bike over the center line. If the loop is a square or rectangle without the center line, place your bike on the line next to the line that leads from the loop to the curb and controller (B). If you sit there a while and the signal does not respond, you may consider it inoperative for your purposes and

treat the signal as a stop sign. Call your local government to see if the loop can be adjusted to pick up bicycles.

## ***Bike Lanes***

The presence of a bike lane should not change the way you ride. You still make left turns from the center or left turn lane. You still keep to the left of right turn lanes when going straight (some bike lanes are striped improperly at intersections). Many of the intersection conflicts you may encounter on streets without bike lanes will still happen on streets with them. Ride in the way your judgment says you should ride, not how the bike lane is striped. You are allowed to leave the bike lane for any reason necessary for your safety or for the purposes of getting to your destination.

## ***What About Sidewalks?***

Sidewalks are designed for people moving at walking speeds – 2 to 5 miles per hour. Bicyclists travel 5 to 10 times faster than pedestrians. Cycling on a sidewalk puts you



outside the normal scanning patterns of motorists while also putting you into more conflicts with them, and you're less maneuverable as a cyclist than as a pedestrian. A cyclist on a sidewalk experiences up to 10 times higher risk of crashing with a motorist at an intersection than a cyclist who drives on a roadway.

Cycling against the flow of traffic on a sidewalk in a commercial area results in the most common bicyclist/motorist crash type in the Orlando area. Motorists often block the sidewalk or crosswalk when entering from a driveway or side street. If you feel you absolutely must use the sidewalk, ride with the flow

of traffic, reduce your speed, and assume motorists won't see or yield to you.

## **Paths**

We have two kinds of paths (or "trails") in the Orlando area. The first kind – the Shared Use Path – has its own right-of-way away from streets, and crosses streets as though it were a street itself. The second kind is the Sidewalk Bikeway, a path that runs next to a roadway and operates like a sidewalk. Some paths change character from shared use paths to sidewalk bikeways.



On Shared Use Paths your main concern is conflict with other path users. Due to the lack of motor vehicles, many path users behave erratically. Pass them with care, calling out "passing" or "good morning" as you approach. At intersections, yield as you would at any other intersection. If you wish to ride faster than 15 or 20 miles per hour, you should consider using a parallel roadway instead of the path.

On Sidewalk Bikeways you must deal not only with other path users, but also with motorists crossing your path at intersections and driveways. The problems are similar to those found on regular sidewalks. ***You are not required to use such paths if you prefer to use the roadway.***

## **Traffic Calming & Roundabouts**

Many local communities are installing features on their streets designed to slow motorists. Many of these features result in narrower lanes, pinch points, and other awkward situations for bicyclists.



When in doubt, take control of the lane and make motorists wait as you drive through such streets.

Treat roundabouts in the same way – claim the lane before entering the roundabout and don't let motorists pass until you've left the circle.



## **Practical Cycling**

### ***Heat***

Many new fabrics are available that wick sweat away from your skin to help keep you cool. Take your helmet off when you get off the bike in warm weather.

### ***Rain***

Rain in Florida is usually warm, and wearing a rain suit in warm weather will probably make you just as wet with sweat as you would get from the rain. In cooler weather, a rain suit keeps you from getting chilled and protects you from the threat of hypothermia.

Rains are usually brief in Central Florida, and the street will often still be wet after the rain has stopped. Fenders do a great job of keeping road spray off of you and your bike; you'll stay both drier and cleaner. A visor on your helmet can help keep rain out of your eyes.

## ***Carrying Kids & Cargo***



Toddlers should be carried in approved child seats or in trailers; never on handlebars, the frame or a rack.

For carrying cargo, use panniers (saddlebags) or a rack pack that mounts on a front or rear carrier rack. Trailers are also great for efforts like grocery shopping or other errands. Never hang loaded plastic grocery bags from your handlebars. They will make your bike very unstable.

## ***Securing Your Bike***

Get a good quality lock! U-style locks are popular and very effective. Fatter cables are also good. Don't skimp on a lock – cheap ones are easy to break.



Always lock your bike to something secure and in a conspicuous place. Some sign posts are simply pounded into the soil and can be easily pulled up. If you have a U-lock and plan to be away from your bike for a while, consider removing your front wheel and locking it together with your back wheel, frame and the bike rack post. In some places things like tool bags and water bottles might be stolen from your bike.

Forgot your lock? See if the place you're visiting will let you bring it inside. Another tactic is to take your front wheel with you.

---

## **Commuting By Bike**

### ***Route Selection***

It's a good idea to scout out potential routes on quiet weekend mornings before making the actual rush-hour commute by bike. This will give you an opportunity to look for pavement hazards, see which loop detectors will pick up a bike, and get an idea of how long it will take you to get there.

If you're a less confident cyclist, you might look for less-traveled parallel streets instead of the main roads. But just as when you drive a motor vehicle, the main roads generally get you there faster.

Commuting is actually one of the safest kinds of bike trips you can take. You become much more familiar with the route and traffic patterns, and motorists get used to seeing you and develop more respect for you.

### ***Parking***

Since you will be leaving your bike unattended all day, it's very important that your parking be more secure, and preferably protected from the weather. See if you can get your employer to provide a bicycle locker, or if that is not likely, to find a place inside your workplace building where you can store your bike. If those



options aren't available, try to find a secure rack or post that's protected from the rain. A plastic bag over your saddle will at least save you an unnecessarily soggy seat.

### ***Clothing & Clean-Up***

If you plan to bike to work and need to be reasonably presentable, you'll probably need to wear cycling

clothes during your commute and change clothes when you arrive. The best employers provide showers and lockers for this need. If those aren't available, you can still clean up effectively. Use a cool, moist rag (or alcohol wipe) to wipe yourself down after you've removed your cycling clothes. This brings your skin temperature down quickly and helps to "shut off" your sweat glands. A quick hit of deodorant and fresh clean clothes and you're ready.

Try rolling your clothes instead of folding them when you pack them in your panniers, it cuts down on wrinkles. Some cyclists will drive in on Monday with a week's worth of work clothes so they don't have to carry them, then drive them home on Friday. Be creative and flexible!

## **Reporting Problems**

### ***Motorists***

If you experience harassment or threats from a motorist, do not respond or escalate the confrontation. Instead, take down the vehicle tag number, call or write your local law enforcement agency, and report what occurred. The more our local law enforcement agencies receive such reports, the more they will recognize the need for enforcement to protect bicyclists. If it's a company vehicle, call the company to report the incident.

### ***Streets***

To report problem spots such as potholes, drainage grates that can catch bicycle wheels, loop detectors that don't detect bikes, and other small problems of this nature, visit [www.bikeorlando.org](http://www.bikeorlando.org) and look for the spot improvement form.

---

## **About the Maps**

The streets in this Guide are color coded to reflect the “level of comfort” of an average on-road cyclist or the “level of interaction” one is likely to have with motorists. The ratings are based on roadway conditions: pavement width, traffic volume, motor vehicle speeds, pavement quality, percentage of large trucks, the presence of a bike lanes, and the presence of parked cars. These ratings are oriented toward the conditions found during rush hour, so they will not necessarily reflect what you would experience during off-peak times. The ratings also do not reflect the existence of sidewalks next to the roadway.

The ratings are: **Green** — “low interaction/high comfort”; **Orange** — “medium interaction/medium comfort”; **Red** — “high interaction/low comfort.” The maps also show roadways with bike lanes, paved shoulders, and wide right-hand lanes.

**Bike Lanes and Paved Shoulders** – these roadways have either a four-foot (minimum) bike lane (which may or may not be designated with a bicycle symbol, arrow and/or diamond), or a three-foot (minimum) paved shoulder. Most paved shoulders are four feet or wider.

**Wide Right-Hand Lanes** – on these roadways the right-hand lane is 14 feet or wider, and such lanes are normally wide enough to be safely shared by motorists and bicyclists. Wide right-hand lanes generally have the same safety performance as bike lanes.

**Low Interaction (Green; A & B)** – these roadways generally have slower motor vehicle speeds, lower motor vehicle volumes, or may have a little-used parking lane or a bike lane.

**Medium Interaction (Orange; C & D)** – these roadways may have bike lanes or wide right-hand lanes, or may have low enough speeds and volumes to provide a modest level of comfort.

**High Interaction (Red; E & F)** – these roadways will have some combination of narrow lanes, high motor vehicle speeds and volumes, a high percentage of large trucks, and/or poor pavement. Some may have bike lanes or paved shoulders.

**About Sidewalks** – Sidewalks are not indicated on this map, except in cases where shared use paths run alongside roadways. Although these ratings are for on-road conditions, bicyclists using the sidewalk can expect similar increases in the amount of interaction with traffic. In general, driving a bicycle on the sidewalk does not decrease the risk of getting involved in a bicycle/motor vehicle crash, and in many circumstances it actually increases the risk..

**IMPORTANT:** The color-coded ratings **do not** measure the **safety** of a roadway for bicycling. Your safety is based primarily on how you drive your bicycle and how the motorists around you behave. Also, be aware that conditions will inevitably change on many of the roadways rated on this map. Traffic volumes increase, roads are widened, bike lanes and paved shoulders are added, and pavement can deteriorate or be resurfaced. The ratings also do not address conditions at intersections.

**DISCLAIMER:** These maps were prepared by METROPLAN ORLANDO. The purpose of these maps is to provide the users with information that will allow them to select a route based on their individual needs and skill level. In no way should the color coding of roadways be construed as recommendation of one roadway over another.

METROPLAN ORLANDO in no way warrants the safety of the roadways or facilities on these maps for the use of bicyclists. All of the roadways shown are used by motor vehicles. Bicyclists assume the risks to their own safety when using the roadways and/or bicycle facilities indicated on these maps. METROPLAN ORLANDO, individuals and organizations involved in developing the maps shall not be held responsible for any damages whatsoever arising from their use.

---

Ma

ap 1

---

Ma

ap 2

---

Ma

p 3

---

Ma

up 4

---

Ma

p 5

---

Ma

p 6

---

Ma

up 7

---

Ma

p 8

---

Ma

ap 9

---

Map

p 10

---

Map

o 11

---

## **Organizations**

### **Florida Bicycle Association**

(352) 468-3430

[www.floridabicycle.org](http://www.floridabicycle.org)

### **Children's Safety Village of Central Florida**

(407) 521-4673

### **FDOT Pedestrian & Bicycle Program**

[www.dot.state.fl.us/safety/ped\\_bike/ped\\_bike.htm](http://www.dot.state.fl.us/safety/ped_bike/ped_bike.htm)

### **League of American Bicyclists**

(202) 822-1333

[www.bikeleague.org](http://www.bikeleague.org)

### **Pedestrian & Bicycle Information Center**

[www.bicyclinginfo.org](http://www.bicyclinginfo.org)

### **LYNX (Central Florida Regional Transportation Authority)**

(407) 841-LYNX

[www.golynx.com](http://www.golynx.com)

### **Adventure Cycling Association**

(800) 755-2453

[www.adventurecycling.org](http://www.adventurecycling.org)

### **IMBA**

(888) 442-4622

[www.imba.com](http://www.imba.com)

### **Rails-to-Trails Conservancy (Florida Office)**

(850) 942-2379

[www.railtrails.org](http://www.railtrails.org)

### **Bikes Belong Coalition**

(303) 449-4893

<http://bikesbelong.org>





**315 E. Robinson Street, Suite 355**

**Orlando, FL 32801**

**(407) 481-5672**

**[www.metroplanorlando.com](http://www.metroplanorlando.com)**

**[www.bikeorlando.org](http://www.bikeorlando.org)**

**For more information about METROPLAN  
ORLANDO's Bicycle & Pedestrian  
program, call (407) 481-5672 ext. 318.**